



The TRunnion

Broadcasting to LVG and the TR world

202409 October





This photo and the cover were taken by Phil Titchner. Here at Shuttleworth (April'24) and cover on Welland Valley Wander a couple of years ago. Salute to Phil.

Editorial

With some exceptions, it would appear that values of Classic Cars are down at present, so, like I did 49 years ago, buy the car you want and drive it for as long as you can. My TR3A may be scruffy compared with the many smart TRs we have in LVG but it is never going to look any better in my care. It performs well and enjoys being driven hard. She misses the Hillclimbs of old but now enjoys classic car tours of the tulip variety, along with a good navigator. I have never named her, although the previous owner's daughter called her "Smiler". Enjoy TR driving while you canand the fresh air motoring still brings a smile to your face.

Take a look at some of the events coming up and contact Phil to show your interest.

Let's hope we have a few fine Autumn days to enjoy a TR drive in the country.

Chris.

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

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DEADLINE DATE ... for articles & photos for next issue is **by 6.30pm on the 5th day of the Month !**

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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>





Group Leaders' Report Phil Sanford

Welcome to October's TRunnion. You may not be able to use your TR as often as you would like but hopefully, we will get some sunshine to give it a few runs out. It can't keep raining forever, can it?

The recent visit to Pistons and Props at Sywell, was to paraphrase football, a day of two halves. The morning had blue skies and sunshine, the afternoon was grey skies, monsoon like rain and hail with gale force gusts. Not ideal for TRs that are not famed for their watertightness. Luckily, we had a good time early on and only missed a little bit of flying.

At the recent breakfast meeting at Shuttlesworth we got to see new member, Nick Lotan's beast of a TR6. It has a 5 litre V8 shoehorned in under the bonnet and widened wheel arches, it looks and sounds gorgeous, a real head turner.

Obviously organised drive outs will now be thin on the ground but there should be other LVG events you can join in and if there is anything you would like the Group to organise, please let us know as we are now starting to plan for next year.

In the meantime apart from our regular 3rd Sunday of the month meetings we have a visit to the Classic Car Show at the NEC in November. The favoured day seems to be on Friday the 8th. Use discount code CCCNOV227 when booking tickets, let me know if you would like to car share for the visit.

Coming up on Friday 22nd November it is the Adult Panto at the Market Theatre in Hitchin. This year's panto is "Jack And His Giant Stalk", a fast moving, very funny farce, great fun and not to be missed. We will be having an optional post panto meal at a local restaurant, please let me know as soon as possible if you would like to go as tickets, priced at £20.55 sell out very quickly.

The big news of the month is that the 2025 LVG wall calendar is about to go off to the printers. This year there will be even more pictures of TRs and one of them could be yours! Make sure you reserve your copy or copies, hopefully they will be ready for collection at the November meeting or delivery by post/hand can be arranged.

Please see elsewhere in TRunnion details of other events we are planning or on our website <https://www.tr-register.co.uk/group/lea-valley/local-happenings> Please note we are looking for expressions of interest in a trip to Holland in April next year to explore the bulb fields, Amsterdam and the Louwman Museum. Also a talk by bomb disposal expert Lucy Lewis on 13th January at Pidley Village Hall, hosted by our friends Camb Followers. If you want to contact us about any of the above or anything in general, please email on trr.lvg@gmail.com or phone/text 07919 037321

Phil

Dates for your Diary

Friday – Sunday 8th – 10th November Classic Car Show at the NEC the club discount code is CCCNOV227 we usually go up on the Friday as it is not as busy. Anyone want to car share? Please get in touch.

Sunday 17th November, regular monthly meeting at the Cock PH

Friday 22nd November, the Adult Panto + meal at the Market Theatre, Hitchin, please let us know if you are interested as tickets sell quickly. Panto ticket price £20.55 each which includes a booking fee.

Sunday 15th December, regular monthly meeting at the Cock PH our unofficial Christmas Lunch – pre-booking essential

Monday 13th Jan 2025, A Talk at Pidley Village Hall. Lucy Lewis - the first female bomb disposal officer in the Army. £5.00 per person. Organised by Camb Followers, booking essential, limited space available. Please let us know asap if you would like to go.

Sunday 19th January 2025 AMM & Kick Off Lunch at Mount Pleasant Golf Club.

A date for your diary.

Monday 10th February 2025 Drive Your Triumph Day. This year we will be going to the Mulberry Café at Bosworth's Garden Centre PE8 6SH to meet up with the Camb Followers.

April 2025 Dutch Delights – Windmills & Waterways Is there any interest in this 4 day tour organised by Scenic Car Tours? For details see <https://www.sceniccartours.com/dutch-windmills> £599.00 per person including ferry, 3 breakfasts and dinners.

If you would like to attend any of the above events, please let Phil or Mike know at the usual email address trr.lvg@gmail.com or by the Group WhatsApp or call 07919 037321



LVG Calendar launches next month !

Be sure to get yours !

See Phil



2025 Events ...What do YOU want?

An important date for everyone's diary is the annual meeting and **Kick off Lunch**. We will once again be going to Mount Pleasant Golf Course and the date is **Sunday 19th January 2025** – Put it in your diary now.

We continue to meet at The Cock PH every 3rd Sunday, but the Classic Car season is just about done for 2024. It wasn't a memorable year for good weather, but we did manage to get out and about in our cars and some hardy members will still be out across the colder months.

Our thoughts are now turning to 2025 and what we should be thinking to organise for LVG members. We are conscious that our Group events are very similar every year, but this is primarily driven by what gets people attending.

We tried breakfast meetings and the only venue that gets numbers worth organising is Shuttleworth, so do we continue and just go there?

Wednesday evening meets don't get that much support. Is this because we visit a pub and most people eat?

Do we have another ATD@Shuttleworth?

It would be wonderful if anyone else would come forward to help event planning, but if that is not something you want to do, please let us know what you would attend. We can then try and arrange events members would come to.

Suggestions about anything to trr.lvg@gmail.com

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

<https://www.tr-register.co.uk/group/lea-valley/social-report/2024/09/2238/LVG-Events-Calendar>

Phil & Mike
LVG Events

Mike & Phil.



Pete Muncer



Isn't modern technology wonderful? Recently I presented the VW campervan for MOT, only to be informed that it was an immediate failure due to a warning light on the dash. Now this warning light first appeared shortly before the vehicle's annual service back in July, and was cleared at the service, only to reappear a few weeks later – although it has no effect on the vehicle's running or performance. MOT rules require that vehicle equipment must operate correctly, which is fair enough – however I do recall that some years ago, Sue's Peugeot 106 was presented for MOT with a loose sun visor – so the MOT inspector simply removed the visor, and the car passed the test. Anyway the van has been booked in to have the problem sorted (and then an MOT) – it's a faulty EGR valve apparently (whatever that is), which is buried deep in the engine compartment somewhere, so I expect a substantial bill. Incidentally while still on the subject of modern technology, I read on the TRR Forum that there are some electric cars which have clocked up over 200,000 miles, and a Tesla no less than 430,000 miles – I wonder how many visits to a charging station were needed?

Just a few more words on the Shuttleworth All Triumph Day on September 8th (see pic of our arrival in the 4A). Phil & Mike did a great job in organising the event in association with TSSC – well done chaps and all the team of volunteers – even the weather was sorted out as well, with thunderstorms just before (and after) a warm sunny day. Over the years I have been to Shuttleworth several times, but it is always a fascinating experience to be up close to aviation history – I must spend more time looking at the photos and memorabilia as well as the aircraft on my next visit.




ALL TR @ SHU'




Outside the museum, I came across Howard Pryor closely "involved" (I think that's the right word) with an enormous ice cream – he seemed to be enjoying it so much that I went and bought one myself.

Regarding the question of whether ATD should become a regular annual event – it appears that Shuttleworth are happy to host an event of this type, and now that Shine & Show is no longer possible, well, why not? Mind you, that's easy for me to say, I only have to turn up on the day (I would volunteer to help, but at my age.....). Something to be considered is that the event might be even more popular next time, which would increase an already high work load on the volunteers – time for an LVG committee management decision.

A couple of weeks after ATD we were off to Oxfordshire for the CACCC Falling Down Tour, based at the Sudbury House Hotel in Faringdon – we last stayed here for the Springing Up tours back in 2011 & 2012, and the hotel looked after us well once again this year. The tour route took us through Lechlade, Fairford, the Cotswold Water Park (not through the water though), Royal Wootton Bassett and Lyneham, to the Atwell Wilson Motor Museum at Calne – again somewhere we have visited before in 2014. The next section used mostly minor lanes via Pewsey, and on to The Pelican Inn near Hungerford for a stop for refreshment (coffee, tea, or low alcohol only of course). The last section headed back to Faringdon, passing through Lambourn, then across the North Wessex Downs, and finally crossing over the Thames at Tadpole Bridge, about 125 miles in total. Considering the weather that was around that weekend, we did quite well on the tour itself, apart from a couple of brief but heavy showers that left roads awash in places (now I have to clean the TR again).

However, I can confirm that this was the last Falling Down Tour that CACCC will organise. Numbers on tours are dropping (only 10 cars this time), due to the passage of time and folk moving away from the area – also John Tarbox and I have been organising these tours for a number of years, and neither of us are spring chickens anymore (a couple of old roosters?). So in 2025, the Springing Up Tour will be the last stay-way event (probably to Norfolk) - the local one-day Tibbles Tour will continue for the time being at any rate – more news on these events in a future TRunnion.

My 4A celebrated 31 years in my care just before the FD Tour, having covered nearly 70,000 miles since 1993 (yes I know, that's only about 2300 miles annual average – pathetic really). Over the years inevitably many items on the car have been rebuilt or replaced, and after bouncing around Oxfordshire, Gloucestershire and Wiltshire on the tour, I think it may be about time for replacement of the shockers, the rear ones especially (the state of the roads nowadays is not helping either). A modification to my car early in my ownership was to have the standard lever arm shockers at the rear replaced with telescopics, the conversion work being carried out by our local TR guru at the time, Pete Cranwell, formerly of this parish – as this makes the car non-standard (shock! horror!), some investigative work will be needed to source the correct replacements – time for a chat with Billy Bellinger at JB Sports over the winter I think.

Incidentally Billy was competing at the Goodwood Revival in September, and finished second in the Lola Mk.1 in the



Madgwick Trophy race (see pic) – unfortunately the track was very slippery for the Whitsun Trophy race for “big bangers” with Keith Ahlers in the team’s Cooper Monaco “King Cobra”, so Keith very wisely drove just to finish and avoid any off course excursions, of which there were plenty. On the F1 front, McLaren and Ferrari have continued to win recent races, with Verstappen’s lead on points gradually being eaten into by Lando Norris in the McLaren, and although McLaren lead the race for the constructor’s championship, I think Norris has an uphill task to win the driver’s championship as well.

Now that we are coming to the end of another classic car season, my TR outings for the rest of the year will be limited to local runs - until the roads are plastered with salt, when just warming up on the drive (the car, not me) becomes standard practice (but starting the 4A should be easier now with electronic ignition). Various social activities are in the diary over the winter months, including the CACCC Xmas Lunch in December, and of course the LVG AMM/KOL in January. Before this, in November we are meeting up with some members of the LVG committee from the past (don’t like to think how long ago), Sandra Bradley and Phil & Sue Jones – Phil was the man who invented the TRunnion title for what was the group newsletter back in the last century. We will be staying at a country inn in the Cotswolds, just a few miles from the Hook Norton Brewery (see pic) - that might mean another brewery tour, and guess who will be the designated driver (in the Skoda GT) – oh well, there is now a Hooky low/zero alcohol offering anyway – cheers!



Pete.



Congratulations to Mark Higgins and Carl Williamsonwinning in the TR7V8

Prepared by David Appleby Engineering ...

CHAMPIONS!

British Historic Rally Championship FIA Appendix K Class



Photo courtesy of Andrew Scott

David Appleby Engineering Triumph TR7 V8

Driver: Mark Higgins
Co-Driver: Carl Williamson



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Pat Glasbey

With another grim forecast ahead, we decided to leave the TR3A at home and swap it for the Abarth. A wise decision as when it rained, boy did it rain hard.

Chris had a job to find accommodation near Ludlow, so we ended up in a pub (excellent in fact) on a main road junction opposite a 24 hour garage. Every potato in Shropshire was moved past our window by tractor overnight plus at 1.30pm I was awoken by the sound of someone jet washing their car at the garage ! Who, on earth, jet washes their car at 1.30am ? Answers on a post card please.

A dull damp start from Ludlow Brewery and we are off on a 112mile run around Shropshire. Described as a scenic tour, this is the most "rally like" event I have ever done. At least 80 of the 112 mile route was on green lanes. After the recent heavy rains, they were all in an absolutely shocking conditioncovered in debris, thick mud, huge puddles and hundreds of pot holes plus dozens of kamikaze pheasants, partridges and guinea fowl. Chris kept constantly asking me if I was sure what we were on was a road and not a track. It certainly was an adventure !

Most of the views went unseen as low cloud, mist and even thick fog (visibility about 20 yards) dominated the run.

Leg 1 took us east and north of Ludlow, via Clee Hill and on to Ditton Priors for coffee and excellent homemade cakes in the village hall.

We travelled on over Coverdale into Ape Dale and through a very pretty village called Cardington and then headed south. We had an unscheduled stop on one of the green lanes as one of the Mini Cooper entrants had a full-frontal smash with a 4x4. Both vehicles were badly damaged. These roads are so narrow and twisty with high hedges and very few passing places. It is essential that some care is taken. Luckily nobody was hurt. Both vehicles were manhandled off the completely blocked road to enable the now large convoy of tour cars to progress to the next break at English Heritage's Stokesay Castle ...a wonderfully



preserved manor house. After yet more coffee and cake we progress onto leg 3.

At 55 miles, this was definitely the most dramatic and scenic part of the tour. We could tell that we were on a long plateau overlooking deep valleys on both sidesbut due to the thick fog, very little could be seen.

It was quite nice to get onto the A489 for a 4 mile run before turning off to what was a real "sting in the tale" for the last 2 miles. We missed the turn because this one really did appear to be a farm track. It was a 1 mile 1in3 climb ...and even half way up Chris said was I sure it was a road !

It was a relief to arrive at the incredible mock tudor village hall at Wistanstow ...to receive our finishers award of 2 bottles of beer (Ludlow Brewery) and a 2 course meal.

This was our last tour of the year and what a challenge it was. Disappointing that the weather was so bad but we both thought that we had quite enjoyed the event and it was certainly different to the more sedate affairs we do in the Midlands.



Pat.







Tim Hunt

If it ain't broke ..don't fix it !

I should know better by now, having had ample demonstration of the truth of this old adage over the years. However, I guess some of us are destined never to learn.

I had noticed an increasing need regularly to clean the glass filter bowl on the TR4A's mechanical fuel pump, each time removing what appeared to be small rust particles. I concluded that the tank was on its way out and invested in an Alicool stainless steel replacement. Sure enough, when I removed the old tank I found the bottom to be badly corroded – actual perforation could not have been long delayed.

The new tank was designed to be a universal replacement for the TR4, 4A, 5 and 6 so there were some tapped holes that were redundant for my application. I blanked these off with ½" UNF plugs provided.

Shortly after doing the job quite a strong smell of petrol was noticeable inside the car immediately after brimming the tank. I checked the outlet and all fuel lines and connections but could find no evidence of a leak. I mentioned this to another TR owner who suggested that fitting a tank breather might be the answer. I had always thought that the tank in my car was designed to breathe through a hole in the filler cap and this was clear. I checked the Moss catalogue and was intrigued to see that the TR4 and 4A fuel tank was shown as having a breather (see Item 5 on the accompanying diagram). However, my tank had never had a

separate breather fitted and I could not recall there being provision for one. Notwithstanding this I decided to go for it.

There was a hole in the top left hand side of the new tank, tapped ½" UNF. This seemed an unusual size and I was unable to source a 90° elbow with a ½" UNF male thread so I made one by drilling through one of the spare blanking plugs provided with the stainless tank and securing a 90° elbow made from 5/16 " fuel pipe with JB Weld. I fitted this in the hole provided and led a length of 5/16" fuel hose from the home made outlet down through a convenient hole in the boot floor side to vent near the chassis.

Club Triumph's Coast to Coast event on 22/23 June ran from Woody Bay Station on the Lynton & Barnstaple railway overnight to Flamborough Head in the East Riding of Yorks. TS2 was entered on the Run, with Allan Westbury and a friend at the wheel, and they completed the event in fine style. As Chairman of the Club and living only 15 miles from the start I had little excuse not to enter, although of course we did face a long journey home after breakfast on the Sunday. Having just finished the tank breather job I duly set off for my local Sainsbury's for a tankful of their finest ready for the start of the Coast to Coast. I had dispensed some 20 litres or so when I was horrified to see a pool of petrol appearing at my feet. I stopped pumping and on looking under the car was astonished to see petrol pouring out of the breather hose! With some difficulty I managed to fit a clamp on the end of the hose and that stopped the flow. I then pushed the car clear of the pumps. As can be imagined, some consternation was caused to the forecourt staff and while some coned off the pumps and set to to clear up the spilt fuel a call was made to the local fire brigade for assistance. They duly attended, finished the clear up, declared the area safe and allowed the forecourt to re-open. I was confident the leak had stopped and there were no traces of petrol on the under body or chassis but I was told not to attempt to start the car on the forecourt. With assistance it was pushed round the corner where I screwed a 5/16" set screw into the end of the breather hose and firmly secured it with a hose clip.

I then drove home where I removed the breather completely and sealed the hole in the top of the tank with a plug. I then completed 805 miles door to door on the C2C event and recorded over 34mpg overall, so could be confident that the leak had been cured. On our way back we made a detour via the Pre-1940 Triumph Motor Club

Picnic near Leamington Spa, where there were some mouthwatering cars on show.

It remains a complete mystery to me why the fuel pxxxed out as it did from the breather hose. There was no pressure in the tank since the fuel leaked out while I had the filler cap open and in any case the breather outlet was right at the top of the tank and well above the surface of the fuel, so any syphoning effect was also impossible. Also, my improvised breather appeared to mimic the production set up as used on the TR4. I would be very pleased if someone could explain to me what might have caused the issue.

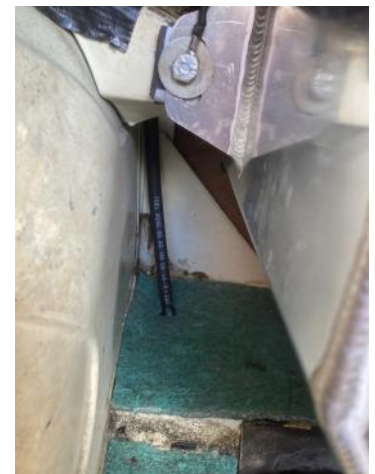
Tim.



Woody Bay Station

Above: TR4A at Flamborough Head

Below: Following TS2 through Porlock



Tank Breather 1



Tank Breather 2

Graham's book is out NOW



COASTAL TOUR IN A TRIUMPH TR4

Raising funds for: **Guide Dogs**



Graham Teeson

For those members who may be interested, I have just finished a hardcover (gloss laminated) A4 book telling the complete story of my 5,000 mile journey around the coast of the UK. The book has 204 pages and over 400 pictures printed on 170gm professional quality silk finish paper. It is now ready for printing and there will be a very limited number printed.

If you would like a copy, they are £20.00 each plus postage and packing ...or they can be collected at the monthly club meeting.

Orders must be received by Monday 21 OCTOBER for delivery before Christmas.

Please contact me by Email or Text :-

E: nbstanier@gmail.com

M: 07791 326815

Kind regards, Graham

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Get shirty before Christmas?



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The Back Page ...



Maybe next issue all the text will be near enough the same font and size. I have just rediscovered how easy this is to doand have even managed to increase the point size of our GL's report !

Tim Hunt's report is very large but since we need to fill the issue a little, I thought that at least a few readers with not so good eyesight may at least read that report.

If I have offended anyone , greatwhy not communicate ?

Meanwhile, I have waffled on again and filled space on this page.

Ed.