



The TRunnion

Broadcasting to Lea Valley Group and the TR world

202502 February





Editorial ...

As part of an ancient book from 1952 called British Motor Cars, I have taken the liberty of printing an article by a Chief Superintendent and Senior Instructor of the Metropolitan Police Driving School. An interesting read.

I don't usually give much attention to MGs but a recent visit to IWM Duxford led me to give much respect for this particular onesee inside this issue.

Fine quality photos for possible use on the cover of future issues of the TRunnion will be much appreciated, portrait style please. I have run out of stock photos and may have to start repeating.

Although some of you are driving your TRs through the Winter months, others are beavering away in heated garages to carry out projects . Other TRs are wrapped up in hibernation, only to be fired up on occasion for exercise.

IF you have an opinion on anything I am waffling about, why not tell me and LVG ? All it takes is a few words emailed to the address below !

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>

The TR Register Car Club's Annual Members' Meeting will be held on **Sunday, March 16th, 2025 at the British Motor Museum, Gaydon at 14:00 in South Wing 5.**

This year, as your attendance at the Annual Members' Meeting includes free entry to the British Motor Museum, we have opted to start the meeting after lunch, to allow you the chance to look around the museum's many interesting exhibits using your free pass before the meeting starts. These can be picked up from the main desk, just mention you are attending the TR Register Car Club event. The café will be open for lunch and refreshments before the meeting.

You can find all the information, forms and the link for registration via the AMM page on the TR Register website



Group Leaders' Report Phil Sanford

Well, where did January go? It disappeared faster than a politician changes his mind, or perhaps it is just a byproduct of getting older, who knows? Whatever it is, by the time you read this the LVG will already have had its AMM, Kick off Lunch, been to the MG & Triumph Spares Day and driven on the International Drive Your Triumph Day. Not a bad start to the year!

The LVG Annual Members Meeting, a report of which appears elsewhere in this esteemed publication, was very well attended. The Kick Off Lunch was equally well attended with the Jon Marshall family winning the quiz, which was set by Alison who is a whiz at thinking up tricky questions. The raffle, organised by Jon & Barbara had terrific support raising £180.00 surplus for club funds.

At the AMM, Mike encouraged everyone to log in to the new TRR membership platform to make sure their details are correctly registered. Information of how to do this have previously been circulated by email or you can find them by clicking on to <https://www.tr-register.co.uk/article/2024/08/0344/TR-Register-launches-new-membership-system> you will need the email address that you registered with the TRR when you joined. You can then make sure all your details are correct and that you have selected the LVG as your Group.

The TR Register Annual Members Meeting is now going to be a live event rather than a Zoom meeting. This will be on Sunday the 16th March at the British Motor Museum, Gaydon, starting at 2pm. I would encourage you to attend if you can or you can cast your votes by proxy, details of which are available on the TRR website or in the email you should have received on Friday evening 7th February. If you intend going it is helpful if you register your attendance. To save on fuel costs I am happy to organise a car share. Unfortunately, the 16th is also the same day as our regular Sunday meeting at the Cock, which may affect your decision whether to go to Gaydon.

Coming up in the next few weeks we have the regular meeting at the Cock on the 16th, a visit to the Nene Valley Railway on the 25th February, to get on to the footplate of the Flying Scotsman and tour the engine shed. So far, we have 21 people booked for this, still room for more!

Further ahead it will be Drive It Day on the 27th April, (please note the date is on the LVG calendar is wrong) this year we are off to Sywell Aerodrome for a picnic and to visit the museum. There will be a tulip route drive there, starting at Baldock Services. April will also see the start of our mid-week evening meetings. If you know of a suitable venue in your area, please let us know.

To keep abreast of the events and meetings we have planned check out our events calendar at <https://www.tr-register.co.uk/group/lea-valley/social-report/2024/11/2478/LVG-Events-Calendar>

Toodle-oo for now.

Phil





Monday 10th February Drive Your Triumph Day



DYTD is fast becoming a regular event in the LVG calendar. It was an idea started by someone in America to commemorate the birthday of Sir John Black, who organised Standards purchase of Triumph after WW11 and who some say, was the saviour of Standard Triumph.

This year we took a 2 hour drive from our usual starting point at Baldock Services to Bosworth Garden Centre, Elton, near Peterborough, where we joined up with our chums from the Camb Follower Group.

We had 9 cars attend, which included some local TSSC members and in all we had 14 cars in the Garden Centre car park. This was most surprising as the weather all day was atrocious and the rain fell practically constantly.

When we arrived, we were greeted by Nick Black who is the son of Sir John Black. He had been invited by one of the Camb Followers and was most appreciative of everyone's efforts to honour his Father.

The drive was not without incident, with a short detour off the proposed route and a Triumph Herald refusing to start as the battery had been drained with lights, wipers and the fan on so much. A power pack quickly had us on our way again.

With DYTD being promoted worldwide photos of our day will be added sent to the American organiser and be posted on his web site accordingly.

Next year we want to book better weather, but everyone agreed it was great to get our cars out

Mike.



Drive Your Triumph Day



We were honoured with the presence of Nick Black, the son of Sir John



Dates for your Diary

Keep checking the LVG website for complete diary of events for 2025.

This is always being added to !

Hope to see you at a few meets this year.

Phil & Mike

February ...

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://vintagestonyc.co.uk/>

Sunday 16—TR Register AMM @ British Motor Museum, Gaydon

.....you will need to Register your attendance on the TRR website

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. **Order your Drive-it-Day plate**

September

Sunday 7th – All Triumph Day - Shuttleworth

Report of the LVG AMM held on 19th January 2025 at the Mount Pleasant Golf Club

Present: Phil Sanford – GL, Phil Meldrum – Treasurer, Mike Aldridge – Events, David Dawson – Technical, Chris Glasbey – TRunnion Editor, Tony Bannard-Smith – Archivist, plus 40 other members and partners.

1. Phil welcomed everyone to the meeting. There were apologies from 4 members and their partners

2. The Minutes of the last Annual Members Meeting 22nd January 2024. The acceptance of the Minutes, after a small correction of a date, was proposed by John Searle and seconded by Tony Bannard-Smith.

3. Treasurer's Report – Phil Meldrum had distributed copies of the club accounts for the year ended 31st December 2024. He said that the accounts were healthy with about £2,250.00 in the bank. Acceptance of the accounts was proposed by Christalle Aldridge and seconded by Patricia Dawson.

4. Group Leaders Report – Phil thanked Phil Meldrum for his report and thanked all the committee for their support and hard work over the previous 12 months. He then gave an update on the current membership which is about 120 strong with roughly the same number of members leaving as joining. The events that the Group had organised or attended over the past year were summarised with a special mention of the hugely popular All Triumph Day at Shuttleworth. Thanks were given to all the people that had helped make the show a great success.

5. Awards - We introduced something new this year, each award has a small, second trophy that will be the winners to keep. The original award will be returned at the end of the year as usual.

The Bent Con Rod which is awarded for significant contribution to the Group during the year went to Jon Evans.

Brian Chidwick Memorial Cup best new car to the Group went to Paresh Attakar for his TR4A

The Photography Award went to Melanie Rowlands who had stepped into the breach left by Phil Titchner's tragic death and compiled this year's calendar.

6. Nomination & Election of Committee. There had not been any new nominations for new committee members and the current committee had agreed to stand again for election. This was proposed by Howard Pryor, seconded by Phil Meldrum and passed unanimously by a show of hands

7. Plans for events in 2025 – Mike outlined what had been proposed for the coming year and had prepared a handout, listing what was in the calendar so far, of course this will be added to as the year progresses. Amongst others there is Drive Your Triumph Day, a visit to the Nene Valley Railway, a tour of Kent with Camb Followers, Drive It Day, All Triumph Day, Isle of Man Festival and a host of other events. A straw poll was conducted of how many of those present looked at the TRR website and had signed up to the new Sheep portal for club membership. With a low response Mike encouraged us all to do so sooner rather than later.

8. AOB – There were no issues raised. Phil thanked everyone for coming along and making this the best attended AMM for many years.



LVG AMM ... Phil addresses a good membership attendance.



KOL ... followed by a good lunch, a tough Quiz from Alison and a raffle. A great social event and the best way to Kick Off a new year for LVG.....





We are introducing something new this year. Each Award has a second trophy that will be the winners to keep. The original award will be returned at the end of the year, as usual

The Photography Award

This goes to Melanie Rowlands, who stepped into the breach left by Phil Titchner's tragic death and compiled this year's Calendar. She has supplied some very artistic photos and has agreed to take on the role of LVG official photographer.



The Bent Conrod

This is awarded for significant contribution to the Group during the year. This year it goes to John Evans. Jon has supported us well throughout the year and was a great help with ATD setting up, working on and clearing up at the finish. He has finally gained confidence in "Christine" (his TR6) and even braved the monsoon of Sywell.





The Brian Chidwick Memorial Cup

For best new car to the Group

Paresh Attaker

TR4A



Tony Bannard-Smith (LVG Archivist) displayed a variety of artifacts and photos that LVG has collected over many years. This was of great interest to many members. Thanks Tony.



An array of Raffle Prizeswhich found there way to lucky winners.





Pete Muncer

It was good to see a strong turnout for the AMM/KOL in January, with an opportunity for a natter with folk. I'll respond to a couple of points raised on the day – firstly, if mid-week evening meetings are not well supported, how about another Sunday lunchtime meet at different venues, say first Sunday of the month? I don't think I am alone in not wanting to drive my TR (even on a summer evening) and face the zillion kilowatt headlights from oncoming cars.

Secondly, various folk indicated that they actually enjoy reading this driveline every month (they need to get out more), so I'll carry on muttering.

No TR action to report at the moment, although I have been able to book some classic car activity for later in the year. For my "significant" birthday last year, no. 2 daughter gave me a Red Letter Day voucher, which I have now redeemed for a day in April at Dunsfold Aerodrome (the Top Gear track), driving four classic cars. Now for the bad news – no TR's are involved – only Fords, but possibly including a Mustang and a GT40. I will submit a report in a future TRuncheon, providing I don't spin off on the first lap.

Browsing the latest issue of Classic & Sports Car mag., several items caught my eye – firstly, the Classic Motor Hub down in Bibury has a TR4A for sale, at what I thought was a fairly ambitious price of £35,000 – be interesting to see what it sells for. However, the next item will require even more pennies – Bernie Ecclestone is selling his collection of about 50 Grand Prix cars, ranging from 1930's to modern F1 machines - the price of even a single car no doubt will be in the millions. Still, Bernie doesn't want to leave things to his wife to deal with when he is not around (he is 94 – did I read somewhere that his mother-in-law is younger than him and by more than a few years?). On the subject of age, I noticed a Happy Birthday greeting on the TRR Forum to someone aged 97 – made me feel quite young!



This article in the mag. takes a bit of believing initially – apparently back in 1952, a guy called Louie Mattar had the idea of a non-stop drive across the USA from LA to New York and back, i.e. about 6300 miles – but **literally non-stop**. To do so, he equipped his Cadillac (you wouldn't want to do it in a Ford would you?) with many modifications, which cost \$75,000 (£1million in today's money) – these included a set of auxiliary wheels, so he could do a wheel change (at slow speed) on the move. He arranged to refuel on airport runways from a tanker driving alongside, and contacted the police in all the

towns on route, to be escorted through any red lights. No doubt the car was equipped with all other devices required to avoid any pit stops (I did say pit). Anyway he and his two co-drivers completed the round trip in 8 days – and remember this was before there were any motorways or whatever the Yanks call them. As if this wasn't enough, they did an ever longer non-stop run a couple of years later, from Anchorage Alaska to Mexico City, nearly 7500 miles. Apparently the Cadillac is now on display in a museum in San Diego.

We will be unable to attend this month's meeting at The Cock, as we will be down in Christchurch celebrating Sue's birthday (**not** a significant one yet) with all the family. Unfortunately, we will miss also the All Triumph Day at Shuttleworth in September, as no.2 daughter's birthday **is** a significant one, so we will be down in Christchurch again. At least we will be in the vicinity for my birthday and what could be the last Tibbles Tour in June (although never say never again).

This won't become a regular feature (Alison is O.C. Quizzes), but how about another quick quiz to fill the space this month? Sue and I watch Only Connect on BBC2, and occasionally we can even answer a question correctly. On the show there are rounds for Make the Connection, Finish the Sequence, and Missing Vowels – so here goes with a Mutterings version – topics include TR's, classic cars, F1 both ancient and modern, and any other subjects I can think of - answers next month.

Make the Connection

Prost / Vettel / Verstappen

Lea Valley Group / Jackie Stewart / Sydney Opera House / EEC

1959 – retired / 1960 – did not qualify / 1961 – 9th/11th/15th

Hillman / Humber / Singer / Sunbeam

Red Lion / Musgrave Arms / White Horse

Finish the Sequence

1951 / 1954 / 1955 / 1956 / ?

1991 / 2138 / 2498 / 1998 / ?

90/ 100 / 104 / 150 / ?

Madgwick / Fordwater / St. Mary's / Lavant / ?

Mike Hawthorn / Graham Hill / Jim Clark / ?

Missing Vowels

Jn Mnl Fng

Frrr

MchlTt

Mrcds

Frnnd Ins

Pete .

See you at the March meeting at The Cock.



**We hope to see you and your TR
on the LVG drive to Sywell**

Remember to order your plate !

FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS

DRIVE & RIDE IT DAY

SUNDAY 27th APRIL 2025

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Preserving the Past - Inspiring the Future

The advertisement features a teal background with white and yellow text. It includes images of the 'DRIVE IT DAY' and 'RIDE IT DAY' plates, which are white with green and blue text and logos. A QR code is located in the bottom left corner, and the Childline NSPCC logo is prominently displayed in the center.

Order your "Drive-it-Day" plate very soon.
You will not be properly dressed without it.
Support the DRIVE and support CHILDLINE
Thank you.



Steve Hall & Aggie Foster - 2024 HRCR Category 1 Stage Rally Champions . *I spoke to Steve about the last round of the championship, the Wydean Rally. They chose to retire from the event after first stage because it was too rough for the TR. He plans to raise the TR rear suspension for forest stage events this year to be more competitive. Ed.*



TRs – The Knowledge

Archive from a few years ago. A salute to Graham Robson

The TR story is a very complicated one; nearly 400,000 TRs were produced, mixing technology with personalities, finance and politics over a twenty nine year period. Here is a summary of events, written by Hon. President Graham Robson.

TR2: The result of a complete re-design of the 20TS prototype in 1952/1953, this car had a new chassis frame, more powerful engine and lengthened tail style. Engineering and re-design was by Harry Webster (chief chassis engineer), John Turnbull (chassis), David Eley (engine), George Jones (transmission), and Walter Belgrove (body): testing was by Ken Richardson. The first hand-assembled 'production cars' (TS1 and TS2) were completed at Banner Lane in July 1953. Every other car (with 90bhp/1,991cc) was assembled in the old assembly halls at Canley. Only 248 cars were delivered before the end of 1953.

Until October 1954, the first 4,000 cars were produced with 'long door' body shells. Thereafter, the TR2 changed to 'short doors' with body sills under them. Production carried on until October 1955, when the TR3 took over. 8,628 cars built from 1953 to 1955.

TR3: The TR2 got a minor facelift, with an eggcrate front grille and a 95bhp engine. In the next two years, production cars got the 'high-port' cylinder head from mid-1956 (power output went up to a nominal 100bhp) and Girling front disc brakes were standardised from late 1956. Many earlier TR2s were converted by owners to 'TR3s' - 'disc brake' cars. 13,377 cars built: 4,409 with drum brakes, 8,968 with front-wheel disc brakes – from 1955 to 1957.

TR3A: The best-selling side-screen TR, which took over from the TR3 in late 1957, publicly launched in January 1968. Front discs standard, with 100bhp engine. Basic style not changed, recognised by the wide-mouth front grille & external door handles.

The larger, 100bhp/2,138cc, 'wet-liner' engine was optional from 1959. In later years, hundreds of TR3As were converted to that size too. 1959 and 1960 were the peak production years, but sales dropped off dramatically in 1961. 58,309 cars built, from 1957 to 1961.



TR3B: Although the TR3A had stopped selling in 1961, North American Triumph dealers thought the TR4 was going to be too big, and too expensive. At their demand, the old side-screen car was put back into production, but only in 1962. There were two different types – those with TSF Commission Numbers had 100bhp/1,991cc and TR3A gearboxes, those

with TCF Commission Numbers had 100bhp/2,138cc engines and the new all-synchromesh TR4 gearbox. All had standard-width/standard-spec. TR3A chassis and bodies. All TR3Bs had left-hand-drive, all were originally sold in the USA.. Commercially, it was a flop. 3,334 cars (of which, 530 TSF types) built in 1962.

TR4: The first big change, and the first 'Leyland-TR'. Mechanically based on the TR3A, but with modified chassis, and rack-and-pinion steering. 100bhp/2,138cc standard: all were given an all-synchromesh gearbox. Michelotti produced a brand-new body style, those shells being built at Speke, Liverpool: including wind-up windows, face-level ventilation. More space in the cabin and better steering, but no more performance. 40,253 cars built, from 1961 to 1965.

TR4A: A straightforward evolution of the TR4, the TR4A hid a completely new all-independent chassis frame under the same basic body shell. Coil springs/semi-trailing arms at the rear made this the softest-riding TR so far. All cars had 104bhp/2,138cc.

As with the TR3B, North American dealers demanded a cheaper alternative. Only for that continent there was a live rear axle version of the new chassis frame; not, please note, the old TR4 frame. 28,465 cars built from 1965 to 1967.



TRs – The Knowledge

TR5: After the body change (1961) and the chassis



change (1965) came the engine change of 1967. Except in detail, TR5s looked like TR4As, but there was a fuel-injected 150bhp/2,498cc six-cylinder engine up front. Much more performance than any previous TR (120mph, flat out). None of these cars went to North America when new. Strictly a one-season wonder as the re-styled TR6 took over before the end of 1968. 2,947 cars built, 1967 and 1968.

TR250: The TR5 couldn't be sold in North America because of the USA's new exhaust emission regulations. Instead there was the TR250, with twin Stromberg-carburetted 104bhp/2,498cc six-cylinder engine, and transverse speed stripes across the nose for recognition purposes. Just as fast as the old TR4A, but much smoother and more civilised. 8,484 cars built in 1967 and 1968.



TR6: The last of the separate-chassis TRs, being a TR5 with a re-styled body by Karmann of West Germany. North American types had twin-Stromberg carburettors the rest-of-the-world got Lucas fuel injection.

There were several up-dates. CP Commission Number cars had 150bhp with injection, from late-1972 CR Commission Number cars had 124bhp with injection, measured to different standards, and not as big a de-tune as it looked. 91,850 cars built, 1968 to 1976.

TR7: The first 'British Leyland' TR, totally different from earlier TRs. Engineering led by Spen King (technical director), with style by Harris Mann. Simple engineering, with coil spring/beam axle rear suspension. Fixed-head coupes at first, convertible added in 1979. All cars with 8-valve/1,998cc overhead-camshaft engine (105bhp in Europe, approximately 92bhp in North America). Four speed gearbox at first, five-speed 'box option from mid-1976 (standardised from 1978), automatic transmission option from 1975. Overdrive was never available. A 16-valve 'Sprint' version was proposed, but killed off at pre-production stage.



Assembly on three sites – Speke to 1978, Canley to 1980, then Solihull to 1981. Always controversial, but the best-selling of all TRs. The V8-engined TR8 was its short-lived sister car. 112,375 cars built, 1975 to 1981.

TR8: Originally intended only for North America in left-hand-drive. Due as FH Coupe in 1978, delayed for two years by industrial action. Effectively a 133bhp/3,528cc V8-engined version of the late-model TR7, with five-speeds or automatic, and beefed up brakes and suspension. Stromberg carburettors at first, with Lucas injection for California, then injection for all North America in 1981. Intended for UK/rest-of-the-world sale from late 1981, but killed off as all TR assembly was wound up. Few, very few, pre-production UK-spec. TR8s built at the factory, but in later-life hundreds more created from TR7s by specialists. 2,722 cars built, 1979 to 1981.







ALL TRIUMPH DAY @ SHUTTLEWORTH



SUNDAY 7th SEPTEMBER

Bring your TRIUMPH CAR to Old Warden Aerodrome and get the preferential admission price of just £15 PER CAR - DRIVER & ALL OCCUPANTS and get entry to this wonderful museum in Bedfordshire, including return visits for 30 days.

Pre Booking Essential -

E Mail us at trr.lvg@gmail.com

Prize Draw
Jazz Band

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

“Experience Teaches”

• By Chief Superintendent

Senior Instructor, Metropolitan Police Motor Driving School •

Concentrate on this and the following 5 pages Advice as it was in 1952 !

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.

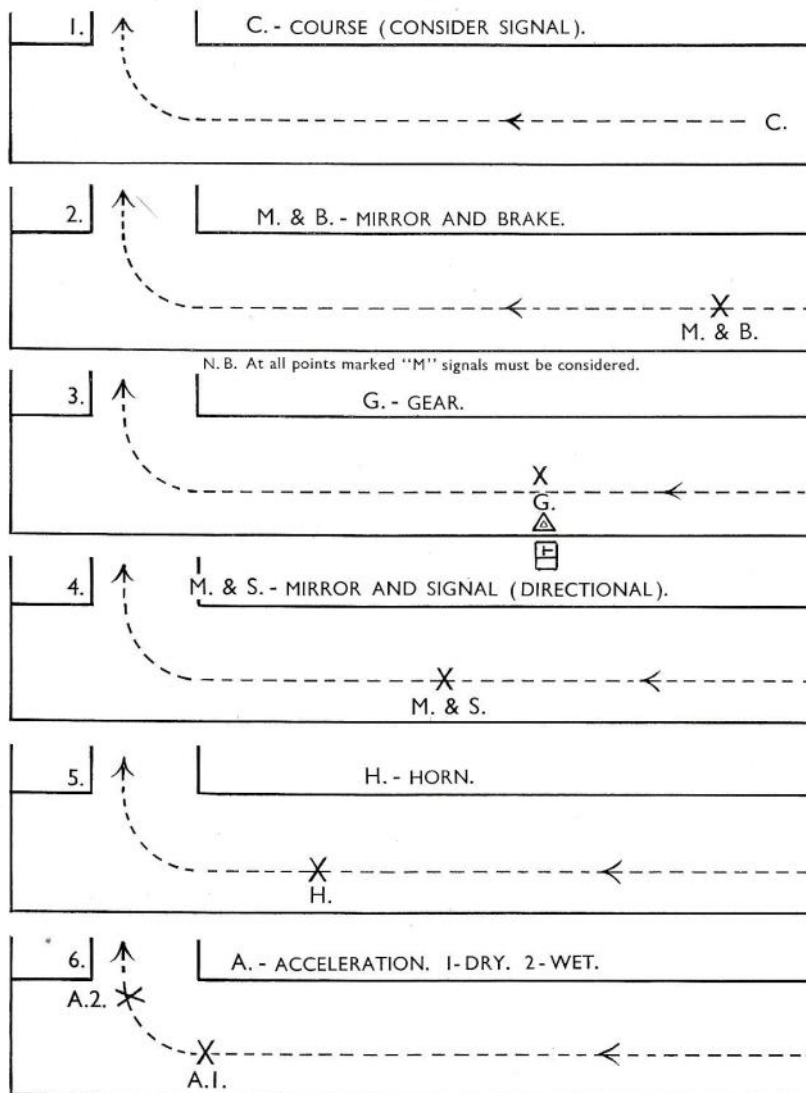
Diet, too, is important. It is unwise to eat a heavy meal before driving or during a break in a long drive, especially in warm weather, as this causes drowsiness. The effect of alcohol on driving is of course well known. Its effects vary on different people, but this can only be in degree. It has been 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

ELEMENTARY WING



I have the good fortune to command. Our long experience is based not only on knowledge of law and motor car driving, but also of instructing others in both these important subjects. In perfecting and teaching this System we have of course been faced with the fact that its students have to reach an extremely high standard before they are passed out as police drivers.

How many drivers can ask themselves these questions and truthfully answer "Yes"?:—

Am I travelling on the proper part of the road?

Am I in the right gear, travelling at the right speed, and able to stop within the distance I can see the road ahead to be clear of other traffic?

I believe that very few drivers could honestly make the answer "Yes" to both these questions; but for a really safe driver the answers must be "Yes" for every moment at the wheel.

We claim that by adopting the Hendon System of Driving the answer will always be "Yes". That "other fellow"—the mysterious person who causes accidents—can be dismissed from the mind; for, of course, he does not exist: *good drivers have no accidents.*

* * *

Diagrams 1 to 6 will show what is meant by "System in Car Control", which we claim can be put into operation for every type of hazard on the road. Space does not permit every type of road difficulty to be illustrated, and for the sake of simplicity a right-hand turning has been chosen. The diagrams show the individual operations and the sequence in which they should be performed for this movement.

Four of the six operations are essential, viz: Nos. 1, 2, 4 and 6, Nos. 3 and 5 are nearly always necessary.

Although the manœuvre is that of turning a simple right-hand corner, it will be seen how much there is in proper car control. Study the diagrams carefully and you will see that a car well driven will at all times be in the right place with the right gear engaged and travelling at the right speed.

The System can be put into operation, either in part or in full, at any hazard or zone of danger, such as a crossroad, bend, corner, roundabout, etc.

Illustration No. 1 ('C'—"Course"). The vehicle is being driven along a road and the driver, who intends to turn right at the junction, therefore selects his course near the centre of the road. Before taking up this position he considers whether a signal of his intention to do so is necessary.

The point at which he selects his course will be dependent on many factors, e.g. his own speed; the width of the road; and the speed or proximity of other traffic. No position or measurement is given, but he must select his course early enough to avoid inconvenience to other traffic when making the turn. If he does this correctly the following advantages will result:—

- (a) Other traffic can pass on his nearside without interruption.
- (b) He is able to stop, before turning, to allow oncoming traffic to pass (in the opposite direction) without the risk of being run into from behind.
- (c) Correct positioning and planning of his course have ensured that on completing his turn he is on the proper side of the road.

* * *

Illustration No. 2 ('M. & B.'—Mirror and Brake). Having applied the first feature of the system, it is now necessary to ensure a safe speed during the approach to the hazard. Should the speed be too great, he consults his mirror, considers whether a signal should be given and if necessary gives it; he then brakes and reduces speed as necessary. (For a normal hazard of this type the approach speed should not be more than 15—20 m.p.h.).

* * *

Illustration No. 3 ('G'—Gear). The Driver's next duty is to select the correct gear for the speed decided as safe for negotiating the hazard, and he changes to this gear at point 'G', about 30 yards from the hazard, normally opposite the road sign.

* * *

Illustration No. 4 ('M. & S.'—Mirror and Signal—directional). At this point he consults the mirror again to see what traffic is behind, but not forgetting approaching vehicles. He then gives a directional signal with the hand, puts out

the traffic indicator and leaves it out as a permanent signal until the turn is complete.

* * *

Illustration No. 5 ('H'—Hooter). At this point he considers sounding the horn. (At the Motor Driving School we regard the horn as the voice of the car, to warn not only those who may be out of view, but those within view but unaware of our presence).

Remember that the use of the hooter does not absolve you from taking all necessary precautions.

* * *

Illustration No. 6, Acceleration at points A1 or A2
On approaching the point at which he intends to turn, the driver will carefully observe the road surface conditions. If the surface is dry, level and in good condition, he will at point A1 drive around the corner with normal pressure on the acceleration pedal. If the surface is wet or poor he will delay normal pressure on the pedal until the car straightens **COURSE AT POINT A2.**

Our System is of course based on that excellent publication, the "Highway Code." It is a peculiar thing that the great majority of people taking part in organised sport readily accept the rules of the particular game and regard as cads those who flout the rules, and yet these same people are loth to observe the simple rules for using the King's Highway. Surely a game involving life and death is one which requires the strictest observance of the rules. The precepts of the Highway Code are simple and admirable, and the driver who faithfully adheres to them will never be involved in accidents; surely the hallmark of a good driver.

Now for a look at the Rules for road conduct. As the Highway Code itself reminds us, there is in every human activity a standard of conduct to which, in the common interest, we are expected to conform, but it is a regrettable fact that very few road users know as much as they should about the Rules of Road Behaviour as laid down in the Code. Ask the average man, woman or child what he or she thinks of the Code. The answer is disappointing—the majority have never done more than glance through it. The cause of this is hard to see and the consequences are daily and hourly in evidence everywhere.

Every driver should aim to be a good driver, in other words, to be a driver who doesn't have accidents. In order to do this he must learn and obey the rules of the game, for accidents don't "happen"—they are "caused".

An applicant for a driving licence completes a form of application in which he has to say whether *he has studied* the Highway Code, but can we believe that more than a few have answered this question truthfully.

A point which is often overlooked is that at some time or another we are all pedestrians. The Highway Code has a section intended primarily for pedestrians. This does not mean that motorists need not read it, for they too are pedestrians at times.

Do we, for example, always cross the road correctly? We all know the "Kerb Drill"—stop, look right, look left, and look right again—how many of us actually practice it or make sure that our children do? Our traditional regard for the liberty of the subject has so far prevented the introduction of legislation restricting the right of pedestrians to cross the road at will. It should not be necessary, for surely self-preservation is the natural instinct of every human being, although one often has cause to doubt this.

We should remember that all of us have been young, and that most of us hope one day to be old. We should, therefore, have regard for both the young and the old.

The rule of the road about keeping well to the left unless you are about to overtake or turn to the right calls for some explanation, there being sometimes a doubt in a driver's mind as to how near to the left he must keep. To give pedestrians and pedal cyclists sufficient room, we must obviously not drive too near the nearside. In a street where vehicles are parked at intervals along the lefthand side of the road, for example, we must interpret the rule with common sense and drive on a course which will enable us to pass these vehicles without having to "weave" in and out. In this way we shall more readily see pedestrians who may be stepping off the pavement between vehicles. Other advantages are that we shall avoid splashing pedestrians in wet weather and be able to give cyclists ample room.

We must give the proper signal, clearly and in plenty of time, whenever we slow down, stop or change direction. The average driver does not always give good signals. We claim that, to be worth while, hand signals should be given as a drill and that mechanical signals should be used to *supplement* and not replace hand signals. It is obvious that if they are to be of any use, signals must be given in plenty of time, so as to allow other road users to take whatever action is required.

The proper signals to be given by drivers of vehicles are described and illustrated in the Highway Code. They are simple and quite adequate if properly given. It is often wrongly thought that to give clear and correct signals is a sign that the driver is a novice. This is incorrect; a good signal is the sign of a good driver.

In addition to the signals to be given by drivers of vehicles, certain others are described in the Code, e.g. signals used by persons regulating traffic. These too should be learned and their meaning understood.

The sequence and significance of automatic traffic signals are explained in the Code and should be learned, but many people still think that when the amber light shows with the red, it means that traffic can go. This is not so and is the cause of many accidents. There is nothing clever in "beating the lights"; it is dangerous and it is punishable. The only signal which means "Go" is the green, and even with this there is a proviso which adds—"providing it is safe to do so".

Traffic signs can be divided roughly into the following types: (1) Cautionary; (2) Prohibitory and Mandatory; and (3) Informative.

Cautionary signs are easily recognised by the familiar red triangle which surmounts them. The best-known type of cautionary sign is that marking the approach to a road hazard, e.g. crossroads, corners and bends. No specific offence is committed if they are disregarded but if a motorist is foolish enough to disregard good advice he must of course take the consequences, which might involve a prosecution for dangerous or careless driving.

The Prohibitory and Mandatory signs have a different meaning. As the names imply, they

carry a definite prohibition or order, and disregard of them is a breach of the law. These signs can be recognised by the red circle or red disc which surmounts them. Two of them carry a red circle containing a red triangle, and these have a dual purpose in that they serve as cautionary signs as well as carrying an order. These are the "Halt at Major Road Ahead" and the "Slow Major Road Ahead" signs. The requirement to halt or slow down, as the case may be, is quite definite and must be obeyed. These signs are placed near dangerous junctions, and disregard of them may lead to a serious accident. Other typical mandatory signs are those indicating "No Entry—One Way Street", "Turn Left" and "Turn Right".

The most common of the informative signs is easily recognisable by its blue square on circular plate bearing the letter "P", indicating an authorised Parking Place.

Next we come to road markings such as the words as "HALT", "SLOW", "NO ENTRY", etc., painted on or laid in metal in the carriageway to supplement road signs. Another important type of road marking is the white (or yellow) line, of which there are two types: the Broken and Unbroken Line. Broken, or dotted, lines are generally used to indicate the number of traffic lanes into which a road is divided, and they may be crossed and recrossed for the purpose of overtaking.

Unbroken lines have quite a different purpose, however, and are laid at points where it is *unwise and unsafe to overtake*, such as on bends or at the approach to cross roads, humped bridges, etc.

It is the duty of all road users to know and be able to recognise readily the signals used by a policeman regulating traffic. It is, of course, an offence not to obey a policeman's directions. But to place reliance on the signals of unauthorised persons is unwise.

On the question of speed we have already seen that the faster we travel the smaller will be the margin of safety if an emergency arises, and the golden rule is that we should drive at such a speed that we can pull up within the distance we can see to be clear of other traffic, whether by day or night. Speed limits are imposed for reasons

which are not always obvious, and it is well to remember this when, because no danger is apparent, you are tempted to exceed the limit.

Night driving is as safe as day driving to the skilful and experienced driver, although something of an ordeal for a novice driving by the aid of lights for the first time. Here again the golden rule applies: our speed must be governed by the extent of the road which we can see to be clear of traffic.

It is imperative that our vehicle is in sound mechanical condition before we drive it; first because the law demands it, and secondly for our own personal comfort and safety and for the safety of other road users. There are unfortunately many drivers who do not think about checking over the mechanical condition of their vehicle until something goes wrong. There must be a regular programme of maintenance to get the best out of a machine. Brakes, steering and tyres need constant checking, but should not be tampered with by the inexperienced.

The following will help us to see that the vehicle is ready for a journey :—

For petrol take me to the pump,
And proper oil to fill my sump,
The tyres too must have some air,
Tight nuts on wheels stop undue wear.

The lights must light,

The horn must toot,

Out must the trafficators shoot,

The wipers must come up to scratch,

The tools with handbook list must match,

The steering should not give a wobble,

A first aid kit in case of trouble,

The radiator water filled,

A little choke if engine chilled,

If all these things will play their parts,

Ignition on. I know it starts.

To sum up. To get the best out of motoring, we must have: (1) 100% *concentration*; (2) *A system of driving*; (3) *A set of rules*; and (4) *A machine which we can rely upon*.



Sustainable Fuel is still being developed in Motorsport ...and we hope this will eventually reach garage forecourts in due course.

A few LVG members do have electric daily drivers. Are you planning to join them soon? Please don't consider converting your TR to electric power?! The article below is from a recent sunday paper :-

Electric cars huge fire risk experts warn

FIRE chiefs say the public must be told about the huge risks posed by electric vehicles, as the Government presses ahead with a ban on new petrol and diesel cars.

Damaged ones could burst into "explosive" flames – and those fires could resume days after appearing to have been extinguished, according to the National Fire Chiefs' Council, the professional voice of fire and rescue services.

Blazes could also release toxic fumes and even the water used to put out fires could pollute the environment.

In a dramatic statement to MPs, the NFCC called for warnings to be installed at charging points nationwide.

It said: "Increasing awareness that electric vehicles are powered by lithium-ion batteries, which can cause severe and potentially explosive fires when they become faulty, damaged (mechanically or electrically) or are exposed to extreme heat, is paramount.

"Thermal runaway can lead to the creation of toxic vapours and gases such as carbon monoxide, hydrogen fluoride and hydrogen chloride. Fires present new

challenges, as suppressing an electric vehicle fire requires large amounts of water and can reignite hours or sometimes days later.

"Fire water that is contaminated with chemicals from battery fires is [also] dangerous to the environment."

The NFCC added: "More clear public information regarding electric vehicle charge point fault-reporting is needed."

The comments were made in a written submission to MPs on the Commons Public Accounts Committee looking at the progress of installing charging points in preparation for the switch to EVs.

Labour has re-instated the ban on new petrol and diesel cars by 2030, the Conservative government having pushed it back to 2035. The Government also says it is set to meet its target of ensuring at least 300,000 charge points by 2030.

But Transport for the North, which includes local authorities and business leaders, says that target could fall far short of what is actually required, with up to 730,000 charge points needed.

Respect for he who owned this MG from 1938 - 1946

Scramble!



MG Midget TA

GPC 671

This MG Midget was registered to Douglas Bader on 14 January 1938. Bader commanded 242 Squadron during the Battle of Britain and led the famous five-squadron 'Big Wing' from here in Duxford in September 1940. The vehicle's logbook records three changes of address as he moved between different RAF stations, including RAF Coltishall in Norfolk where he was primarily based during the Battle. Bader was shot down over occupied France on 9 August 1941 and spent the rest of the war as a POW.

The vehicle remained in Bader's ownership until 1946. It is now owned by Howard Kauffman.



The Back Page ...

Length of car ownership

Hi Chris,

I purchased my 1948 ford engine Morgan three wheeler in 1960.

It is sitting in the garage waiting to be used this Summer. **64 years !**

Regards

Tony Birks.

I wrote to our Committee with this problem, thinking that Tony B-S would reply ...and he did :-

I get this problem with the TR3A some Wintersas it's home is a garage that is well ventilated but sometimes damp. Having a large freezer in it doesn't help.

I went for another "drive on the drive" today. I generally do this every 2 weeks (approx.)

The rear brakes are binding and will partly free up with the on -drive exercise.

The TR is parked in neutral with the handbrake off.

Hopefully this will improve when I take to the road in the Spring. Rear brakes have not been inspected for a few years. It still passes MOT (last November).

Chris.

Tony: I suggest it's rear shoe dust building up and getting sticky with humidity. Unless removed and washed out, it will contribute to the glazing of shoe and drum surfaces.

There's no excuse Chrisremove the wheels and drums and give them a thorough service! I do get similar when I haven't serviced the front or back drums on my TR3.

Book yourself a dry morning on your driveway !

Thanks Tony.

I deserve the reprimand.

Chris.

THANK YOUfor even thinking about writing a few words. Maybe you will send something before the 5th of the Monthand that is open to all readers, not just LVG members.

I still have some doubtbut just maybe ?!