



The TRunnion

Broadcasting to Lea Valley Group and friends worldwide

202505 May





Editorial ...

What do you do if you find yourself not agreeing with the policy of a national body but really wanting to stay linked to its local organisation. This is where I stop and just smile.

How long should an alternator last? In the case of my TR3A, 19 years. Pat and I were lucky to get back home from a tour in Wales. The alternator was kicking out too many amps and on hard acceleration was screeching. Luckily we arrived home OK and I could hear a hissing sound as I put the car in the garage. I lifted the bonnet and saw that the battery was "cooked" and leaking. I now have a new alternator and battery to be fitted. Was that all? No. I reversed into a low post in a car park and dented the rear apron ! See photo on page 8. I have found a bodywork specialist to carry out the work....and a quality repair is most important. At least we have completed 4 tours so far this year.

Enjoy your 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 !

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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

Summer will be officially upon us in about a months' time but there has already been plenty of opportunity to get out and about in our TRs and there seems to be very little rain on the horizon to keep us indoors. I hope that has not put the kibosh on the weather, famous last words and all that!

Our Drive It Day run to Sywell aviation Museum proved to be very popular and by some small miracle we all arrived at Sywell together, with no one getting lost. On arrival we joined up with the Northants TSSC which gave us 32 Triumphs in the car park. Ideas for where we go next year will be gratefully received, the earlier the better.

You will probably have seen that the rise in membership fees was passed at the EMM and will come into effect on the 1st June. The voting was, subject to confirmation, 575 for and 338 against.

Our second mid-week evening meeting on the 7th May had a few members attending but I wonder if the weather put off more attending? The next one will be on Wednesday 4th June and could be at a pub near you. The venue will be advised shortly.

As you would imagine there are plenty of events coming up in the next few weeks. In a different format this year it is the Letchworth Garden City Classic and Vintage Car Club Transport Show at Halls Green SG4 7DP on the 14th June starting at 10pm.

Of particular interest is the Standard Triumph Picnic on the 22nd June. This is a great opportunity to see some beautiful old Triumphs as well as the more "modern" cars. This year a hog roast will not be available so you are encouraged to bring a picnic. Coffee and ice cream will be available. We will organise a group drive there so **please let us know if you are coming along.**

I know it is early but if you can please volunteer to help at the All Triumph Day on the 7th September it would be a great help. We were lucky to get a good response last year and hopefully you will be able to volunteer again. Please let us know in plenty of time to avoid me getting in a panic!!! I know, Keep Calm and Carry On.

You will have seen in an email that the LVG BBQ this year will be on the 17th August at Old Warden Village Hall (indoors if wet). There will be the usual BBQ, quiz and games and who knows what more! There is plenty of off-road parking within the grounds of the hall. This will take the place of our usual 3rd Sunday of the month meeting.

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



What's ON ...June and beyond

Sunday 1st June, Luton Festival of Transport, Stockwood Park LU1 5NT

Wednesday 4th June Midweek Meeting, at The Wheatsheaf, 42 Church Street, Tempsford SG19 2AN. A new venue for us.

Saturday 14th June, LGCCVCC Transport Show, Halls Green SG4 7DP

Sunday 15th June, Sunday Lunchtime meeting – Cock at Broom 12 noon.

Sunday 22nd June, Standard Triumph Picnic, Leamington Spa, CV32 6RN we will be organising a drive there to take part in this free event. Please advise us if you want to go.

Sat 28th – Sun 29th June, Shuttleworth Festival of Flight, Air Show Weekend

Further ahead

Wednesday 2nd July Classics in the Walled Garden, Luton Hoo from 4pm parking in the paddock, tickets available online at: www.classicsitwg.com/tickets

Saturday 12th July, Rev up & Rock Up. Starting at John's Motors Towcester NN12 8LB after meeting up, there will be a short drive to a local car show. Tickets are £5.00

Sunday 13th July, Kimbolton Country Fair & Classic Car Show book online at <https://kimboltoncountryfayre.com/>

Sunday 17th August, LVG BBQ at Old Warden Village Hall "indoors if wet", please save the date. A fun afternoon is in store.

Wheel Spinner Award



Lea Valley Group



TR Register

For all TR enthusiasts past, present & future

Wheel Spinner Award

Dear Phil

I would like to congratulate you and all the members of the Lea Valley group on being awarded the Wheel Spinner award at this years' Annual Members Meeting

The Wheel Spinner Trophy Award is presented to the local area group that has been the most active in their area. Local groups should demonstrate dedication to a particular project, improvements to club activities in their area, benefits to the local community or charities or special initiatives to attract new members. This award was jointly won a few years ago, but with their continued high-profile activities, they deserve to win it outright in 2025.

Your citation reads:

As a local group, they are particularly active with a packed calendar of events throughout each year, both in and outside of the summer season. When their regular summer concours event grew so successful it could no longer be held in the field behind a pub, they did not give up. Instead, they went one bigger and created a large national-scale event on their patch in collaboration with the TSSC and other local Triumph and classic car clubs, generating huge publicity for the event in the process. All Triumph Day at the Shuttleworth Collection enjoyed huge success in its inaugural year and will return bigger and better this September. So, for their incredible work in bringing Triumph owners from across the clubs and the country to their area, our winners this year of the Wheel Spinner Trophy are Lea Valley.

Well done and with very best wishes.

Dave Burgess - Chairman

Annual Members Meeting, Sunday 16 March 2025

TR Owners Club Ltd: 1B Hawksworth, Southmead Industrial Park, Didcot, Oxfordshire OX11 7HR

Tel (01235) 818 866 **Email** office@tr-register.co.uk **Web** www.tr-register.co.uk

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TR4 For Sale

For Sale

A 1962 TR4 in need of a complete restoration. There are approximately £850 brand new parts to go with the car plus a spare engine.

The car was bought a couple of years ago as a retirement project, unfortunately the owner suffered a fatal heart attack just before last Christmas and his widow would like to move the car on to someone who can complete the restoration.

The wings have been removed and a cursory look underneath doesn't reveal any particular problems with the chassis although you would need to check yourself. New sills and floor pans are with the car waiting to be welded in. The spares include new 86mm piston and liner set, engine gasket set and rear crankshaft oil seal kit.

Reasonable offers please, if you are interested and would like to view the car, please contact me on 07919 037321

Phil Sanford



OUCH Driver hit a low post in car park (45 years after rebuild)

Welcome Gavin

This month sees a new member, Gavin Head, join the ranks of the LVG. Gavin bought his lovely TR4 at Mathewson's auction in April and is keen to get some miles on it. It had been fully restored in 2019-2021 by a well known restorer local to the Bangers and Cash area. Built in 1964 it has only covered 700 miles since being rebuilt. We look forward to welcoming Gavin and the TR to some of our meetings in the not too distant future. It will not be difficult to spot as it is bright yellow and has been affectionally nicknamed Canary.

This is not Gavin's first venture into classic cars, over 20 years ago he fully restored a 1932 Wolseley Hornet Swallow from a rust covered wreck to a beautiful car that is now on show at the British Motor Museum at Gaydon.





Pete Muncer



No doubt you are all agog and desperate to know how I got on at Dunsfold Park recently, driving a variety of "hot" Fords. This was a treat from daughter Katy for my "significant" birthday last year, and consequently I was one of the most senior participants on the day (just getting my excuses in early). Having signed on, I reported to the Fast Fords area, and was taken to my first car of the day, a Mustang – this was a standard street-spec. version, automatic gearbox, although with very heavy steering. Actually it was fine for my first laps around the circuit, a slightly modified version of the old Top Gear track – to start off, a blast down the runway, then brake for the infamous Gambon corners, followed by a return run down the perimeter track, with a couple of chicanes marked by cones during the lap.

My next car was available almost immediately, another Mustang (known as Eleanor for some reason), but a GT500 version (see group pic), with a lot more power (355 bhp), and a 5-speed gearbox (and lighter steering!). After this I took a break for an hour or so, which enabled my daughter (who was paying for the day!) to arrive and spectate. Next car was the GT40 (group pic) – the "40" relates to the car's overall height of 40 inches, so getting in and out can be an issue – I inserted myself without difficulty, but getting out (see pic) was a more lengthy process. The GT40 clearly was the quickest car of the day, but how drivers coped in the Le Mans 24-Hour race with the heat and noise is beyond me. My last car was the Cobra (group pic), which felt like a big TR to me, and by this time I knew the track fairly well, so my instructor was able to restrict his comments to a minimum (either that or he was scared speechless) – anyway the Cobra was my favourite car of the day. There was a weird throwback to the past with this car - the brake pedal was embossed with a large "Ripspeed" logo – this was an accessory firm owned by Keith Ripp, who I raced against in autocross many years ago.

One last lap was as a passenger in a modern BMW, to show how it should be done – I suppose having spent 20 years as a co-driver in rally cars I was used to being driven at high speed,

because halfway through the lap my driver and I were swapping reminiscences about the RAC Rally - he had done 3 rallies, I did 5 (as co-driver) – but he was quicker than me around the lap – by far! Anyway it was a great day out, well organised, with helpful and friendly staff and instructors – definitely contact Everyman Racing if you fancy having a go (other venues apart from Dunsfold are available).

A final note about Dunsfold – apparently a few days before my visit, The Stig (one of them anyway, there have been several) set a new lap record for the Top Gear layout of the track in 55 seconds – most impressive. Now the bad news - this was set in an electric vehicle (apparently the same one which holds the fastest time for the Goodwood Festival of Speed hill climb). What is the world coming to – next there will be electric F1 cars – then at Le Mans, pit stops will involve a battery swap (take too long to charge the old one)

Now here are a couple of snippets from classic car magazines. Recently ex-F1 supremo Bernie Ecclestone sold his collection of historic F1 cars, apparently for a sum in the region of £500 million (so each car was worth about £10m). The buyer is the son of the founder of the Red Bull drinks empire – as Red Bull sponsor the F1 team which has Max Verstappen as no. 1 driver, does this mean a depletion of future sponsorship funds for the team – will Max have to take a pay cut? Should we all drink Red Bull from now on? (I'll stick to Guinness).

Usually a browse through the Cars for Sale pages reveals several TR's of various vintages and prices – however this month, just one TR6 was listed, by Northshore Sportscars - no, not north shore of the Thames, but Lake Bluff, Illinois, Trumpland. Recorded mileage is just 36142, asking price \$34995 (or about £26000 at the time of writing). Being to Federal spec., it is LHD, with twin Strombergs instead of fuel injection, so just 103bhp (even my 4A has more than that). But where are all the TR's for sale in the U.K.? Perhaps we all know when we are on to a good thing.

My 4A recently visited JB Sports Engineering to be fitted with a new set of shockers, just in time for our first tour of the year, the CACCC Springing Up Tour to Norfolk in early May – we will be back at the Knights Hill Hotel near Kings Lynn for a couple of days. This will be the last CACCC stay-away tour to be organised by the current team of John Tarbox and yours truly - more next month about this tour and the final Tibbles Tour at the end of June.

On the F1 front, an interesting situation is building up in the McLaren team. The team have won 4 races out of 5 at the time of writing – but 3 of these were won by no. 2 driver Oscar Piastri rather than team leader Lando Norris – when will the dreaded team orders come into play? However, with another 19 races still to come this season, it's early days yet and anything can happen (and probably will).

Finally this month, as TRR members were all asked to vote on the proposal to increase membership fees to £72 p.a., I exercised my franchise on-line (much easier than filling in a form or holding your hand up to be counted). Without revealing my vote, it seems inevitable that the TR Register is going to experience a decline in numbers, as older members (folks of my era) may no longer wish to own a TR or simply no longer be with us – that's life. Younger generations will not be rushing to buy a TR as we did 30 or 40 years ago. This problem is going to affect all classic car clubs, and amalgamation of clubs in order to survive may be required, although there would be many problems and issues to be resolved to achieve this. The Register needs to cut its' cloth to suit the situation – will raising subscriptions by a substantial amount help? . I have owned my TR for 32 years, and I still enjoy driving the car (even with pot holes and idiots in BMW / Mercedes / Audis blasting past), but there are a limited number of years that I will be able or want to do so. Anyway it will be interesting to see the outcome of the vote.

Pete .

Pete steps out of the GT40





Little did we know how good the weather would be when we planned our 2025 DiD.

Glorious sunshine and warm temperatures meant our drive to Sywell Aerodrome for a picnic and a visit to the Second World War museum was extremely well received by all 32 Triumphs that attended.

LVG put out an invitation to our local TSSC and we had 17 cars join us only to be joined by more Triumphs from Northampton area TSSC. In addition to a picnic, some people decided on the cafe refreshment option, with a few going the whole hog and having a Sunday Lunch in The Aviator Hotel on site. Everyone agreed it was a super destination to drive to, many with tops down and the museum gave a real insight into local RAF & USAF activities during WW11.

Mike Aldridge





Nothing personal but in general , I was surprised and shocked on "Drive-it-Day 2025" !

Seeing the many Triumphs at Sywell was great but some 95% were not properly dressed. They were not wearing the above plate . In previous years, most classic cars in this land would be seen wearing one. Sad that they couldn't be bothered to support FBHVC this year and also the Childline charity. (Before I get flack from LVG, I know that several had bought plates but dashed out without wearing them ...and how dare I make judgement anyway).

Another TR group had even designed there own DID plate ?! Some of these people will be touring in Europe this year but they can't afford a Drive it Day plate. Very sad.

Chris.



Wayne Scott (TR8) and Phil Tucker (TR3A) tackle the Lands End Trial.

This stage is known as Crackington Haven.
Google this and watch some of the videos !



The Bluebell Run

10 May 2025

Pat Glasbey

On a gloriously sunny day, we arrived at the start of one of our favourite runs of the year. It was the first time that the start was not in the Forest of Dean (in fact we barely entered this forest at all).

We started in Ross-on-Wye at the Larruperz Centre. Larrup means to thrash or whip ...but the 13 men who started the society in 1921 associated the word with having a good time ! They also raised money for charity and over the years continued to fundraise and built the centre for the community to use and raise further money for charitable causes.

After delicious pastries and coffee, we set off at number 2, behind a smart Morris Minor.

This year, the tour was entirely through England, covering Gloucestershire, Herefordshire and Worcestershire. The first leg crissed and crossed the M50 via leafy lanes, small woodlands and pretty villages (a few bluebells were visible) to arrive for the coffee stop at Redmarley Village Hall for coffee and biscuits. Annoyingly I made 2 navigational errors and we even overshot a control point (it was set way off the road in a lay-by). We did quickly correct our mistakes ...and apart from having to push an MGB off to the side of the road (all well, he had knocked his immobiliser so soon got started again)we successfully made it.

The navigational challenge on this tour was to identify a series of 9 photos as we went along. It wasn't easy and we only managed to find 6 ...but it was fun trying.

We continue north and back over the M50 in line with the Malvern Hills with lovely open views. We pass through Upton upon Severn to the lunch stop at a pub called the Plough and Harrow. We were glad we were early runners as we got a full round of sandwiches ...although didn't get any chips. The service was a disaster for the later runners. We tried not to feel too guilty!



This tour is always run very strictly with timed arrival and departure times. Leg 3 is really scenic, still going north round Malvern and the Malvern Hills, past orchards and hop farms and past Shelsley Walsh Hillclimb course (one of Chris' event venues when he was competing).

We eventually turn south, going through Bromyard (where we have to re-set our tripmeters) for the final scenic leg to finish at Ledbury Rugby Club for an excellent two course meal.

I made no more mistakes but was still annoyed that I had not found all the photos.

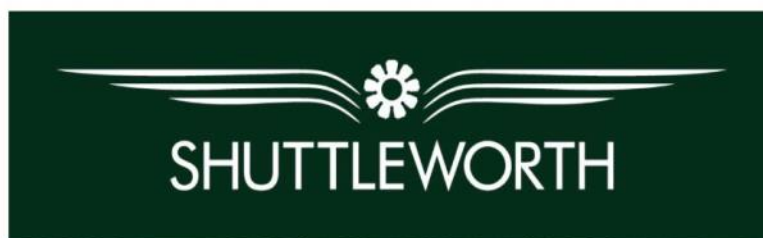
We arrived in time to see the last half of the semi final Rugby match between Ledbury and Newent ...which Ledbury won easily: 46 to 14.

A really enjoyable (if dusty) tour and only 7 days to go until the next one !

Pat.

Lights TR3A I was surprised to see the lights on in these photos because the switch was OFF. A drop of oil on switch rod cured this !





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

Time to get shirty?



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



The Back Page

I didn't want to put my TR3A on the cover but the picture choice was very limited ...since most cars did not wear "Drive it Day" plates.

I can only print what I receive, so it's up to readers to send in interesting photos , letters, notesotherwise I have to print what I have.

Chris.



With thanks to Crayford Media

