



The TRunnion

202504





Editorial ...

We salute Jon Marshall and pay tribute to him in this issue. Apart from many other activities and interests, Jon played a great part in the TR Register as a whole and also locally with LVG. He will be remembered and our thoughts go to Diana and family.

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>





Group Leaders' Report

Phil Sanford

Welcome to the April edition of TRunnion. The recent spell of sunny weather has certainly been very welcome and I have noticed quite a few classics out and about on the roads. My recent tour in Kent with the Camb Followers certainly benefitted from the sunshine. If you get the chance to join one of their tours you will find them a great group of friendly people to be with.

I was very sorry to hear about Jon Marshall's death, hopefully there will be some coverage of his funeral in this edition of TRunnion. Jon fought long and hard for many years against his illnesses, he will be greatly missed by the LVG and wider TRR community. I'm sure you will join with me in offering our sincere condolences to Diana and his family.

The TR Register Annual Members Meeting on Sunday the 16th March at the British Motor Museum was, for a change, very well attended. Before the AMM there was a hastily convened Group Leaders meeting which discussed some of the points of concern that the GLs have, not least of which was the proposed increase cost of membership to £72.00. The majority of the meeting were not in favour of this but would await the financial presentation from Chris Thurtle (TRR Treasurer) at the AMM. The presentation at the AMM, of which you should have all received via the emailed TRR newsletter, set out why the increase was needed. The vote on the proposed increase was postponed until an EGM could be set up so as to fully explain to the membership why there is a need to increase the subs. If you have not read the presentation, I strongly urge you to do so to get a better understanding of the matter. There will also be a video presentation coming out from the Management Team explaining the need. It may have arrived in your inbox by the time TRunnion is sent out, please make sure you have a look at it.

Notice of the EGM, to be held on 15th May at 11.30 am to 12.30pm was emailed out on the 1st April. You can attend in person but you can also join by Zoom. You will need to register to be able to vote and don't forget family members are entitled to vote too. Also included in the email are the minutes from the AMM, the Strategy meeting presentation and the Finance presentation. This is your chance to influence the way the TRR delivers what you want in the future.

If you are having problems logging in to the new TRR membership platform, 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. If you are still having problems please contact me. Family members can also create their own entry on the new database.

The next regular monthly meeting falls on Easter Sunday but it will go ahead as planned, numbers might be a little lower due to family commitments but we will be pleased to see you if you can make it.

Further ahead our big event for April will be **Drive It Day** on the 27th April, (please note the date on the LVG calendar is wrong) this year we are off to Sywell Aerodrome for a picnic and to visit the very interesting aviation museum. Entry is free but donations are welcome. There is also a café, The Pilots Mess, serving lights snacks or the Aviator Hotel restaurant serving Sunday Lunch but you will need to book this in advance. There will be a tulip route drive there, starting off from Baldock Services at 10.30am and will take about 1½ hours plus a little bit if we get lost. With me leading the way anything can happen! Route books will be handed out at the start. **Can you please now register your interest in this event.** The route has been planned, courtesy of Pete "Muttering" Muncer so it is bound to be interesting. 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 first mid-week evening meetings on the 2nd April was well attended, the next will be on Wednesday 7th May, 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



Jon Marshall

Mike Aldridge

August 1940 - March 2025

Monday 14th April was a sad day for LVG and the TR world at large as we said goodbye to Jon at his funeral.

However, it was also a chance to celebrate a true gentleman, who had led a wonderfully full life, much of which many members may not be aware of. Jon was a talented engineer and used his skills in the aerospace industry, both on military projects and also Concorde and towards the end of his working life on airships out of Cardington. He was a fluent German speaker and was fundamental in twinning his local town of Letchworth with a German town. He had a love of jazz (although not sure the rest of the family had the same enjoyment) and started his love of cars by owning an E type Jaguar until he saw the light and switched to a TR4, in which he did over 70,000 miles in just 3 years.

We all know Jon as the font of all knowledge on his beloved GTR4 Dove. His knowledge was gained after he took on the role of TR4/TR4A Registrar for the TR Register, a role he did for 30 years having only recently relinquished the position. It was fantastic to see Jon receive a lifetime award from the TR Register in March, which acknowledged all his hard work promoting Triumphs & TR's whenever he could.

12 TR's accompanied the hearse from Jon's home to the Crematorium and Diana, Jon's widow, was most appreciative that so many had taken the time to take part. It was standing room only for the service, with close to 150 mourners filling the Crematorium. Many people spoke about their time with Jon and it was clear that everyone who came into contact with him had fond memories and he will be sorely missed.

We will all miss Jon, although his memory will stay with us, especially whenever we see a GTR4 Dove on the road. Rest in peace Jon.





Drive it Day Sunday 27th April 2025



Sywell Aviation Museum

Preserving Aviation History in Northamptonshire



LVG will this year Drive to
Sywell Aviation Museum
NN6 0BT

When we arrive we will
have a picnic (bring your
own) and then visit this
free to enter Museum

If you want to join us email

trr.lvg@gmail.com



We will once again be supporting Drive it Day and getting our TR's out on the road. Once we know who is coming with us, we will select a convenient start point and aim to arrive at Sywell around mid day. We will then enjoy a picnic before looking around the museum. Although it is not a large venue, there is enough to keep you interested for a while. Museum entry is free, but they do like to receive donations to help with its upkeep.

Drive it Day is a countrywide initiative and support Childline. Get a rally plaque in advance to support the charity at the following link.

<https://www.driveitday.co.uk/s...>

If you want to join us, send an email to

A suggested "Tulip tour" (not convoy) planned by Pete Muncer Starting from Baldock Services

Details will be emailed to all who advised Phil that they wish to take part. IF you are not on the list, email Phil at the below address NOW !

trr.lvg@gmail.com



LVG awarded accolades at 2025 AMM



Mike Aldridge

Lea Valley Group and two of its long time members were recognised at the recent TR Register Annual Members Meeting.

The Group were awarded "The Wheelspinner Award". This was in recognition of a very healthy group, together with the events we organise and support; not least of which was last years "All Triumph Day @ Shuttleworth". In addition, it was noted how the TRR website is regularly maintained and together with our regular Newsletter, TRunnion, we promote the TR Register in a positive light.



TR REGISTER ANNUAL AWARDS 2025



WHEELSPINNER AWARD

► Lea Valley



Our TRunnion editor, Chris Glasbey was recognised for his work preparing the newsletter and received the “Web Award”.

Chris has owned his TR3A for around 50 years and is a long time TR Register member. He has been a GL (not of LVG) and has been a LVG committee member for many years. He loves nothing more than driving his TR in a spirited manner and with Pat, his wife he can regularly be seen out and about in his car, always without any wet weather gear (other than waterproof coats).



The TR Register, TR4/TR4A Registrar has until very recently been Jon Marshall.

Jon's health is not great at the moment and Dave Burgess and Allan Westbury (TRR Chairman & Director), visited LVG a couple of weeks ago and presented Jon with "The Eddie Holden Trophy". This was in recognition of everything Jon has done for the Register, including over 30 years as the TR4/TR4A Registrar, a previous LVG Group Leader and long time LVG committee member.

In short, Chris & Jon have devoted many years of their lives to TR's and TR ownership. Both fully deserve their awards and it is wonderful to see the Registers' Management Team acknowledging their Triumph TR dedication.

EDDIE HOLDEN AWARD Awarded to Jon Marshall



EDDIE HOLDEN AWARD







Pete Muncer



The recent presentation by the TR Register, of the Eddie Holden Award to Jon Marshall, has been overshadowed by Jon's passing just a couple of weeks later. Chatting at the award presentation, Jon was still in TRR Registrar mode, as he reminded me that he provided the necessary details to allow a change of registration number for my 4A – and that was 30 years ago. Jon gave his efforts over many years to the Register and to LVG, and like Brian Chidwick and Phil Titchner before him, he will be missed.

LVG have received other awards recently, as the Group were presented with the Wheelspinner Trophy at the Register AMM, so congratulations to Phil, Mike and all the committee for their efforts. Chris Glasbey received the Web Trophy for his work as Editor of The TRunion (it appears that the inclusion of these Mutterings in TRunion did not have any adverse effect on the award to Chris - I must try harder to make Chris exercise his electronic blue pencil).

I was a bit surprised by a recent item in a classic motoring magazine, which had a link to me personally – well, not really. Cast your mind back to 1970 and to the world of autocross (racing around grass tracks if it was dry, or mud if it was wet). One of the big stars in autocross at the time was Barry Lee, the subject of the article in the mag. - Barry had support from the official Ford rally team, in the shape of a Twin Cam Escort, and as a result he tended to do rather well in events.

At the end of a day's autocross, the various class winners could compete in the Eliminator to determine the overall winner. Now at one meeting, yours truly in a 1300 Anglia managed 3rd in class, but somehow qualified for the Eliminator (the top two in my class had gone home early). So who did I find myself lining up against? I can say that I stayed with Mr. Lee for about the first 50 yards (my patch of mud was slightly drier than his), then he got into 2nd gear and just disappeared into the distance. At this same meeting, no less a person than my wife Sue won

the Ladies Award (the only time she raced the Anglia, as my regular co-driver was away) – but the fact that she brought home a nice trophy and I got b*gg*r all DID NOT UPSET ME **AT ALL!!!!**

Almost as far back in time to 1972, Howard Pryor's memories of his Cornish caper raised a question in my mind – I know we have all changed somewhat over the years, but where was Howard's position in the human tower – on the lower level presumably? - I think we should be told. In 1972, having retired from autocross, my motor sport "career" as a rally navigator / co-driver was just getting under way (but that story has been told already in a previous Trunnion). It would be another 20 years before my interest in classic cars developed, firstly with a part share in a TR6 and then acquiring my 4A a year later. As I am a little senior in years to Howard, I understand and share his concerns regarding getting- in-and-out-of-a-TR (perhaps even more so).

Around the time that this issue of TRunnion is published, I will be down at the Top Gear track at Dunsfold Aerodrome in Surrey, driving various Ford cars – easier to get in and out than a TR (I hope). Just hoping also that the weather is in a co-operative mood, don't fancy dealing with a Mustang, a Cobra or a GT40 (see pic) in the wet. I'll give a report in the next issue (always providing I don't make a complete **** of myself).

Talking of driving in the wet, the F1 season got off to a fairly shambolic start in Oz, with cars spinning off (one even on the warming up lap), and the safety car being deployed several times. Through all the chaos the McLarens were the pace setters, with Lando Norris getting his first win of the year, but Mad Max managed a close second. Sir Lewis had a low-key start to his Ferrari career, finishing 10th - his replacement in the Mercedes team, 18-year-old Kimi Antonelli, finished 5th. In China the following weekend, the McLarens continued to dominate, finishing 1-2, but both Ferraris were disqualified for technical infringements, although Hamilton did win the sprint race. Looking forward to May and the race in Monaco, last year the top 10 cars on the grid finished in the same order, so this year a new rule says that every car must make two pit stops – the theory is that this will make the race more interesting – think I'll reserve judgment on that.

I browse the TRR Forum occasionally – at least I used to, but from April 1st it's all changed – the Forum is not part of the Register web site now, it lives out in the wide interweb world. I'm not sure why the change has been made, but no doubt there are good technical reasons – but in spite of spending most of my career implementing and managing I.T. business systems, any involvement with the nuts and bolts was avoided (same with TR's). Anyway I will fire up the Brunel Mk. 1 Computing Engine (you think I'm joking) and explore the "new look" Forum.



Pete .

Cambridge Classic Tour - 6 April 2025



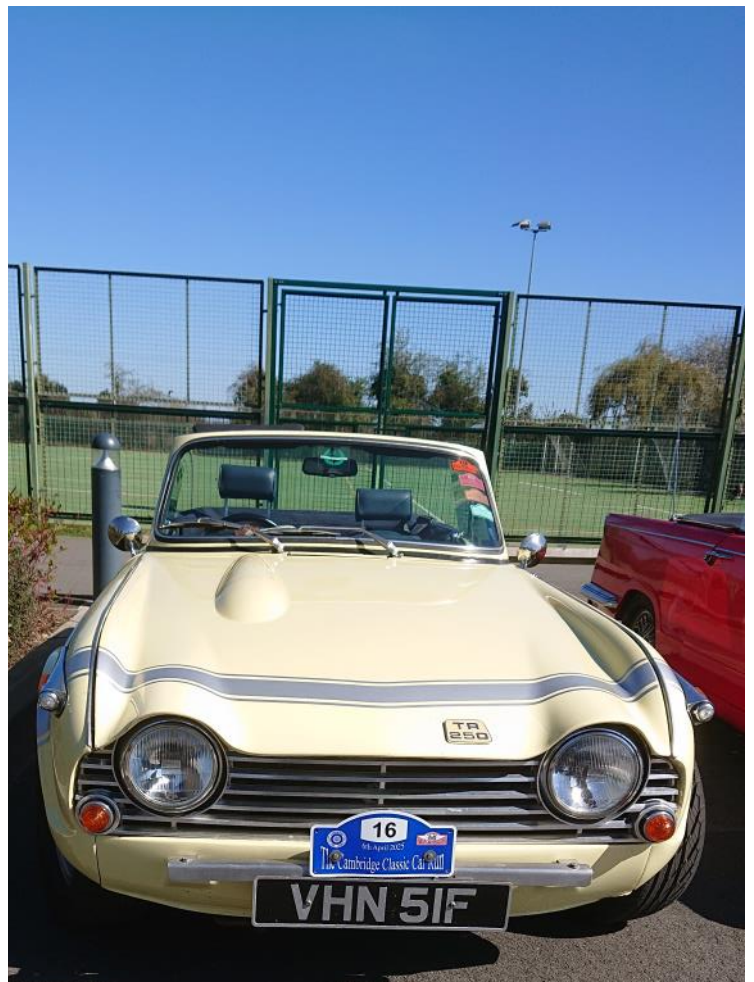
Pat Glasbey

A bright and frosty drive to the start of our first tour of the year, starting at Over Community Centre. This was built with Lottery Funding in 1999 and has every facility a village could want plus a recent fantastic resurfacing of its car park. What a joy to drive on pristine tarmac, our last of the day! Having signed on and eaten our bacon rolls, it's time for us to leave at number 3.

Our first leg is entirely in Cambridgeshire and passed through beautiful villages, some of which we had never been to before. We went via Willingham, then alongside the Hundred Foot Drain to Earith, on to Somersham ...to learn that it lies on the Greenwich Prime Zero Meridian and has plaques on both sides of the High Street to denote this.

We proceed through Woodhurst, Broughton, Little Raveley, Wennington to Abbots Ripton. Leaving Fenland, we climb Alconbury Hill via Buckworth, Barham and Belton's Hill to descend into Spaldwick. Crossing the former RAF Kimbolton/ Stow Longer airfield (used by Bomber Command and then USAAF Eighth Air Force during WW2) we bypass Kimbolton and arrive at Riseley to the marvellously named Giddy Goat Café for homemade cakes and coffee.

The second leg is all in Bedfordshire and is driven entirely into the sun (which is still low at this time of year) making it challenging to read the Monit mileages and to find the code boards on



the side of the road. We also nearly drove past a check point.

Driving through Keysoe and past RAF Thurleigh Airfield, which is now Bedford Autodrome and used for track days and testing.

We cross the River Great Ouse via the Ancient Great Barford Bridgeand turn right to drive through Wilington, Cople, Northill and Ickwell to arrive at Old Warden.

The tour finishes by driving around the whole Shuttleworth Estate to enter the airfield via the long drive. We have to agree with Pierre's comments on WhatsApp that the new speed bumps are fierce!

We collect our museum passes and food vouchers ...and confirming that the code boards spelled "Monte-Carlo" (I had actually guessed this at the startclue: a well known classic rally destination) and parked up after a thoroughly enjoyable run and despite the efforts of many kamikaze pheasants, no birds were executed during the tour.

Pat.



LVG go Dutch ...

Phil Sanford

Dutch Delights for the LVG

A small group from the LVG (4 cars), along with 13 other cars, joined the recent Scenic Car Tours visit to the Netherlands, for their Dutch Delights – Windmills and Waterways tour. Sailing from Harwich overnight to the Hook of Holland we disembarked at 8.00 and made our way, after a breakfast stop to the world-famous Louwman Car Museum. If you have not visited it, you should put it on your wish list. It is housed in a beautiful cathedral like building that covers the development of the car from its very earliest beginnings to the present. A day is hardly time enough to do it justice but we did our best.

We were staying in a place called Loosdrecht which is not far from Amsterdam and is centrally situated for visiting lots of places of interest. A very early start next day saw us off to the Keukenhof Gardens which is also known as the garden of Europe, which is the second largest flower garden in the world. It has over 800 varieties of tulips which, if you are a keen gardener, are truly a sight to behold. After spending time here, we moved on to the city of Leiden which is intersected by numerous small canals with tree-bordered quays, by one of which we had a late lunch before visiting the huge windmill. A short stop here before we set off to the Healey Museum which was very close to the hotel.

This is a small museum which owns some of the world's rarest Healey's. The owner has raced many of the exhibits at Goodwood to Le Mans over a 38-year period. His knowledge of the cars is encyclopaedic and he loves talking about them. I don't think I have ever visited a more friendly museum. We were even treated to a private viewing of a film about Donald Healey.

Sunday saw us all off to Amsterdam to take in the sights and "smells" of this ancient city. A canal boat ride is de rigueur so obviously we partook of one. Then on to the Anne Frank House where she and her family hid from the Germans during the war. Then for some unknown reason we suddenly found ourselves in to the red-light district. I of course kept my eyes averted at all times so have no idea what was there. There was also a very strong aroma in the area, again I've no idea what it was, perhaps some kind of medicine?



The next day, Monday saw us setting off to the ferry with a stop off at Gouda to sample the cheese. It comes in a huge variety of colours and tastes, one of which, in the photo, seems most unusual!

A total of 446 miles of trouble-free motoring was very enjoyable. Of course, being the LVG we did our fair share of what some would term "getting lost" but we prefer to think of it as the alternative scenic route. Many thanks to John & Sam Searle, Nick & Jo Theze, Michael Boast & his son Peter and of course Sharon for their excellent company and sharing some great laughs.

Phil.





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

Remember to order your plate !

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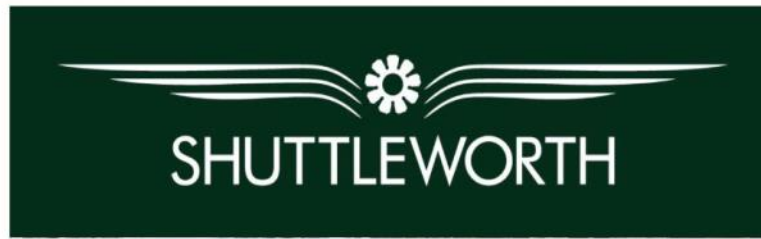
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Yesterday's Vehicles - Tomorrow's Roads

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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

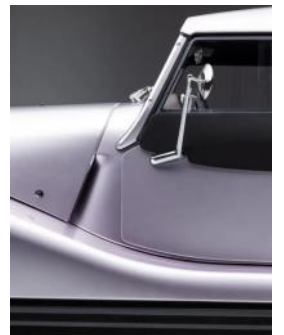


MORGAN SUPERSPORT

Morgan have now produced a successor to the Plus 6. It has been completely re-engineered except for the 3.0-litre BMW engine which is fitted to the Plus 6. I think if I was looking for a Morgan today I would search for a Plus 6 in preference to the new model. However, you may grow to like it ?! Remember when the TR7 was launchedthe new wedge shape was only liked by a feweventually becoming accepted after a few years and now a classic of its time.

I can't imagine using all this power too often.... 335bhp in such a light body, with an 8 speed ZF auto transmission. Everything has been refined and the car is far more rigid than any previous model. All parts of this car have been designed by Morgan, except the engine and gearbox.

With hardtop in place, this is a Morgan that you could enjoy driving all year round.



Overdrive selector

Michael Boast

On my TR 6 the overdrive selector switch is on the righthand side of the steering column. This is fine until you need the windscreen wipers and as I do not have an intermittent selection when it is light rain turning the wiper on and off is difficult as the switch is behind the overdrive On stalk.

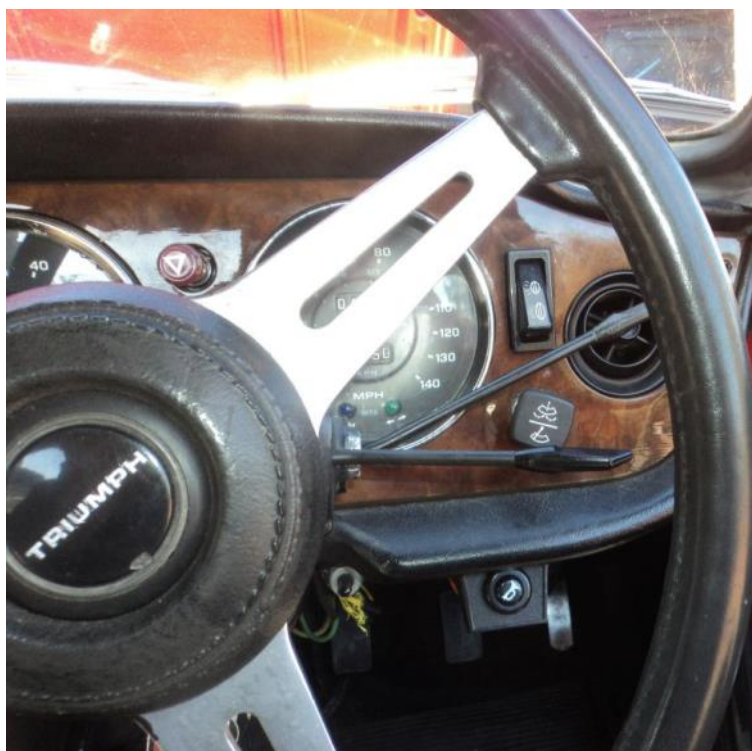
I have moved the switch to the gear stick and find this far more convenient as when changing gear, you automatically are checking overdrive status.

What I did was under the dashboard were the wires connected to the column switch were disconnected and a pair of wires connected to the original wiring and run down through the engine bay and up the gearstick.

I did look at making the connection at the over drive solenoid, but it is not very accessible and concerned might finish up with problems. My version is an easy reinstalment if required in the future.

I have used the original overdrive selector stalk to give a single wipe of the windscreen wipers.

Michael.



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 Back Page

