



The TRunnion

TR Register Lea Valley Group 202406 June





Has anybody noticed that TRunnion is late this month?

Just back from hols and now ready to send out this issue.

Google have messed about with our Gmail security, not allowing me in to sendso Phil is kindly despatching for me this time. Why all this need to change systems and refresh?!

IF you want to send anything for the next issue please do, typing as Tahoma, size 11.

Time also that you sent extra fine photos for the Calendar ? I wonder if steam trains count. As planned, I have now waffled enough to fill this space.

Chris.

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* as below ...now **TAHOMA, size 11**

DEADLINE DATE ... for articles & photos for next issue is
THURSDAY 6 JUNE

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Please send any TRunnion articles direct to the Editor
*.....as a **WORD doc attachment !***

Keep the text small, if possible: TAHOMA, font size 11

PHOTOS : JPEGs of finest quality ...if possible ... please.

EMAIL direct to: chris.trunnioned@btinternet.com

Please keep Text & Photos separate.

My Publisher does not like it if pics are added to a Word doc.



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Meetings Venue and Small Print

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 Ther 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 : trr.lvg@gmail.com

Disclaimer The TR Register wishes 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 home of LVG ...the Cock Inn, Broom. Book your lunch!

Check our LVG WEBSITE for all you need to know

About, Gallery, Social Scene, Events, Newsletter and Local Happenings !

Click NOW for LVG updates

Just click below to keep yourself updated :-

<https://www.tr-register.co.uk/group/lea-valley>

Photo entries for Calendar 2025?



Take a fine scenic photo with your TR and email it to Group Leader



Group Leaders' Report Phil Sanford

Flaming June finally arrived for our Sunday club meeting at the Cock. It was a real treat to be able to sit outside and chat and have a drink. Not only were we lucky with the weather but it was good to see some members turn up who we had not seen for sometime. It also gave me the opportunity to see Richard McIntyre's new acquisition, a lovely Royal Blue TR4A complete with Surrey Top. Richard had sold his TR6 a few months ago but found the lure of a TR too hard to resist. (Being blue it will please the Editor).

Our June mid-week meeting at Risley had taken us to the edge of our area but the purpose of these meeting is to move around the area to give members in the more far-flung regions the opportunity to come along. Our July mid-week meeting will be at Luton Hoo for Classics in the Walled Garden on the 3rd July. As usual we will park in the paddock and take a picnic, come and join us, look out for the LVG flag. Entry on the gate is £10.00 cash or £8.50 in advance, contact me for details of how to book. The gate opens at 4pm.

On my recent trip to Germany Sharon complained that there was a strong smell of petrol, which I put down to following other TRs, after all they are famous for running a bit rich. It turns out my metering unit was leaking petrol. Luckily, I managed to obtain a refurbished one and now, thankfully, things are back to normal ready for my trip to Malvern for the Inter-Club International Weekend. Hopefully we will be blessed with good weather, I'm sure there will be a report and pictures in the next TRunnion.

I will not apologise for giving the **All Triumph Day** to be held at Shuttleworth on Sunday the 8th September another plug. The numbers are building with so far, almost 130 signed up. LVG numbers have increased to 20, hopefully several more of you will join us for what promises to be a Triumph of a car show. I can hear the groans about the pun from here! Entry is £10.00 which covers the driver and all passengers, with access to the museum hangars and Swiss Gardens, cracking value. Come on, send us an email to trr.lvg@gmail.com to say you are coming.

Phil



Richard's TR4



Richard's and Neil's TRs



Paresh's TR4A



Scramble after June club meet ...



A selection of the attending TRs ...sadly no early TRs this time.



Events . . . June

We continue to meet at The Cock PH every 3rd Sunday and will have a mid week evening meet up on the first Wednesday of each month through the Summer.

Classic car events will now come thick and fast and although we won't necessarily be out every weekend, it would be great to see some members giving their car a run.

If you go out, send us your photos (of the car obviously📷) and show us what you get up to.

At the end of May a few cars braved the showery forecast and went to Shuttleworth to see the D-Day squadron of Dakotas. The weather played ball and other than a couple of quick showers we had a dry day and a great time seeing the aircraft up close. It's amazing how steep the walk to the flight deck is when tail dragger aircraft are on the ground.

Unfortunately the Halls Green picnic was cancelled at the last minute (waterlogged field), although a few cars met at the farm to hear our Shine & Show band playing their jazz numbers.

The last weekend of June sees the Inter Club Weekend at Malvern and quite a few LVG members are booked to attend. The forecast looks like Summer might arrive just in time and with over 40 car clubs booked in, it is sure to be a great weekend.

See our website for all our promoted events (keep looking as more is added every week) and just remember, some need pre booking.

<https://www.tr-register.co.uk/group/lea-valley/social-report/2024/02/2238/LVG-Events-Calendar>

Phil & Mike

LVG Events



Whats On see LVG website

NOTE : *This is just a Screenshot.....if you need to click on something, do it on the website ...*

June

Sun 23rd - One Day Tibbles Tour with CACC. See Pete Muncer for details.

Sun 23rd - Standard Triumph Picnic. Woodland Grange, Old Milverton Ln, Leamington Spa CV32 6RN <https://www.tr-register.co.uk/...>

***Fri 28th - Sun 30th - Inter-club International Weekend. Malvern Showground. LVG are going and some are staying the whole weekend at The Abbey Hotel.**

July

Wed 3rd - Classic in the Walled Garden, Luton Hoo. 4pm to 9pm

Sat 6th - Rev up & Rock up, Gilkes Garage Cafe, Warwickshire, CV35 0JZ <https://www.tr-register.co.uk/...>

Sat 20th - Shuttleworth Summer Evening airshow

Sun 21st - Sunday Lunchtime Meeting - Cock at Broom at 12 Noon

Wed 24th - Classics on the Common, Harpenden

Wed 31st - Pirton Car Show. SG5 3PX. A good few LVG cars attend this one.

August

Wed 7th - Midweek Pub Meeting. Venue TBA

Sun 11th - South Beds Car Club, Pulloxhill, MK45 5HB

Sun 18th - Sunday Lunchtime Meeting - Cock at Broom at 12 Noon

Sun 18th - Summer BBQ - Sankeys Cottage, Ponsbourne Park, SG13 8QR -TO BE CONFIRMED

23rd - 25th - Silverstone Festival <https://www.silverstone.co.uk/...>

25th - 26th - Knebworth House Classic Car Show

Sat 31st - Sun 1st - Shuttleworth Flying Proms weekend airshow



Sunday 19 May

Pat Glasbey

Hills & Valley Tour (HRCR Wales)

Chris checked the TR3A over, after the previous weekend's tour, and drove out to the petrol station to fill up with more V-power. He returned OK but had noted the brake pedal pressure was softer than usual. Sure enough, brake fluid leaking and no time to fix ...so we have to switch to the Abarth 595 Comp.

Saturday morning, we set off for Welshpool. The only upside to this car change was that we drove through six torrential downpours on the way, so we would have been soaked by the time we arrived if we had been in the TR (although we would have worn full waterproofs. Ed.)

The start was at Welshpool Livestock Market and there were several of us in the "wrong" car for various reasons. We were designated number 3 and luckily the thick fog had lifted by departure time.

What a great route it wasbluebells everywhere; and our first section took us high onto the moors to views of the River Rhiw and Carno valleys. We continued through lovely countryside until we arrived at the spectacular Dylife Gorge and then on to the very isolated Y Star Inn for coffee and biscuits. This Inn used to serve the large lead mining village of Dylife, the remains of which can still be visible.

We leave Y Star and continue on the mountain road (used by us on several of our planned tours) for the 9 mile run to Machynlleth. This is a fabulous drive with views stretching for miles.

The next 11 miles on the A487 take us along the coast and past the Dyfi Osprey Project (we actually saw an osprey in a tree just above us on one of our trips) and the Dyfi Furnace, powered by an enormous waterwheel, visible from the road.

Turning off this road we are again on a single track mountain road up the Cwm Cewtan Valley, to drive



around the Nant-y-Moch reservoir and over the dam, to eventually arrive at Devil's Bridge. This was the lunch stop, so there was time to visit the upper terminus of the Vale of Rheidol heritage narrow gauge steam railway and/or the 3 bridges over the Afor Mynach. The 300 ft waterfalls are visible from the bridges or they can be walked down to.

We have never seen so many motor bikes in one place as were at Devil's Bridgeand they did rather spoil our drive from here to Rhayder, along another scenic mountain drive, passing the Craig Goch reservoir which is the uppermost of the Elan Valley reservoirs. There were so many bikes coming towards us that we had to give way the whole time ...with very little thank yous from any of them.

Continuing from Rhayader, through Llandiloos, to the coffee stop at Meadow Springs Country Park for fabulous home made cakes at this very smart caravan sitewhich has the poshest toilets ever seen, all beautiful wood and marble.

The last section is through less challenging rolling countryside and back to the Welshpool Livestock Market for a two course meal. A lovely, lovely day.

Chris will tell you more about the cars and driving.

Pat.





Scenic Tours with time to View

Well, that's what it should be all about. However, in practice, many entrants are looking forward to a spirited drive at their own pace.....and when their eyes are not glued to the road and avoiding pot-holes , yes they can enjoy the scenery.

The code given by the organisers is that if the car behind appears to want to go at a faster pace, pull over and let him throughso that everyone can travel at their own enjoyable pace . *(sorry , that's a lot of paces).*

The grey Saab 95 was travelling at such a speed on the mountain road that I gave up trying to stay with him. I spoke to him at the lunch stop and he said that he had driven that road recently when it was closed for a special stage rally. He and others were "blasting" down the single track roads seemingly without regard to any traffic that may be coming towards them. In contrast, I felt I was driving at a fair pace but with regard to possibly meeting another vehicle and I am always pressing the horn as a matter of awareness. Well, that's my view.

Note the Lotus Cortina above. He was in front of us on one section and as we left a minor road to join an A road that was clearhe put his foot to the floor and it was all I could do to catch him in the Abarth up to 60+. I spoke to the driver later and he said it was highly geared for acceleration and not top speed. Lotus twin-cam on Weber 40s.

Remember, these are Historic Rally Car Register Scenic Toursso the clue is in the title. Both cars and drivers have rallying in their blood. Some are still rallying and others were competing at club level and beyond in the 1970s and 1980s. Amongst the famous, Jim Porter can sometimes be seen on a tour (Roger Clark's navigator in the 1970s)and amongst the organisers of the Bluebell Run, Graham Elsmore & Stuart Harrold were a team back in the late 70s in Escort RS 1800 plus works team in 1978 in TR7V8. Graham did tell me that although the TR was good on tarmac, the short wheelbase made it a real challenge to control.

I will just close with a modern comparison. The modern Mini Cooper Works (below) turned out of the final lane onto a clear A road and accelerated hard and staying with him at a closing gap was a certain Abarth.

Chris.





Pete Muncer



A brief mutter about Formula 1 - you may have read that the Red Bull team is having a bit of an upheaval at the moment, following the controversy earlier this year, regarding team chief Christian Horner's behaviour towards a female employee. This has sparked off dissension within the team at senior level, and chief designer Adrian Newey is voting with his feet, and will leave the team at the end of the year. Newey has designed championship-winning cars for Williams (1992/93/96/97) and McLaren (1998/99), before moving to Red Bull in 2006 – since then his designs have been driven by Sebastian Vettel to four championships (2010-2013), and by Max Verstappen to three in 2021/22/23 and quite likely 2024 as well, so he knows his business. Speculation continues about how significant Newey's departure will be for Red Bull, and whether other team members will decide to leave (even including Verstappen?). Max had to settle for 2nd in Miami (behind the McLaren of first time winner Lando Norris) – he did beat Norris at Imola (but only just). In Monaco (a circuit where it is very difficult if not impossible to overtake – the top 10 on the starting grid finished in exactly the same order) he could only manage 6th - maybe Red Bull's period of dominance is about to come to an end - watch this space. Incidentally Newey, as well as being a top designer, has raced at Le Mans, and at the Goodwood Revival in his E-type (see pic).



I will not be at the Inter-Club International Weekend at the end of June – in fact the last time I was at Great Malvern was in 2009, although the LVG "TR TouRists" (about a dozen of

us) attended every year from 2000. We always set up our tents in the "Quiet" camp site area, but this did not prevent some rather disorderly behaviour after sufficient libations had been consumed – honestly, it was not my idea to swap ends on the outer tent of an LVG member (not to be named) who was snoring away in the inner tent - he had the devil of a job finding his way out in the morning. By about 2010 our numbers in the group were declining, as some moved away, or no longer had a TR, or in our case finding that a campervan was more comfortable than a tent - sadly in recent years, the passage of time has had the inevitable effect on numbers as well. Advancing years is the reason why I will not be at Great Malvern this year – I have a "significant" birthday that weekend, so I will be down in Dorset for a gathering with all the family (in case you are wondering, I will be starting my ninth decade – next year even my TR will be 60!). We will be staying about 100 yards from our favourite pub (see pic) – it is uphill to the pub, but after a few pints, downhill on the way back!

This year's weekend at Great Malvern of course will not feature just TR's, as over 30 classic car clubs will be represented. Inevitably more co-operation between clubs must be the way forward, but going a step further, maybe there is a need to combine resources by amalgamation? The current debates about whether we should continue as the TR Register or change our title to TR Car Club, could be argued to be too limited in scope – if clubs need to amalgamate to survive, should we be looking at how to bring all Triumph clubs together under one banner? (at this point our Editor may wield the blue pencil and delete such shocking mutterings, and recommend that I am ex-communicated).

Talking of which, I assume all LVG members received a communication recently from the TR Register, regarding the discussions between FBHVC, DVLA and DfT to clarify categories of historic vehicles, and asking for a survey response. I was a bit surprised by the email heading line "this could have seismic effects on the future of TR's" – having completed the survey, the only contentious point I noticed, was that vehicles converted to electric power should not be classed as historic or classic, a view which I fully support. Incidentally, coming back from a recent trip to Devon on the M5, we had a fine view (from the VW campervan anyway, maybe not from a TR), of hundreds of electric cars sitting in the docks at Avonmouth, waiting for folks to buy – I wonder what state the battery will be in when (or if) a car arrives at a dealer's showroom?

Pat Glasbey's acquisition of an intercom device (see last month's TRunnion) is something worth considering by many of us for TR motoring – whether top up or top down, TR's do not offer the levels of a Rolls-Royce for quiet and smooth running - my better half Sue is convinced I am getting hard of hearing anyway (pardon?). Most of the tours we take part in these days are CACCC events, where I have driven around the route beforehand, but apparently I am prone to announce at the tour start that I know the route, so don't worry about following the road book. Of course, inevitably sooner or later we will arrive at a junction and I will yell at Sue "which way?" (memory failing as well as hearing – but at least my eye sight is much improved now following my minor op to deal with a cataract). However, someone else is going to carry out the pre-tour route recce for the Falling Down Tour in September, so no pre-knowledge of the route for us - how far will we get before "which way"?

On the subject of CACCC tours, a major problem we are facing here also involves advancing years. My fellow organiser John



Tarbox is just a year younger than me, and we have been involved in running tours for CACCC since 2007 - inevitably thoughts about handing over to a younger organising team have been coming to the fore. The problem is finding such a team - CACCC is a very informal club, there is no formal committee, and most of our members also are no longer in the first flush of youth. Clearly this is a situation common to many clubs, but John and I are concerned that when we do call it a day, then CACCC may well cease to exist - so no more tours, and our fund raising activity from raffles etc. would finish also, as usually we donate several hundred pounds each year to local charities. We have raised the question of a new organising team within the club regularly over the years with no success - but maybe we will just have to say, that's it, 2024 is going to be our last year. Of course, if there are any LVG tourists who don't have enough to do for three weekends per year, and who fancy organising some tours, kindly form an orderly queue to apply (you too could have the title of Route Master - swap your TR for a classic London bus first).



This pic was posted on the TRR Forum recently - can't get a better number plate than that for your TR4A, can you? It appears that the car lives in NZ, and the pic reminded me that on one of our trips to The Land of the Long White Cloud I saw TR7 V8 as a number plate - don't know whether it was a genuine V8 or just someone being hopeful. Anyway, the rules in NZ allow for this sort of thing, and maybe other folks have spotted some interesting plates in their travels - send your spots in to the Editor. I wonder if you have to pay UK level of exorbitant prices for a personalised plate in NZ?



By the time you read these Mutterings, the CACCC Tibbles Tour will be imminent, and Phil Sanford and Mike Aldridge will be continuing the tradition of LVG members on the tour. This year we have a new start/breakfast venue at the Five Bells pub in Stanbridge near Hockcliffe - the first checkpoint on the 130-mile route is at the Northampton & Lamport Railway, which the tour last visited back in 2008, so time for a return (unfortunately no steam today, only diesels running). Then a stop at Grafham Water, before heading back to our regular finish venue in Harpenden at the Carpenters Arms for drinks and F&C supper. The weekend after this we will be in Dorset for the aforementioned gathering - a couple of days later the Luton Hoo evening, then a couple of days later again, another gathering for friends in Welwyn - a couple of weeks later off to Lincoln and some racing at Cadwell Park, then straight on to the Lake District for three days and on to Scotland to see relatives and friends - phew! Oh well, just keep pressing on - at least August is looking quieter, but maybe not September?



You never know who is going to turn up on your doorstep - Sue and I were having a coffee break from gardening exercise recently, when a strange rumbling noise was heard outside - looking out, who did I see but Pierre Miles from LVG. To be fair, the rumble was not Pierre himself, but rather his TR6 parked at a rakish angle outside - Pierre was delivering some cookery menus for Sue from Pat - but I think it was an excuse to avoid a shopping trip. The menus for cakes and biccies look delicious!

Pete.



Prescott Hillclimb Historique

After having competed in Hillclimbing for ten years, I/we still enjoy spectating at these events. This means a 7.00am start to head on our 150 mile route to Prescott. We choose a cross-country route through the Cotswoldswith the journey time being some 15 minutes longer than last year. Yes, there is possibly more traffic on the road and so many people want to drive at 10mph lower than permitted plus the villages that now have a 20mph limit where 30 would still be safe enough!

We arrive just before 10.00am and after a coffee we head for the Paddock. First impression is that there are a lot of Lotuses (Loti ?)from the variety of sportscars to single seaters.

Pat's favourite race cars are also here, 4 examples of ERA. It is always interesting to see them warming up. They jack up the rear of the car, fire up the engine and run it up to temperature.

Elsewhere in the vast paddock area there are Austin Healeys in their class, TRs, MGs and a whole variety of classic and vintage saloon cars. Members of the Bugatti Owners Club have their own mixed class of assorted classics and there is a separate class for Bugattis only.

Some of you may remember the BRM V16 which was not very successful in the 1950sbut has been reborn here (see feature).



One of the quickest cars up the hill was a very modified and skillfully driven Morris Mini Cooper (1330cc) which tackled the hill like a scalded cat. He hardly lifted off on the corners and flicked the car around the hairpin bend, glued to the track!

The quickest TR7V8 was not amongst the TR class, he was in the all comers handicap for BOC members which allowed him to wear slick tyres .

A few photos tell some of the story. We departed before 3.30pm, just as storm clouds were gathering to dampen the end of the event.

Chris.



BRM TO DEMONSTRATE THE FABULOUS V16

British Racing Motors (BRM) is here at Prescott Historique and demonstrate their stunning MK1 P15 Chassis IV V16 on the historic hill climb. This is part of their reawakening project, where they have been strategically selecting significant events to showcase their continuation car, demonstrate their sustainability plans, and continue the unfinished story of building three "new" P15 V16s and to introduce the BRM legacy to a new audience.

Credit: Mark Constanduros



The unmistakable sound of the V16 engine will echo throughout the hills of Gloucestershire on the 27th of May as Hall and Hall demonstrate the V16 up the hill. The Owen family and Hall and Hall have invested significant time and resources into constructing the three "new" V16s. These remarkable vehicles were originally assigned chassis numbers in the 1950s, but due to subsequent changes in Formula One regulations, their development was halted. Nonetheless, the V16 remained a truly distinctive and exceptional engine, renowned for its unparalleled sound.

Chassis IV, was commissioned by John Owen, son of Sir Alfred Owen, proprietor of BRM from 1952 because he wanted the sight and sound of the glorious V16 to be seen, heard and shared with everyone once again. It has been built from scratch by Rick Hall's Hall and Hall historic race car engineering company, with plans to run it on sustainable fuels. Their goal is to showcase that if one of the most complex F1 engines can run sustainably, then there is hope for less complex historic engines to follow suit.

Photo: Pete Austin



Alongside the V16, a selection of other historical BRM race cars will be present, along with luminaries from the past. The Prescott Historique event is marking the next chapter in the BRM journey.





Mike Aldridge

80 years ago just short of 1000 Douglas DC3/C47 Dakota aircraft were preparing to drop parachutes and tow gliders across the channel, which around a year later saw the end to WW11. In memory of those heroic fighters it is hoped to assemble 11 aircraft, some of whom were on the D-Day flights, to tour Southern Britain and Northern France, culminating in a parachute drop and a meet up with Spitfires and Mustangs over Omaha Beach on the 80th anniversary on 6th June.

A few LVG members took their TR's to see 4 of the aircraft which visited the Shuttleworth Museum @ Old Warden Aerodrome on Sunday 26th May. All 4 had flown over from America, taking the Northern route of Goose Bay, Greenland and Iceland, before arriving on our shores in Scotland. The beauty of this event was the opportunity to get up close to the aircraft and chat to the Americans who had flown them over. The youngest type approved pilot on the tour is just 19 years old and it was sobering to think that he would probably have been considered a veteran if flying on the D-Day mission.

Not only could you walk around the flight line, but also have access to some of the interiors and chat with the pilots on the flight deck. One aircraft, Placid Lassie, which was flown over to France on that fateful day in 1944, was open for visitors and we learnt that since being built in 1942 it has amassed over 50,000 flying hours, initially with USAAF & RAF, before a varied military and civil existence around the world. Only the foresight of a dedicated American gentleman saw the aircraft saved from the breakers and it is hoped she will go on flying for many years to come.

With darkening skies and a forecast of a wet day, expectations of a good day were low. We should not have worried, we saw a couple of quick showers during the day and sheltered under the aircraft wings, but everyone agreed it was a super day.



Mike.



You may have been there But did you get the shirt ?

Get SHIRTy in 2024

Other Regalia also available...

Ask Phil or Mike



LVG Clothing



You can now get regalia with the LVG logo.
Below is a selection of items already purchased, but we
have an extensive brochure of similar items
See Phil or Mike to order



Men's Shirt £28.20
Short sleeve



Men's Polo £18



Ladies polo £21.60



Fleece M or F £28.20



Nelson's restored and modified TR3A... *Howard, can you tell him to see TRunnionthanks.*



5 speed gearbox
... and
MX5 seats





ALL TRIUMPH DAY @ SHUTTLEWORTH



SUNDAY 8th SEPTEMBER

Bring your Triumph car to Old Warden Aerodrome and get the preferential admission price of just **£10 PER CAR** - DRIVER & ALL OCCUPANTS can benefit from entry to this wonderful museum in Bedfordshire, including return visits for 30 days.

Pre booking essential trr.lvg@gmail.com

Register your interest to the email above and we will call for payment nearer the event

Entry via the new entrance in Alder Drive, SG18 9DT - 10am to 5pm



The Petrol Retailers Association (PRA) has issued a Technical Update about the refuelling of classic cars.

It comes after the Federation of British Historic Vehicle Clubs (FBHVC) raised concerns with it after recent incidents where people were told they were not allowed to refuel their vehicles.

The PRA represents independent fuel retailers, motorway service operators and supermarkets, accounting for 65% of all UK forecourts.

There are several vehicles, mostly classics, that have fuel fillers either in the boot or under the bonnet that require the boot or bonnet to be open during refuelling.

In the Technical Update, issued to all forecourt members, PRA technical director Phil Monger explains best practice: "Modern Ford Transits require the passenger or driver's door to be opened to gain access to the fuel filler in the side of the van.

Examples of cars are: Hillman Imp and derivatives such as the Singer Chamois and the Sunbeam Stiletto, Renault 10, Fiat 850, and VW Beetle.

Early Land Rovers have the fuel tank under the driver's seat so the driver's door has to be open during refuelling,"

This issue relates to the filling of portable containers. The Petroleum (consolidation) Regulations 2014 require only suitable containers to be filled, which are specified. It is an offence to allow the filling of unsuitable containers.

The site operators' guide, The Red Guide, also makes it clear that the filling of a container in the boot not only prevents the bonding to earth of the container which is done by standing it on the ground, but also leaves a boot full of flammable vapour and high risk of fire or explosion if ignited.

If the bonnet or boot are open, it is impossible to see a container, and an open boot or bonnet would suggest to the forecourt attendant that a container is being filled.

With certain classic cars, this is a legitimate case of filling a vehicle tank, and the issue should be easily resolved by a discussion taking place between attendants and motorists by way of the Tannoy.

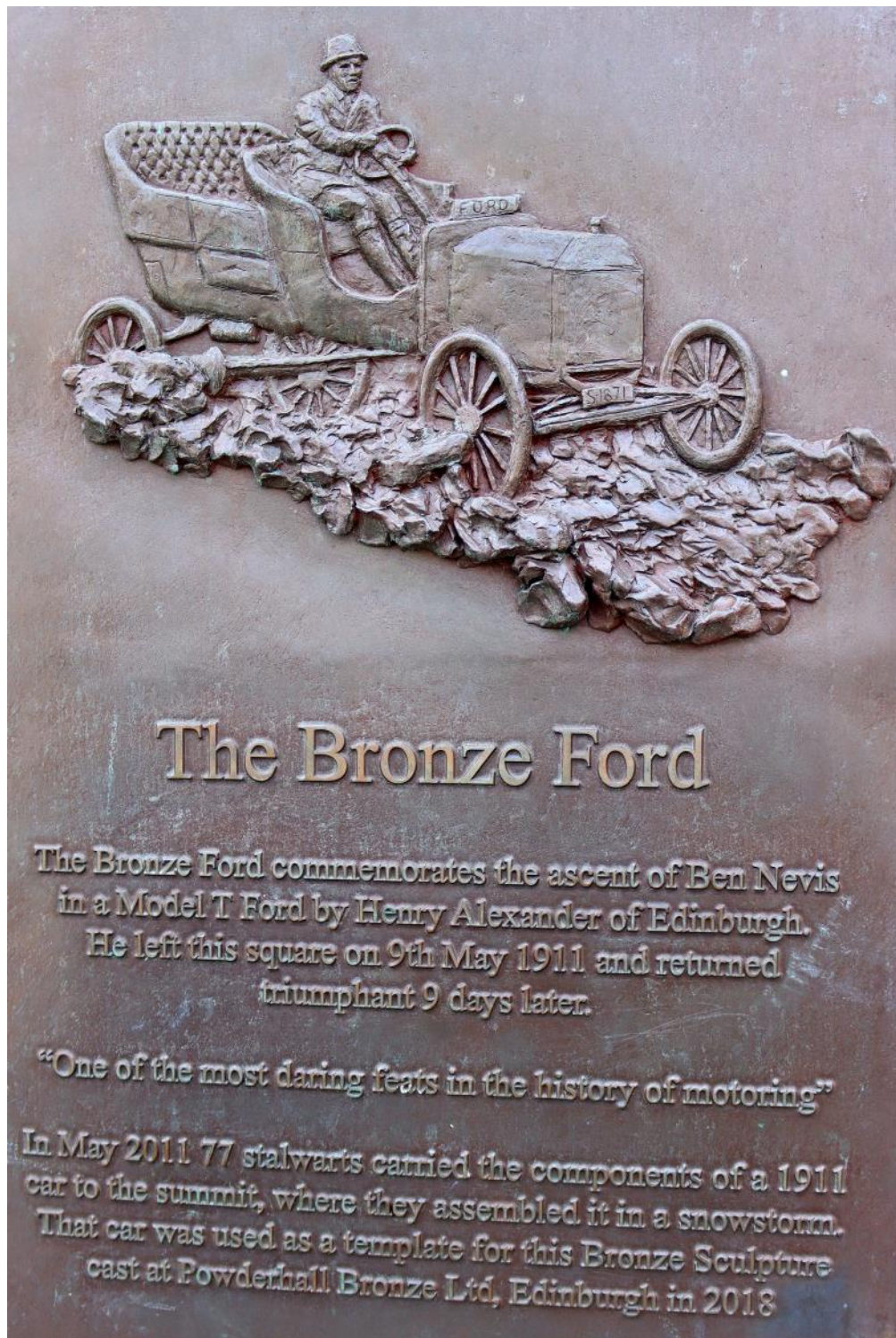
The PRA would suggest to the motorist that before attempting to fill the vehicle, to alert the attendant to the need for a raised bonnet or boot lid, and access would be granted.

Regards,

Richard Hamilton



As seen in Fort William, Scotland. June '24



The Bronze Ford, Fort William



The Jacobite ...tickets not available but that mattered not. We took the diesel train from Fort William to Mallaig for £18 instead of £60 ...with the same scenic views. On these two occasions I was able to capture the steam train ...below going backwards over the famous viaduct towards Fort William. C.G.



The Back Page ...

Going to bed ...on a quiet Sunday morning ...

With new Brembo discs and pads fitted to the daily driver after 45,000 miles (which apparently is quite good as many are required after some 30,000depends on how heavy you use your brakes)it was time to go to bed.



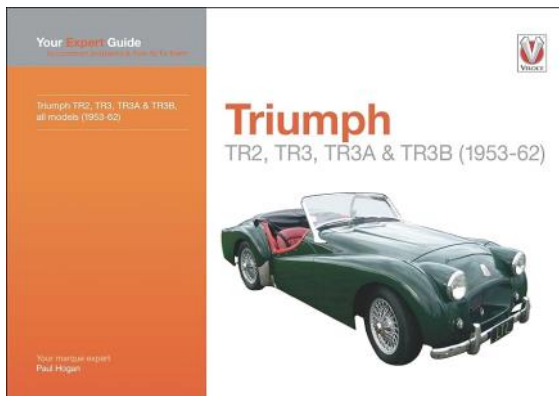
There are a few guides on the subject and I followed one given by Brembo :-

Find a deserted road, hence the also quiet Sunday morning.

Drive for 10 brakesfrom 40mph down to 10mph at medium pressure on the pedal. Done.

Then drive 5—10 brakes (I chose 7)from 50 mph to 10mph of Hard braking. I managed to get the hazard lights to flash on 4 of chose. This is all about bonding the coating of the pads with the discand now to drive with easy braking for the next 400 miles.

An early walker was slightly surprised when one of the hard brakes stopped near to where she was about to cross the road for a quiet walkbut she waited and waved me on. Phew! C.G.



My mate, Paul Hogan, gave me a copy of his book of which over 700 copies have so far sold. I have found it an interesting read with plenty of advice and suggestions for modifications and not just standard fixes. As the back cover says: *This handy book describes all the main components of these cars and details what can go wrong with each of them; how to fix common problems, and even a number of improvements that can be made to the car.*

It's a handy size that fits in the glovebox. £19.99



This interesting Austin A35 was spotted by the Editor in a car park at Fort William, Scotland.

