



The TRunnion

Broadcasting to LVG and the TR world

202503 March





Editorial ...

A salute to Jon for all the work he has done for the TR Register over many years.

Thanks to Howard for asking us what we remember of the year 1972 and telling the story of his caper. Maybe you have some thoughts and photos of classic car adventures in the 1970s or 80s.

Enjoy your Springtime TR motoring.

Chris.



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

=====

*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.



LVG Committee 2024

GROUP LEADER : Phil Sanford

T: 07919—037321

E: p.sanford051@btinternet.com

TREASURER : Phil Meldrum

E: phil.meldrum@btinternet.com

EVENTS : Mike Aldridge

E: mikealdridge@virginmedia.com

TRUNNION EDITOR : Chris Glasbey

T: 01223-833700

E: chris.trunnioned@btinternet.com

TECHNICAL ADVICE : David Dawson

T: 07785-502830

E: xd.xp@btinternet.com

ARCHIVIST: Tony Bannard-Smith



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>



Welcome to new LVG member Julia Penfold, with her smart magenta TR6.

Julia has already signed up for the All Triumph Day in September.

The matching accessories have been noted.

Happy TR motoring.



Group Leaders' Report Phil Sanford

Welcome to the March edition of TRunnion, with the start of Spring in about a week's time. The recent spell of sunshine has certainly given us an opportunity to get our TRs out without the risk of the dreaded salt. It's now time to crack on with finishing off those jobs on our cars that we started in the depths of winter.

I visited Martin Giles, of Fred Millturn recently to get my metering unit retimed. He is a wizard with the Lucas fuel injection, if you have a problem with yours, he is the go-to man. He will again be showing his fuel injection parts at the ATD in September.

On the 25th February the LVG turned out in force to visit the Nene Valley Railway for a chance to stand on the footplate of the famous steam locomotive, the Flying Scotsman. After an explanation of the controls, they passed through the corridor tender into a period passenger carriage. There was also a tour of the locomotive shed and a chance to see Tornado which had recently undergone repairs at the NVR.

Hot on the heels of this on 2nd of this month, we had the opportunity to hold a special presentation for Jon Marshall of the Eddie Holden Award from the TR Register. This award is for a person who has shown long lasting dedication to TRs and the TRR, with over 40 years of service Jon certainly deserves it. Dave Burgess and Allan Westbury from the TRR Management Team, made the trip down to Hitchin to present the award as Jon is not well to attend the AMM where it would normally be presented. Jon had recently stepped down as the TR4/4A Registrar after 30 years doing the job and had served on the LVG committee as, Treasurer, Group Leader and committee member.

The TR Register Annual Members Meeting 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. If you are unable to attend and would like to cast a vote by proxy, please visit the TRR website and on the blue toolbar click on the Club, you will get a drop down box, click on Members Meeting 2025. There are some contentious issues to vote on not least of which is the



cost of membership increasing to £72.00 with no discount for direct debit. The Youth membership will go up to £36.00

The TRR AMM clashes with our regular Sunday meeting, which will still go ahead but numbers will be depleted.

Have you logged in to the new TRR membership platform to make sure your 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 new website will go live on the 15th of March.

Further ahead the Restoration Show is on from the 21st to the 23rd March at the NEC. Our big event for April 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. It will be a great help if you can now please start to register your interest in this event. The route has been planned, courtesy of Pete "Muttering" Muncer so it is bound to be interesting and with me leading the way anything can happen! If you would like a Drive It Day rally plate Tony Bannard-Smith has a couple of spares or order online from: <https://www.driveitday.co.uk/>

Our mid-week evening meetings will start on Wednesday 2nd April, look out for an email giving details of venue.

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 pip for now

Phil



TR Register Chairman, Dave Burgess, presents Jon with the annual award plus a trophy to keep.

Dates for your Diary

March

Sun 16th - TR Register Annual Members Meeting at The British Motor Museum, Gaydon, CV350BJ. Register your attendance via this link. <https://www.tr-register.co.uk/...>

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

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

Mon 24th - Fri 28th - Camb Followers 5 day adventure to Kent. Pre Booking essential.

April

Wed 2nd - Midweek Pub Meeting. Venue TBA

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

Sun 27th - Drive it Day. This is a day when all Classics get out and about and LVG will this year organise a drive & picnic to Sywell Aviation Museum - NN6 0BN. Route TBA

<https://www.sywellaviationmuse...>

This is the big Spring eventhelping the charity and seeing as many classic cars out on the road as possible.

NOW ...tell Phil you will be coming on the tour. Time to buy your rally plate ...and see you on 27th !



You will not be properly dressed without this on front of your TR



Pete Muncer



First of all this month, here are the answers to last month's mini-quiz:

Make the Connection

Alain **Prost** / Sebastian **Vettel** / Max **Verstappen** have all won the F1 drivers' championship **4 times**

Lea Valley Group was formed / **Jackie Stewart** won his 3rd F1 title / **Sydney Opera House** was opened / **U.K.** joined the EEC - all in **1973**

1959 - all retired / **1960** - none qualified on minimum distance /
1961 - finished 9th/11th/15th overall - **TR3S & TRS cars at Le Mans**

Hillman / Humber / Singer / Sunbeam = **Rootes Group**

Red Lion Preston / **Musgrave Arms** Shillington / **White Horse** Southill -
previous meeting venues for LVG

Finish the Sequence

1951 / 1954 / 1955 / 1956 / **1957** - Fangio wins his 5th F1 championship

1991 / 2138 / 2498 / 1998 / **3528cc (TR8)**

90bhp / 100bhp / 104bhp / 150bhp / **105bhp (TR7)**

Madgwick / Fordwater / St. Mary's / Lavant / **Woodcote** - corners at Goodwood race circuit

Mike Hawthorn / Graham Hill / Jim Clark / **John Surtees** - first 4 British drivers to win the F1 championship

Missing Vowels

Jn Mnl Fng

Juan Manuel Fangio

Frrr	Ferrari
MchlItt	Michelotti
Mrcds	Mercedes
Frnnd Ins	Fernando Alonso

To return to normal Mutterings content now (or what passes for normal here anyway), another snippet from a motoring mag caught my attention. Back in 1956, someone decided to set a record driving between London Chiswick Roundabout and Torquay Castle Circus (well, somebody had to). The distance between the two points was 193 miles, so what would be your estimate for the time taken, bearing in mind this was in the days before 70mph limit, radar traps etc., but no motorways, and towns and villages on the route all had to be driven through - 4 hours at 50 mph average, or maybe nearer to 3 hours? How about **130 minutes**, giving an average of **89mph**? Now the run started at 2am so finished at 4.10am, but even so, if anyone else was on the road that night they must have had a bit of a shock. I must report that a TR was not utilised, instead something a little quicker, an Aston Martin DB3S (see pic) - the type of car that came second at Le Mans that year, so Wolseley police cars of the era would have struggled to keep up. From the same era, in the piece in last month's TRunnion about the Met Police Driving School, one of the diagrams for a right turn included sounding your horn, which seems a bit weird. A few years ago my 4A developed a habit of sounding off whenever you turned (left or right, it wasn't fussy).

Clearly a run like the London-Torquay would be challenging if not impossible these days, even at night. Traffic volumes, especially in our area, seem to be increasing each year. A drive we make regularly is between Welwyn and Christchurch to see the family, and the lap record set some years ago in the Skoda GTO was just under 2 hours for the 124 miles. Nowadays a time which is anywhere near 2 hours means you are doing well - on Dec. 27th no less than 4 hours coming back from Christchurch (thank you M3 and M25). In terms of planning classic car tours, finding quiet roads where you can press on a bit is becoming more difficult - just as well I am retiring from the job!

My 4A will commence the 2025 classic season equipped with new shocks all round - I found the invoice for fitting the old Spax set and had a bit of a shock myself, as they were fitted back in 1999 and have done 50,000 miles on the car. The poor TR must be feeling it's age - it will be 60 in October - but how do you celebrate a TR's birthday? Maybe our Editor will have some ideas, as this year he will have owned his TR for 50 years. However, I see from last month's TRunnion that the TR fraternity have been upstaged again on the length of ownership front - now we have a Morgan 3-wheeler owner with 64 years clocked up - well done Tony Birks. At this rate you would need to be given a classic car at birth to set a new record - I wonder if that has ever occurred?

A note on the TRR Forum on the subject of low emission zones - across the Channel (or should I say La Manche?), various French ports and cities now have their own version of ULEZ. As far as driving into London is concerned (not sure why you would want to), TR's are classified as exempt, but do the French have the same rules and classifications as London? Do other British cities differ from London? Further investigation clearly required. As far as our household is concerned, the TR is exempt, the VW campervan is compliant, only the Skoda GTO is subject to the ULEZ charge - so guess which vehicle we had to use on our only trip so far into the zone?

On an associated topic, an exchange of views on the Forum was "sparked off" by a TRR Management Team member extolling the virtues of his recently acquired Tesla EV - but I'll not get involved in that discussion - I'll just say I will be sticking with the TR/VW/Skoda line-up for the foreseeable!

Pete .



WHERE WERE YOU IN 1972 ?

Howard Pryor

Try and cast your mind back to 1972 or if you were there like me do you remember these times

A pint of Beer was 14p , an average house was under £17000 and a gallon of petrol was about 40p , so £4 for a tank of fuel in a TR

It was in 1972 as a 21 year old young man (with hair) , not quite finished my apprenticeship that my interest in Triumph Tr's was first awoken in wanting a hairy chested sports car

It was to be during my first all boys holiday to Newquay in Cornwall, which turned out to be my holiday of a lifetime , not very exciting by todays standards of course but back in the day it was ground breaking for me and others

I had absolutely no idea in those youthful days that the TR Register even existed when we planned our holiday of a lifetime , looking back i believe the holiday was loosely based on Summer Holiday starring Cliff Richard , oh god I must stop these memories

The brief was simply, to all own sports cars and the obvious more hairy chested approach was TR's ,

Nobody could afford the " New" TR5 or TR6 so it was down to the good old TR4 up to 10 years old and for the more affluent among us had the TR4a , (oh the mechanic owned the e type as in the pictures)

As an apprenticed engineer I could not afford my own TR and it was to be another 30 years before I got my TR6, with the usual life problems getting in the way like houses , kids other cheaper classics and the main stumbling block being the ringing in my ear of " Well why do you want a two seater car with a wife and 3 kids and I don't like the colours they come in either " a question I was unable to answer for the afore said period .

As it turned out this was to be the holiday of a lifetime , all before getting married and free of any encumbrances , the weather was glorious , also something I had never experienced as we always had our family holidays at Whitsun and took our wellies to Jaywick with us, I digress .



And so it was that 5 TR4's ,1 TR4a and one E type travelled in convoy to Newquay to stay for a week before the days of TR membership for the wind up window cars .

Now I am too much of a gentleman to go into details of what happened on that holiday and in any case I am told divorces are expensive these days so this is all you get - It was fantastic , we paraded the cars along the front of Newquay many times , we did many human towers on the beach , we were well known amongst the local fraternity for having a good time, so thank you to all those lovely people we met I shall not reminisce in any more detail .

I can tell you we passed a football from one open top car to another in the traffic due and had to bounce the ball on the bonnet of the E type to reach the cabin , as you do , I also remember someone getting a traffic ticket for this .

I don't recall any problems with the cars but then when you are young it dwindles into insignificance and you take these things in your stride , no such thing as recovery insurance in those days .

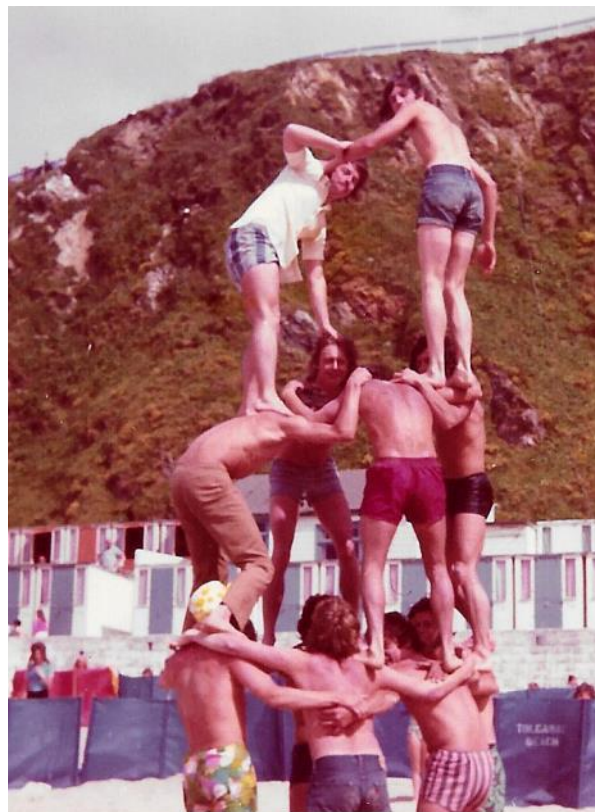
Already in 1972 renewed paintwork was in abundance , the Saffron TR4 to my knowledge was not a standard colour and neither was the metallic green TR4a which was only 6 years old , makes you wonder how these cars survived really .

Now in my 70's and still enjoying TR travel I wonder how long I will have a sports car , only yesterday I contemplated at what age is it sensible to sell up and realistically that is the time when you can not physically manoeuvre yourself into the seat or more importantly hoist yourself out of the driving seat .

We keep going I guess and over 50 years later still doing the same ole , same ole things behaving like young men do in their flashy sports cars with their lovely ladies beside them showing both off to the less lucky ones in their saloon cars .

Long may it live for as long as it can

To the next 50 years .



Howardand more photos over ->



Howard and friends



More recent photos below



TABLE TOP RALLYING Pierre Miles



Sample nav instructions for Table Top Rally – you don't need a car!!

Based on OS Landranger 153 (as this includes Broom (our "HQ") and is likely to be owned already by many members). Issue `revised Sept 2021 with a picture of a green lane on the front.

Suggest you gain an understanding of some of the terms Read through everything before you start. Remember that the route uses CRO (coloured roads only) and is based on what you see on the printed map and not anything you may know from local knowledge.

Theses instructions use grid lines and occasionally other features that you are required to pass/negotiate, eg Under (U),or Over (O) something). Do not use any LCs. There are a number of guides available on-line to explain TT terms and rules (eg never use the same road twice – even in opposite directions – the same Xroads can be used twice if you turn left each time, use the shortest distance to comply with the sequence of instructions, any number symbol etc used in the route definition that is enclosed in brackets () means do not do this eg a SH number in brackets means do not go over this SH on your route. It may be necessary to use a magnifying lens to ascertain exactly how roads may or may not cross grid lines or to locate features eg to verify that a SH is actually on the road. Not every feature on the route is defined, but you must pass those that are listed and in that order.

For your information, I have not included roundabouts or dual carriageways on this route (as there are differences in how these are considered by different route planners (ie roundabouts may be considered as 2 or more roads meeting at a cross-roads or alternatively and more often, as a continuous one way single carriageway with 2 or more junctions to the left.) (Dual carriageways are usually but not always, considered as two separate one way roads.)

This exercise uses a combination of descriptive methods to define the route ie: grid lines, OS symbols, U/O, compass bearings, road colours – arrive on the first colour, leave on the last. No herringbones! Bonne chance:

CRO

Start at cross roads 800m from road junction at 171428. Drive WSW. 43 15 14 O U 42

13 42 ? ? ? 11 ? ? ? 42 09 41 40 39 38 O yRR RyR RRy 37 10 36 11 36 36 O 12 ? 35 yyy 13

E.

Stop where FP crosses the road.

What is your 6 fig ref for this location?

What is the sum of the SHs you drove over?

Finally, you may have heard of Navigation rallies sometimes 12 car nav rallies. Frequently the route to be followed will be defined in stages, each one using a devious method of describing the route. Participants are then required to decipher the instructions usually much more obscure than my simple example here and then drive it. The event organisers will have placed code boards on the required route, that participants are required to note as they go. At the finish, the organisers will check the crew's listing to verify they followed the correct route. But, they will also have placed some boards on the wrong route so it would be obvious to them if errors have been made (ie but for participating crews, seeing a code board is not confirmation you are on the right road!)

And finally, finally:



"Not sure you've got the idea of this Table-Top rallying!"

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

Remember to order your plate!

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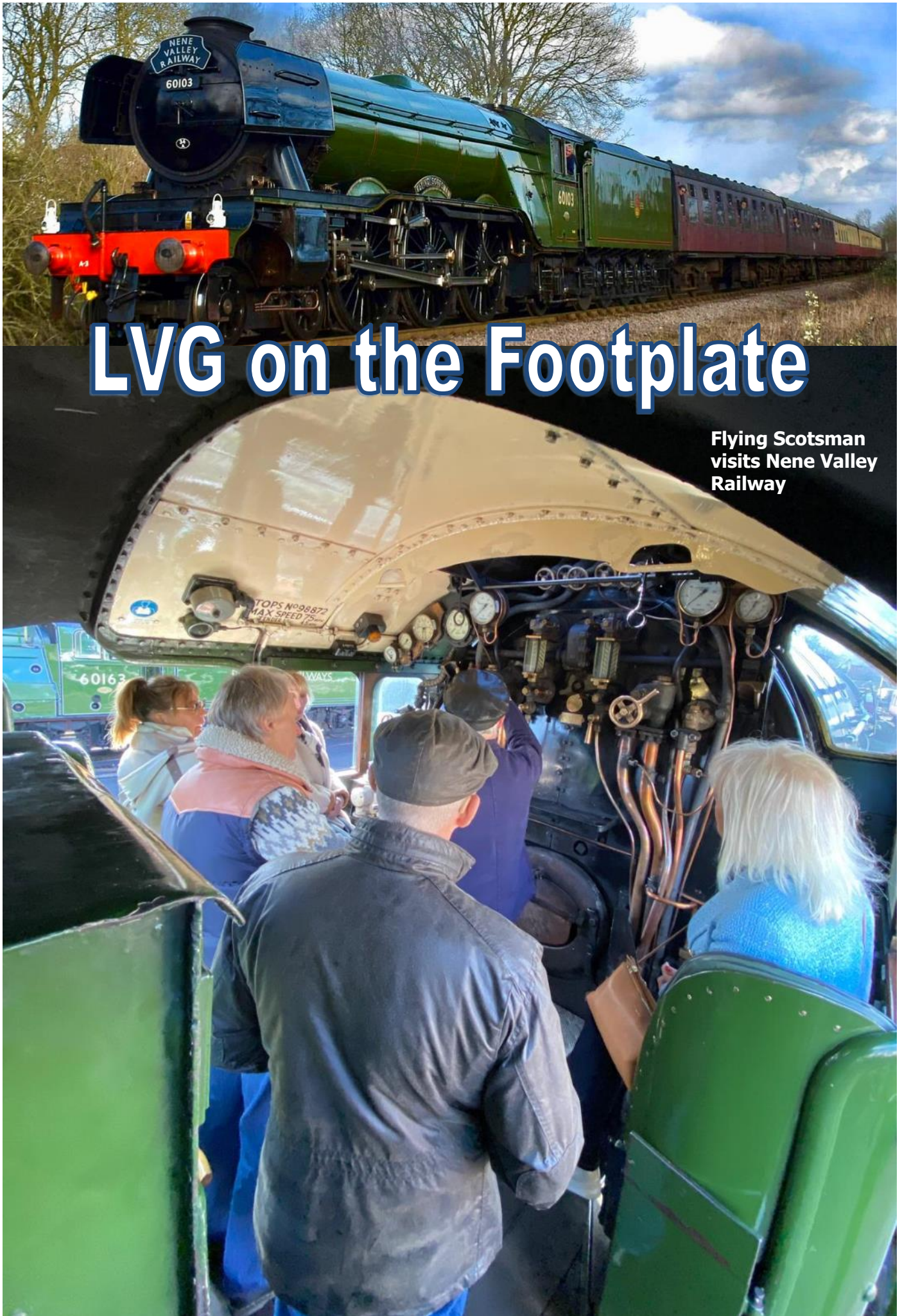
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Thank you.



LVG on the Footplate

Flying Scotsman
visits Nene Valley
Railway



Flying Scotsman - Visit the Footplate



No LVG connection here.

It's just a great photo of the works Mini Coopers at the Abingdon competition department.

I expect you like Minis too.

My first car was an Austin Seven Mini (1959)later a 1275 GT Mini ...and then a Mini Cooper 'S'

The 1275 GT had the best close ratio gearbox.

Chris.

ABINGDON WORKS Motorsport Celebration

BRITISH
MOTOR
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BRITISH MOTOR MUSEUM
Gaydon Warwickshire CV35 0BJ

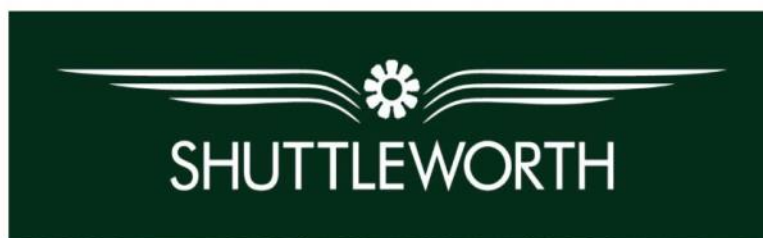
Sunday
13th July
2025

Join us at the BMC & Leyland Show as we celebrate the 70th anniversary of the setting up of the British Motor Corporation Competitions Department at Abingdon on Thames.

Come and see the cars and meet the people behind their achievements in racing and rallying from 1955 to the 1980s.



The Sporting Minis



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



As seen at “Race Retro” rally stage at Stoneleigh, Feb.



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



The Editor was given a jigsaw as a birthday present. As above, the project was completed with the assistance of his wife. Now back in it's boxand may appear in the next LVG raffle ?!

