



The TRunnion

Broadcasting to Lea Valley Group and the TR world
202501 January





Editorial ...

I have no TR6 stories, so if you want mention of them in the months aheadtime to email me now. Meanwhile, a big feature this month on a certain Beige coloured TR3A !

I probably should celebrate 50 years of owning my TR3A this Summer. I will give this some thought. I have asked Pat if she would like to drive the TR but because the seat is fixed, clutch is heavy and gearbox stiff, she has so far declined. It is totally different to driving a modern car (as we all know) and after driving over 100 miles on an event, I also find the clutch heavy going. Steering and brakes are good and the electric fan is set manually, so must keep an eye on the temp gauge. I love it & Pat enjoys navigating.

Chris.



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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 :-

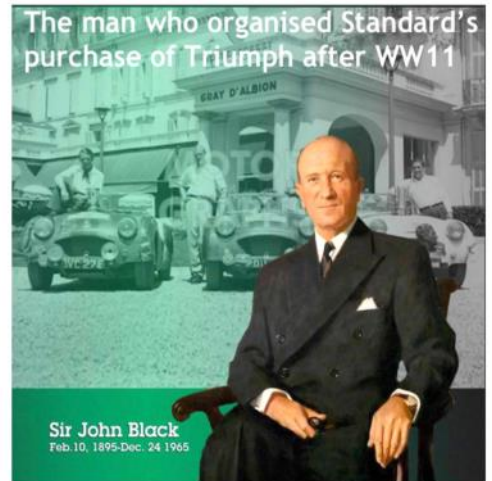
<https://www.tr-register.co.uk/group/lea-valley>



Happy Birthday Sir John



Monday 10th February



LVG will once again be taking our cars out to celebrate Sir John Black's birthday and like last year, will meet up with our friends from Camb Followers and this year might see some local TSSC members join in.

Do you want to join us??

We will leave Baldock Services - SG7 5TR at 10.30am to arrive at the Bosworth Garden Centre Elton - PE8 6SH in time for lunch or a light snack, after which people are free to drive home.

**If you want to join us email :-
trr.lvg@gmail.com**





Group Leaders' Report Phil Sanford

Welcome to my first TRunnion ramblings of 2025, I'm looking forward to seeing as many of you as I can this year and hopefully there will be plenty of opportunities to get out in my TR. You never know, the Surrey Top might even come off if it is warm enough, a rare sight! Sorry, no prizes for the first to spot it go topless.

New Year's Day turned into a damp squib with lots of car meetings cancelled due to the high winds and rain. The Stony Stratford meeting has now been rescheduled to Sunday 2nd March. Let's hope for better weather for it.

You will hopefully be reading this in advance of our Annual Members Meeting (AMM) at 12 noon on Sunday the 19th January held once again at the Lower Stondon Golf Club, SG16 6JL. Please come along and hear what we got up to last year and what is planned for this year. There will also be a financial report from our treasurer, Phil Meldrum, letting you know what we spent club funds on and how we raised money for the coffers. You are also welcome to have your say on what you would like to see organised or what we should drop. Your input is important to the committee. There will also be awards presented for Best New Car to the Group, Clubman/woman of the year and the Photography trophy. Can you please be in your seats ready for the meeting to start at 12 noon, complimentary tea and coffee will be available.

Once the AMM is over there will be a short break before we sit down to the Kick Off Lunch. This gives you time to get a drink and chat to friends. There are 46 members and friends booked in this year, which is I believe the most we have had for many years. During the meal you will have the chance to complete a quiz and win a bottle of sparkling wine. The quiz has been set by Alison Payne, who very kindly "volunteered" to do it. This will be followed by the best raffle this side of the North Pole, well that's what I was told! There will be some really good prizes on offer, something to suit all tastes. Your raffle hosts are Jon and Barbara Evans who will ambush you, sorry greet you, as you arrive. Please bring cash for this also it would be appreciated if you can put some cash into the whip-round for the catering staff.

See elsewhere in TRunnion for a list of events that are coming up over the next few months.

One last thing, if you want a 2025 LVG calendar they are still available, 53 have been sold so far. Excellent support, thank you.

Phil



Dates for your Diary

Events for early 2025

February

Sun 9th - MG & Triumph Spares Day. Stoneleigh Park CV8 2LG (9.30am - 4pm) <https://www.mgandtriumphspares...> If anyone is interested in a car share for the journey please let us know. Book early to get a £3.00 entry ticket discount.

Mon 10th - Drive your Triumph Day. In honour of Sir John Black (some say the saviour of Triumph cars). This year we will drive to Bosworth Garden Centre, Elton, PE8 6SH to meet up with our chums from Camb Follower Group. Drive route details will be confirmed shortly. We will be leaving Baldock Services at 10.30am

Sun 16th - Sunday Lunchtime Meeting - Cock at Broom at 12 Noon

Sat 22nd - Sun 23rd - Shuttleworth Engineering Open Workshop weekend. If you have not been before this event is well worth visiting.

March

Sun 2nd - Vintage Stony. Stony Stratford MK11 1BE. 9.30am - 2.00pm. This is the rescheduled New Year day meet. <https://vintagestony.co.uk/>

Sun 16th - Sunday Lunchtime Meeting - Cock at Broom at 12 Noon

Fri 21st - Sun 23rd - Classic Car & Restoration Show. NEC Birmingham.

April

Wed 2nd - Midweek Pub Meeting. Venue TBA

Sun 20th - Sunday Lunchtime Meeting - Cock at Broom at 12 Noon

Sun 27th - Drive it Day to Sywell Aviation Museum. Join us for the drive and a picnic at this interesting museum at Sywell Aerodrome.

September

Sunday 7th – All Triumph Day - Shuttleworth





Some of you are beavering away in your garages over the Winter period. IF you have any interesting notes for TRunnion readers, please write in direct to the Editor's email address.

I do have one question about rear brake binding om my TR3A

Yes, it's a damp garage, not helped by having a freezer in it. Plenty of ventilation from top and bottom of the garage door plus I have also added louvre panels to the side door. The TR is parked out of gear and with handbrake offand yet the brakes are binding when I start up the TR every 2 weeks during the hibernation period. Driving it up and down the driveway and stomping on the brakes usually clears it but not last time, which took a 2 mile drive out to free it. Nothing I can doand it should be OK again in the Spring !

Chris .





RAC RALLY 1980 Tony Pond / Fred Gallagher

The damage was caused by them hitting a raised feeding table in the Lions enclosure at Knowsley Safari Park .



AVON TOUR OF BRITAIN 1974

The difference in driving lines between a rally driver and a racing driver. Roger Clark in front (as sideways as ever) with Gerry Marshall behind him and taking a more conventional racing line. Both of them driving Group1, Mk1, Ford Escort RS2000s. This Tour , which mixed rally stages with race tracks on the same event, finished with a win for Roger Clark.

From out of the mist and light comes **Calendar 2025**

Now is the timeselling fast ...Contact Phil



Cost: £6.00 each ... + Postage: £2.50 for one, £3.00 for two





Pete Muncer

I trust all readers of these Mutterings (well I read it anyway) had a relaxed and enjoyable festive season, which was kicked off for us by two Christmas dinners on successive Sundays (Dec. 8th for CACCC, 15th for LVG). Having survived the inevitable excesses associated with the time of year, I'm feeling much better now, thank you. The answers to the Mutterings Xmas Quiz are attached - anyone claiming a 20 out of 20 score? - both this quiz and the LVG Xmas Lunch quiz required the same answer (Cutty Sark), but for completely different questions (without any collusion by the inquisitors) - spooky.

The next occasion for a gathering is of course the LVG AMM/KOL on January 19th at Mount Pleasant G.C. - I will endeavour to pick from the lunch menu this time something a bit lighter than roast turkey with all the trimmings - never get behind the wheel of the TR at this rate. The TR will be booked in to JB Sports in the near future for its' annual check, and this year some new shock absorbers will be installed, as the existing set have been on the car for more years and miles than I can remember.

The Formula 1 season finished with Mad Max winning his fourth drivers' championship in a row in his Red Bull machine, although the manufacturers' title went to McLaren from Ferrari, with Red Bull down in third. Next season, Sir Lewis will be in a Ferrari, at the grand old age of 40 - not quite as old as Fernando Alonso who will be 44 mid-season (shades of Fangio in the 1950's). Hamilton's place in the Mercedes team will be taken by Kimi Antonelli, an 18-year-old Italian - Mad Max started in F1 at age 17 - if F1 drivers get much younger, pit stops will be for changing nappies instead of tyres. As well as Red Bull, next year on the grid we will have Racing Bulls (the junior team in the Red Bull empire) - sounds like a load of old b*****t to me.

You will see shortly an advert for a very rare piece of kit, a TR5 bonnet, in TRunion / TR web site / TR Action - once Mike Mercer-Deadman (ex-LVG and now North London Group) and I have established an appropriate asking price. The ad may point you in my direction - but hang on a minute, I hear you say, surely the Mutterer has a 4A? The answer is that Mike and I are acting here on behalf of one of our former CACCC members, whose husband passed away in 2023, and who now wishes to dispose of a spare bonnet which has been stored for some years. There are several TR5's in LVG, including two owned by committee members - form an orderly queue chaps.



Browsing the TRR Forum recently, one item which has caused a strong reaction caught my eye. Currently the Forum is open to all, both members and non-members, and apparently the Register Management Team has proposed allowing free access only to members, and to charge non-members a fee. Without going in to the pros and cons of the proposal here, clearly it has stirred up some strong feelings and comments, from both members and non-members alike. Have a look of the Social Scene forum for the full story.

As noted in a previous TRunnion, my 31-years of TR4A ownership has been surpassed quite comfortably by our Editor's 49 years with his 3A – however, it appears we have both been upstaged by an MG – outrageous! Chatting with family member Mike (no.1 daughter's father-in-law) at Christmas, he acquired his 1954 MG TF when he was a mere lad of 21, and has owned said vehicle since 1968. By my calculations that is 56 years – is there anyone in the LVG community who can save the face of TR's and go even higher?

Finally this month, plans for the last year of CACCC tours are going ahead.

The **Springing Up Tour** is confirmed now for **May 8th-10th** – we will be returning to the **Knights Hill Hotel** near Kings Lynn, which proved to be an excellent base for the 2023 Falling Down Tour. The tour itself will take place on **Friday May 9th**, with a route of 125 miles around North Norfolk. As this is likely to be the last ever stay-away tour, and as LVG crews have supported CACCC events over many years, it would be both pleasing and appropriate to see a good LVG presence for this tour – however we do need early indication of entry to reserve rooms at the hotel (we have 16 cars entered already). **Please let me know directly as soon as possible via email if you intend to enter the Springing Up Tour:**
peter.muncer@mypostoffice.co.uk.

Tibbles Tour will be on **Sunday June 29th**, with a 125-mile route, finishing as usual at our "H.Q.", the Carpenters Arms in Harpenden, maybe also for the last time (although there are mutterings about a possible 2026 Tibbles).

More details and entry forms for both of these tours in future TRunnions.

Pete .



Contact Pete as soon as possible if you want a place on the SPRINGING UP TOUR

E:peter.muncer@mypostoffice.co.uk

Limited places so check your diary now





MUTTERINGS XMAS QUIZ – THE ANSWERS

What was the intended final destination of the Titanic?	New York
Where did the first flight of the Spitfire take place?	Eastleigh Airport
Birthplace of Napoleon Bonaparte?	Corsica
Which ship was built in 1869 by Scott & Linton?	Cutty Sark
How old was Henry VIII when he died?	55
What was the name of the first dog in space?	Laika
How many hearts does an octopus have?	3
Minus 273 degrees centigrade is better known as?	Absolute zero
How many pairs of ribs does a human have?	12
Smallest of the 8 official planets in our solar system?	Mercury
Which is the 2 nd largest country in South America?	Argentina
Nearest Tube to Big Ben & Houses of Parliament?	Westminster
What is the Fosbury Flop?	High jump, headfirst & backwards
What is the colour of the central ring in the Olympic symbol?	Black
How many feathers in a shuttlecock?	16
Colin Firth won an Oscar in 2011 for which film?	The Kings Speech
Which Xmas movie features a boy and an American train on a journey to the North Pole?	The Polar Express
Only country in the world beginning with letter O?	Oman
Highest speed by TR2 prototype at Jabbeke in 1953?	124.889 mph
Wheelbase of TR2 – TR6 models ?	88 inches

Sharing Best Beige TR3A

Tony & Barbara Bannard-Smith

Back in 1978, my new role as an Irrigation Technical Adviser, a company car came with the job which sadly meant saying goodbye to my 'wheeler and dealered' personal car. Losing my Ford Cortina 2000E was painful. It couldn't go unnoticed - so I spent £500 of its proceeds on a friend's ailing sports car. Bought unseen etc.... and so began our relationship with Triumph TR3, reg KDB 722, chassis no TS 10069.

Then in Old English White, it became both Barbara and my car from day one. Having resided roadside on Clapham Common for 6 months, its collection one Autumn Sunday in 1978 required the owner, and I, to first deliver roadside maintenance, before driving the car from London to Rustington (mostly the London to Brighton route). Barbara followed behind in the (Maxi 1750 HL) company car - OUR first journey was already in hand.

The car's owner insisted on driving, I nursed the jump-start battery on the passenger floor between my knees.

All went well till a set of traffic lights in Redhill when the engine stalled. We jumped out and with 3 pairs of hands diving under the bonnet, we soon diagnosed the problem as just a disconnected jump lead. Reconnected, the engine restarted, and with a stop for fresh petrol, we completed the 60 mile journey as darkness fell (previous owner Greg Strange returned to London by train the next day).

Two years later, and with our first child on (his) way, disassembling began what was to become a five year period of rebuild. Whilst son Jonathan was swiftly joined by his sister, Lisa, actual restoration became dependent on spare time, spare cash and self-learning how to break and rebuild a TR3. There's a book now by Roger Williams on the subject. If I had read that before I started, I'd never have finished - or maybe - never have started !

All cutting, welding, spraying and spannering was undertaken with the support of South Downs TR Register members. It was one such who suggested a manufacturers search be done on the car. Bill Piggott gleefully informed me I had one of the original BEIGE colour cars. Well well ! With Barbara suggesting a 'coffee cream' combination to go with the original Beige exterior, the car took on a totally 'new' look. One we are still proud of today.

Finally on the road in 1985, it was only fair to encourage Barbara to drive the car as much as me. Driving this (TR2 engined) sports car has always been a shared delight, wherever we go in the UK or Europe. Sharing the driving is a much better way to travel long distances in a single day. Our enjoyment of driving the car in southern France (Monaco) are



at the top of that list. We managed to arrive in Monaco just after the Grand Prix and before the roads had been reopened to normal traffic. As we drove up towards the Casino, one of the stewards waved us through the cones and straight on to the circuit, so we got to drive it – three laps – one of which is still on film.

Barbara says - the TR3 has been part of our lives for so long. Tony did an amazing job rebuilding it in his twenties and he has continued to maintain it for the last 47 years. I can remember the body being under the kitchen window for months while he worked on the chassis. When the children were young it was not so easy to use a two seater car over longer distances, but since they flew the nest, we have really enjoyed being able to use the car and travel further in the UK and Europe.

I love driving it, especially in the warm summer sun with the roof down. You can see the countryside all around you. It is good to drive a car requiring more effort than modern cars. You can really hear the engine and use the gears to speed up and slow down. The only modern addition I miss for the TR is powered steering because the steering at low speeds is hard work.

I look forward to driving the red TR - Tony's latest project. Just hoping the windscreen wipers will be more reliable! The experience of returning from Holland, driving from Folkestone towards home in the pouring rain with no working wipers will always remain high in my memory.

T & B BS

Tony & Barbara.



Jonathan & Lisa (1984) - aged 4 & 2



The amateur at work spraying beige cellulose

Old photos abovesorry that in editing for sharper pics, they seem to have gone very pink ?!

Ed.



The photoshoot behind this month's Cover Thanks Tony .





Exeter TRial 2025

Wayne Scott reports on the Fingle Woods stage of this event

Team BL spotted successfully flying up the slippery muddy ascent of Wooston Steep on the 95th Exeter Trial. I love this section as it's all about momentum, so I get to slide the Wedgie Warrior sideways a bit. Phil Tucker's TR3A flew up it as well.

Wayne.





Are you receiving E-Updates from TRR ?

Pierre Miles

A few weeks ago, I found that I was no longer receiving the TRR eUpdates and eNewsletters. Checking my membership profile confirmed that the appropriate box was ticked so I should have been getting them. A couple of days ago, I tried logging in to the website using the new scheme recently introduced and which we have been encouraged to set up. I had a problem with passwords so sent an email to the TRR membership contact asking for help. That arrived within minutes and all was quickly resolved. I could now check my settings for the new scheme. I was surprised to find that the box for receiving updates was not set, possibly why I had not received recent updates. I had assumed that any personal settings of this nature would have been carried across during the transfer, along with contact information and the like.

Perhaps I am not the only member not receiving updates – hence the title to this missive. How to check, you may wonder. Assuming you successfully followed the instructions given out several months ago to register with the new scheme, here are the steps to follow (well, they worked for me, anyway):

- Ø Open up the TRR home web page and select the 'manage your membership' red banner across the top of the display.
 - Ø Enter your email address on the next page then select 'Get started'.
 - Ø On the succeeding pages you will need to input your password, then select 'Account' then 'Profile' then 'Privacy and Consent'.
 - Ø On the right side you should now see a few words introducing the eNewsletter option. Select the adjacent box until you see 'Granted' displayed.
- Job done! Now just back out by logging out.

Incidentally, I have suggested to our MT that they consider placing copies of all eUpdates/ eNewsletters in the Members' Area of the TRR website so that any member who feels they may be missing info can easily review everything that has been distributed.

Pierre .

This membership renewal process is controlled by sheepCRM



Thank You for Renewing Your Membership

Dear

Thank you for renewing your membership with us. See below the details of your renewed membership.

Membership details

- Membership number:
- Membership plan: Individual UK
- Start date:
- End date:

Membership controlled by Sheep

My 50th year of TR Register membership and also owning the same TR3A I bought in 1975. This year I did not receive a new Membership Card and no explanation WHY? Apparently you can search further and eventually print your own. I don't think I will bother! C.G.

Yes, you can search and print your own, or just change the 4 to a 5 on your existing Card

This is friendly reminder that your membership to the TR Register Car Club is due for renewal next week.

As you pay by Direct Debit, this process will be automatic, and your payment will be taken on or after the 1st of next month.

We sincerely hope you are enjoying all the benefits that membership of the largest Standard Triumph Car Club brings, but please do not hesitate to contact us if you require any help.

Please contact membership@tr-register.co.uk, if you wish to alter or cancel your membership.

If you wish to alter or cancel your Direct Debit, please send an instruction to your bank or building society.

TR Register membership benefits include:

- *Full membership for 12 months
- *6 copies of the award-winning TR Action Magazine
- *Use of our specialist TR Insurance scheme
- *Access to our online members area and resources Inc. technical articles, tutorial videos and money off vouchers for events, products, and services.
- *Invitations to join trips abroad organised by TR Tours.
- *Plus, our members forum, unlimited free classified adverts, monthly e-newsletter, entry to one of our many technical seminar days or track days and updates on the best events to experience with your TR plus much, much more.

If you cancel your membership, you will no longer have access to such benefits or our online members area.



ALL TRIUMPH DAY @ SHUTTLEWORTH



SUNDAY 7th SEPTEMBER

Save the date

Bring your TRIUMPH CAR to Old Warden Aerodrome and get a preferential admission price - DRIVER & ALL OCCUPANTS with entry to this wonderful museum in Bedfordshire, including return visits for 30 days. Price TBA.

Pre Booking Essential - ttr.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

I can remember seeing a Jaguar D type at Stratford Motor Museum, back in the mid 70s.

I have always liked cars of the 1950s and I imagine this would be quite a beast to drive. This really is a cockpit for the driver and many of the panels are riveted ...more like aero engineering. I don't think I would like to drive it on the road but given the keys to drive a few laps on a clear race track would be an experience.

Chris.

The motor museum in Stratford-upon-Avon closed down many years ago



Been there but not yet GOT THE SHIRT ?



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

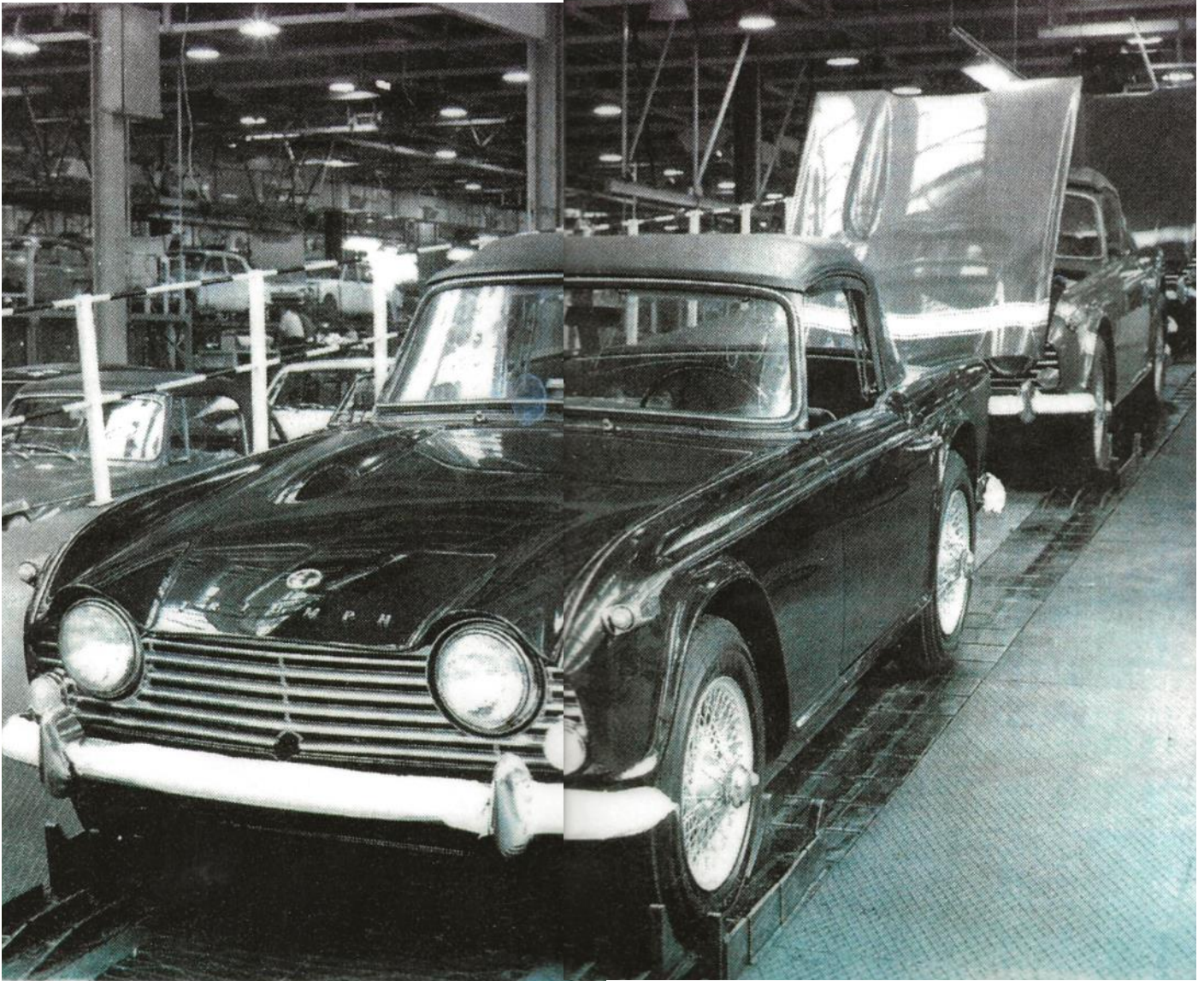


Fleece M or F £28.20

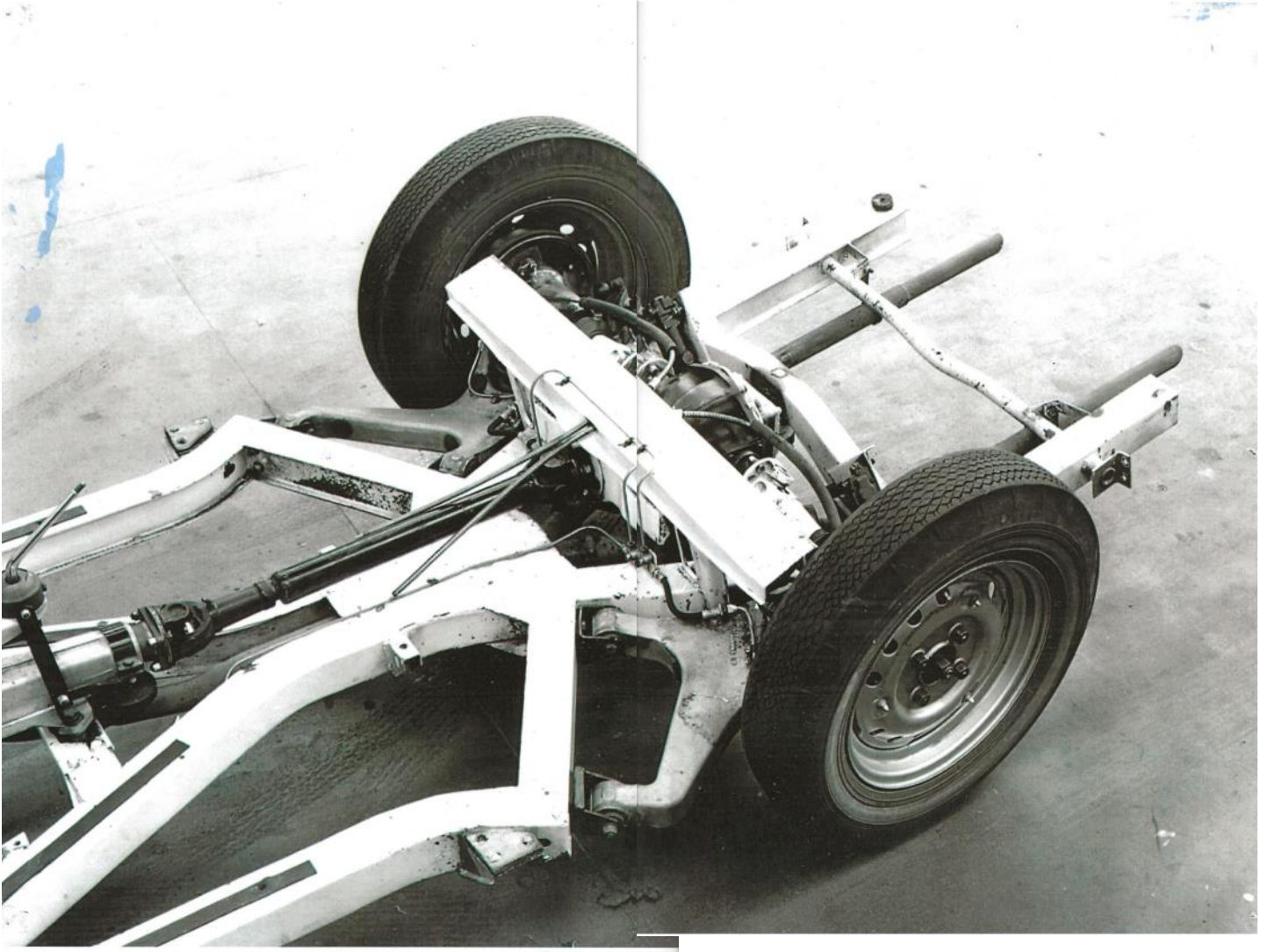
JM

With thanks to Jon Marshallas he retires
from the role of TR4 and 4A Registrar

He gave me some of his display material to dispose offhence I am
printing in the TRunion before shredding.



A rare photo from the production line. The last TR4A and the first TR250



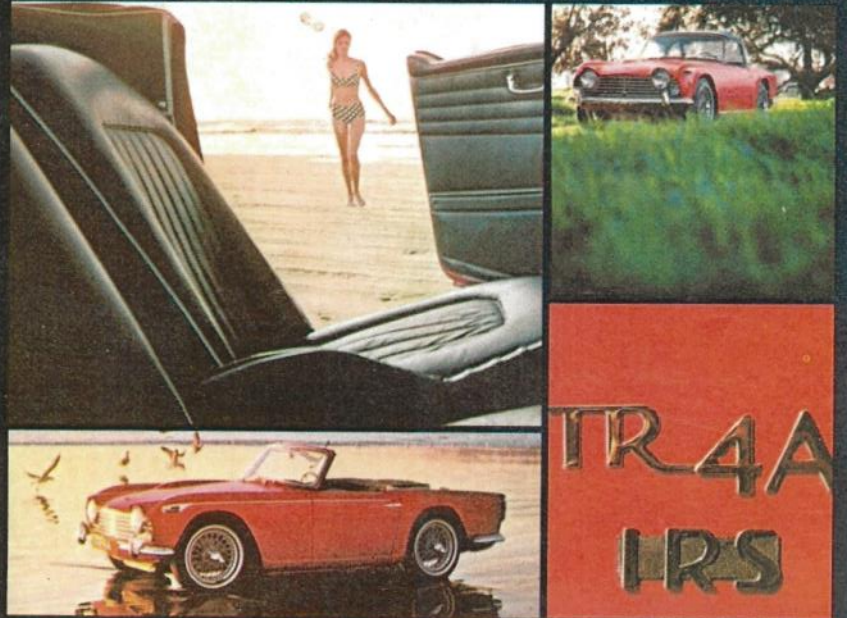
IRS Chassis Development

Evidently exhaust system development was a priority at this stage !



Want a hell-for-leather sports car with
English leather bucket seats?
Triumph TR-4A gives you this and more:

Good-looking? Sure.
But comfortable as well!
Those English leather
bucket seats have
deep foam cushions.
even over bumpy roads,
you ride *in* the seat,
not all over it.



The TR-4A, with its
high-performance engine,
is a miser on gas.
And requires lubrication
only once every 6,000 miles



Like other sports cars,
the TR-4A features
complete instrumentation.
Unlike other sports cars,
the instruments are set into
a handsome
English walnut dash.

That classy-looking
body -the TR-4A's-
is the trademark
of Michelotti, famous
Italian automotive stylist.



The TR-4A looks fast
even standing still.
Moving? She hits 60 mph in
only 10½ seconds.
With more than enough
reserve speed
to safely handle
any emergency.

All this and still more. Rack-and-pinion steering. Disc brakes. Four forward synchromesh gears. Roll-up windows. Optional independent rear suspension. And a tame price: \$2840*.
*Suggested retail price POE plus state and/or local taxes. Slightly higher in West. SCCA-approved competition equipment available. Look for dealer in Yellow Pages. Available in Canada. Overseas delivery also available. Standard-Triumph Motor Co., Inc., 575 Madison Ave., N.Y., N.Y. 10022.

Triumph TR-4A

The below extract is from an ancient 1952 motoring book. I may print further extracts if I receive email requests from readers ?!

Happy Motoring

“Experience Teaches”

● By Chief Superintendent

Senior Instructor, Metropolitan Police Motor Driving School ●

What is the secret behind the success of all successful people, whether in the field of sport or in the world of commerce? Why are the aces of the various sporting activities able to maintain their superiority over all comers? The answer to these two questions is incredibly simple: it is “CONCENTRATION and SYSTEM.”

Good drivers do not have accidents, because they concentrate the whole of the time on their driving. For exactly the same reason Len Hutton is in the top class of cricketers; Bobby Locke in the top class of golfers; and Stirling Moss in the top class of racing motorists: it is the same in every sport and profession. Those who reach the top do so only because they are able to exercise and maintain 100% concentration.

The few people fortunate enough to be born with the power to concentrate to this extent are the natural stars, but everyone can improve his concentration, and I hope not only to show my readers how to concentrate, but also to prove that a *system* of driving will keep all drivers free from accidents.

Present day traffic conditions make absolute concentration essential, and for this a driver must be alert, vigilant and quick and definite in his movements. To achieve and maintain this he must be in good physical condition, the importance of which cannot be over estimated, for there can be no doubt that a driver's mental and physical well-being are closely allied. Sight and hearing must both be good; glasses should be worn if the vision is defective.

Physical fitness from a driving point of view involves not only freedom from ailments, but the proper care of general health, regulation of diet and abstention from alcohol before and whilst driving. If a driver is ill he should not drive at all. Should he be merely a little “off colour”, as in the case of a slight cold, he should bear in mind that his reactions are bound to be slower.

Diet, too, is important. It is unwise to eat a heavy meal before driving or during a break in a long drive, especially in warm weather, as this causes drowsiness. The effect of alcohol on driving is of course well known. Its effects vary on different people, but this can only be in degree. It has been proved scientifically over and over again that even the smallest quantity of alcohol detrimentally affects a person's reactions. When that person happens to be driving a motor vehicle the effect may well be disastrous, for although the reactions are slowed down alcohol has the effect of promoting a sense of well-being which is a snare and a delusion even to the wary and experienced. Therefore leave alcohol alone until driving for the day is done.

To ensure physical and mental fitness we must control our diet and mode of living in a systematic way: the same applies to driving a motor vehicle. Proficiency in car control under all conditions can only be achieved by carrying out each and every operation systematically, so that the vehicle seems to respond as though it were part of the driver himself.

Driving a car consists in starting it; steering it over all sorts of surfaces, round every kind of bend or corner, in and out of garages, yards and the like, past all sorts of other vehicles, many of which may not be well driven; accelerating; slowing down; reaching maximum speed on the open road; proceeding steadily through heavy traffic; and at length stopping it. All this must be done with complete avoidance of danger, including danger caused suddenly by other users of the road, and with the minimum amount of wear and tear to the vehicle; a task by no means as simple as is generally believed.

The “System of Car Control” used at the Metropolitan Police Motor Driving School is the result of considerable experience in driving over a number of years by the team of instructors which

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Can you spot something incorrect in this photo ?

Thanks to the few readers who have contributed articles for TRunion.

IF YOU are inspired to make any comment at allI look forward to hearing from you ?!

Please email direct E: **chris.trunnioned@btinternet.com**

You could also include a fine quality photo of your TR in an interesting location. Challenge ?