



The TRunnion

Broadcasting to LVG and the TR world

202508 August



Last call to Register for ALL Triumph Day

No.1 TRiumph event in East !

ALL TRIUMPH DAY @ SHUTTLEWORTH



Editorial

It's nearly time for the big event, All Triumph Day. It seems that Phil and Mike have travelled far and wide promoting this with leaflets on every Triumph around the Anglia region. Expect a good number to arrive at Shuttleworth on 7 September.

See Croquet experience on page 6 (ATD John) and amongst the other stuff, I am so pleased to have my TR3A revived ...amazing paint match, best corner of the car!

Give Tim Hunt some charity support please as he takes part in the Club Triumph RBRR...October, so early notice?!

After 50 years, I am so used to topping up my radiator and letting the excess dribble onto the road but Tony shows a way to catch it (even though it is an MG part).

Enjoy your TR driving.

Chris.

What's IN

- 3 Click for updates
- 4-5 GL Reports & What's On
- 6 Croquet experience
- 7-9 Mutterings and J40
- 10 Smashed TR revived
- 11 Clunk find
- 12-13 Tim goes round again
- 14-15 LVG flies @Shuttleworth
- 16-17 VSCC Prescott
- 18 Heater Valve Change
- 19 The big day ATD
- 20-21 Closed & forgotten IWM
- 22-23 Keep Cool & save water
- 24 TR4A in progress
- 25 Fine photos wanted
- 26 TR7V8 For Sale
- 27 Back Page

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 **12**

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, So- cial 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>

See YOU at
ALL Triumph Day
Sunday 7 September



Group Leaders' Report ...

Phil Sanford

Welcome to my August ramblings, not to be confused with august ramblings! The past week and a bit has been very busy for me, starting with the De Havilland DH60 Centenary event at Shuttleworth quickly, followed by the croquet taster session at Wrest Park, then the Offley Car Show on Friday, Classics on the Green at Stotfold on Saturday and on Sunday a visit to the TSSC Weekend in Lubenham. I used the shows to distribute flyers for the ATD although Triumphs were thin on the ground at Stotfold, perhaps they were at the Cock Car Show which was on the same day? On my travels at the weekend, I saw several big American cars driving around, I assume they were attending the NSRA Hot Rod Supernational at Shuttleworth which attracts a large number of these cars. Whenever I see them on the road I wonder where they are parked or garaged, they are twice the size of our TRs and a normal garage is tight enough for them.

There is a small report on the croquet evening elsewhere in this august publication (see what I did there?)

What did you think of the new venue at Offley for what was originally the Pirton Car Show? I think I preferred Pirton as there seemed to be more room there and for the previous couple of years we had managed to bag the football club's dugout for a welcome bit of shade. We had an excellent turnout from the LVG with at least 16 members turning up. Not bad for a Friday afternoon, perhaps it was the cake that proved to be the draw? The lemon drizzle was certainly popular.

The LVG BBQ on the 17th will be in place of our regular pub meeting, it looks to be a popular event with 39 people signed up for it. There will be the usual fun and games and the weather forecast looks to be ideal with a high of 25C. Hopefully I have not put the mockers on it by mentioning it will be sunny! It will be perfect for getting your TR out for a lovely TRip out. Please bring a few £1.00 coins with you to compete in Play Your Cards Right and possibly Heads & Tails.

You all should have received an email from the TRR Office regarding the change in direct debit for membership renewal which has been in place for



some time, if you have not got the email or find that your direct debit has not gone out, please get in touch with me.

The latest TRR e-newsletter has details of the TRR Concours and Anniversary Day 2025 at the British Motor Museum in Gaydon on the 31st August. It celebrates 70 years for TR3, 60 years for TR4A and 50 years for the TR7. I will not be going as it is someone's birthday on the 31st and I don't think a trip to Gaydon is how they would like to celebrate it! Also, in the latest TRR e-Newsletter there are details of a TR Party Weekend at Limpley Stoke near Bath in January next year. If anyone is interested in attending, please let me know.

**SUNDAY 7TH SEPTEMBER ALL TRIUMPH DAY
AT SHUTTLEWORTH**

It is still not too late to sign up for this fantastic event with even more going on this year. Get your car photographed in front of one of the museum's vehicles and a Bofors Gun. Enjoy a picnic listening to the lovely music from the Lend Us A Tenor band, and have a free ride on a vintage bus. The TSSC shop will be in attendance with lots of Triumph spares and goodies which can be preordered if necessary. Martin Giles will be back with his superb PI equipment and Richard Crewe-Read with refurbished Triumph spares. Parking for TRs will be in your local Groups. Go on, contact us to book in.

As Bugs Bunny would say "that's all for now folks", I'm looking forward to seeing you at the BBQ.

To keep abreast of all 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

ALL TRI @ SHUT



It's not too late to sign up for

ALL Triumph Day !

Contact Phil TODAY

Probably the best TR event in the East

An introduction to Croquet at Wrest Park

Phil Sanford

On the evening of 6th August, as an alternative to our early monthly pub meeting, twenty LVGers had an introduction to playing croquet at the Wrest Park Croquet Club. No experience was necessary and all equipment was provided. After an explanation of how to play the game, swing the mallet and a run through of the basic rules we split into groups of 4 players with 2 to a team, selected a mallet and had a go at playing croquet. Each group had an experienced club player with them giving help and advice of how to play and what tactics to employ.

It is a game that men and women can compete in on equal terms as it does not rely on strength or endurance. Like most games it looks quite easy when you see it played by experts but you soon find it takes a lot of practice. No matter how hard you try, it is most frustrating to find the ball either goes off too far or not far enough and very often at the wrong angle. You quickly realise it is very much like a game of snooker only played with bigger balls and a mallet instead of a cue. And of course you don't walk about on top of the snooker table.

Great fun was had by one and all with many saying they would like to play it again. It was only the onset of dusk that put an end to play. Maybe we can try it again next year if there is enough interest?

Phil.





Pete Muncer



You can't get four in a TR (not even in a TR4), so a recent trip to Lincoln with the old boys known as the Antics was courtesy of a modern BMW SUV – fortunately this meant that full air-con was provided, as yet another 30C weekend arrived. On our way up the A1, we had to pass through the infamous Black Cat Roundabout works, fortunately with minimal delay – but judging by the current state of progress, even a spring 2027 completion date might be a tad optimistic.

Although we were in Lincoln last year, we did not have time to visit the Bomber Command Memorial Centre, so that was our first priority this year. In WW2, Lincoln was surrounded by many airfields used by RAF Bomber Command, and the city was the hub for off-duty activities, with the Cathedral high above the city becoming a useful navigational landmark when returning from a mission. The Centre is a couple of miles south of the city centre, and is dominated by a memorial spire which is 102 feet high (see pic), the wingspan of a Lancaster bomber. Whatever your thoughts on war and its' effects, the Centre is an impressive tribute to the 57,861 men & women who lost their lives while serving with Bomber Command in WW2. The RAF theme continued next morning just after breakfast, when a



thunderous roar announced the arrival of the Red Arrows in immaculate formation with red/white/blue smoke trails, about 200 feet above the Cathedral - they are based just a few miles away at RAF Waddington.

Cadwell Park circuit is only about 25 miles from Lincoln, so on the Sunday of our trip weekend we spectated at the 750MC meeting (as we did last year). There is always an eclectic mix of cars involved at a 750 meeting - saloons, sports cars, specials, single seaters – the “feature” event this year was a 90-minute race for BMW saloons, which quickly became rather boring to follow. Cadwell is a fairly tight circuit with limited passing opportunities, however in a 90-minute race with cars being lapped, it was difficult to decide who was leading who - even the commentators with all their facilities seemed to be struggling. Apparently there will be a 6-hour race in October – the mind boggles. Maybe next year we will try to go to a Cadwell meeting which has a vintage and classic theme.

Lincoln is a great location to visit and stay, with the magnificent Cathedral (see pic), the Castle, and some excellent restaurants and pubs, which leads me to the next topic. Our LVG base at The Cock features a facility for Northampton Skittles, where you throw a “cheese” at skittles sitting on a leather armchair – go and have a look in the front room of the pub and you will see what I mean. Anyway while in Lincoln we came across another pub game called Toad in the Hole – this requires you to throw brass discs onto a desk with a hole in the top (see pic) - the idea is to get your disc into the hole to score maximum points. Apparently the game originated in Sussex (where a World Championship is held), so not sure how it got to Lincoln – anyway modesty prevents me from reporting who won our game.

We will be unable to attend the Croquet session at Wrest Park (my mallet is not what it was), but looking forward to the LVG picnic at Old Warden later in the month – will the dry weather continue or will it be an indoors picnic?

At the time of writing, we are just over halfway through the F1 season, and the current situation is as follows - Piastri (McLaren) has 6 victories, Norris (McLaren) 4, Verstappen (Red Bull) 2, Russell (Mercedes) 1, while the McLaren team lead the Constructors Championship very comfortably. However the main news recently was that Christian Horner, team principal of Red Bull Racing, was sacked just after the British GP, which raises all sorts of interesting questions – will Verstappen stay at Red Bull now, or will he be enticed to join Mercedes? Will sales of Red Bull drinks in Holland fall to zero overnight if Max leaves the team? Will 82-year-old Helmut Marko give up his role as head of driver development for Red Bull and let someone younger take over (let's face it, he is even older than The Muttterer) - questions, questions.

OK, how quickly do you think you could lap the Goodwood circuit in a pedal car (always assuming you could regress to an age to fit in the thing)? Every year at the Revival meeting there is a race along the pit straight for junior competitors in pedal cars, which clearly inspired a certain 8-year-old young lady to go for the lap record recently



around the full circuit of 2.4 miles. Goodwood, a former Battle of Britain airfield, is not completely flat, as some racing drivers have found in the past trying to push their cars back to the pits. Young Alyssa smashed the previous pedal car record by nearly 10 minutes, lapping in 31 minutes 51 seconds (see pic) – she was raising funds for Mission Motorsport, which is The Forces Motorsport Charity, to aid those affected by military operations to recover and rehabilitate.

Donate at justgiving.com/page/j40-goodwood-lap-record

The J40 is the pedal car with the body shape inspired by a 1950's Austin A40 - now, if Alyssa had been in a pedal car with a TR-style body, how much quicker would she have been?

Advance Warning - there may be limited or possibly even zero Mutterings content next month (do I hear cries of anguish or sighs of relief?). As mentioned last month, in early September we will be in Christchurch for no. 2 daughter's 50th birthday bash – the next day (when we should be at Shuttleworth), we will be at a Womens Rugby World Cup match in Brighton – then the following morning, just down the road to Newhaven for the 9.30 ferry to Dieppe - we will be off "dans le VW campervan" to Brittany for a few days. One of the camp sites we will visit is run by a British couple, and host Steve won the Jaguar Enthusiasts Club series in 2003 in a 6-litre XJS – sounds interesting, must have a chat. Hopefully we will return from this trip fully refreshed and invigorated - by then of course, the end of the classic season will be in sight (soon be Christmas).

Finally this month, I just wanted to say a public thank you to all those LVG folk who have supported various CACCC Tours over the last 18 years, and to those who turned out for my "final" (?) outing on Tibbles Tour as "Route Master" (follow that bus). Most of my energies have been directed towards planning tours for CACCC, although I have done a few for LVG as well. However, it is possible that in the future I could be persuaded to open the road atlas and plan a few more (note to Group Leader – mine's a Guinness).

Pete .

A few years before we first met

Editor.



I have printed this before but it seems right to show again. Luckily the scene is on private land because Pat is clearly not in control of her vehicle. She is approaching the main driveway and also about to damage plant life. One hand on the wheel whilst eating an ice creamand clearly not driving with due care and attention !



TR3A ...from Smashed to Smashing!

As above, the Editor reversed into a low post. The cost of a new rear apron would have been nearly £1,200but only this end was damaged. Could it possibly be pulled out and beaten back into shape ? I called Revivals garage and they recommended Bob of Cars 66. I made an appointment to take the TR over for an examination and quote ...and soon after that I was to entrust her with Bob for several weeks. He was also working on a Triumph Spitfire with a smashed bonnet and front. The magic now begins as below :-



It's like it never happened, except its better! I highly recommend this man for the skill involved in panel beating my smashed TR and also matching the paint, which has been sprayed to perfection. Classic or modern, if you need bodywork repairs, mention Chris with the TR3Aand Call :-

Bob at CARZ 66 bodyshop

Melbourne, Herts. T: 01763 - 209300

E: info@carz66.com

Bob's father started the business in 1966



Finding the source of a transmission clunk

Tim Hunt

On my last trips out in the TR I had been increasingly plagued by a clunk in the driveline. This was evident when starting off, in either forward or reverse gear, and when letting the clutch back in after a gear change. Great concentration was needed to avoid the clunk and smooth progress was difficult to achieve.

I had visions of requiring an expensive solution, either related to the drive shafts or differential or, if lucky, perhaps just two new heavy duty UJs for the propshaft. I checked these suspects but could not detect more than a trace of backlash anywhere. I then had a light bulb moment. I jacked up the nearside rear of the car, raising the wheel and tyre clear of the ground and applied the handbrake firmly, locking the wheel. I then grasped the tyre at 3 and 9 o'clock and tried to rotate the wheel to and fro, finding no movement whatsoever. I then repeated this test on the offside rear wheel and was surprised, but delighted, to find a few degrees of rotation between the wheel and locked brake drum. There was clearly movement between the wire wheel splines and those on the adapter. I can only imagine that the last time I had this wheel off I had not tightened it quite enough when I replaced it. I lowered the car to the ground and fully tightened the spinner with a few good blows of my copper hammer. For good measure I also gave the other three spinners a tighten, Remember, the offside (right hand) spinners tighten anti-clockwise and the near side (left hand) ones tighten clockwise. It's best to remember that each spinner is loosened by being turned in the direction of forward rotation of the wheel. Fortunately every spinner is marked either RIGHT SIDE or LEFT SIDE with an arrow between two 'UNDO's so there is no excuse for getting this wrong with potentially dire consequences - a wheel fitted with the wrong spinner will tend to loosen in use.

I took the TR to a Peninsula Group meeting the following evening, a round trip of 80 miles, and was delighted to find the clunk had been eliminated. This is yet another demonstration of the principle that when faced with a mechanical issue it is best to look first for the simplest possible solution. Occam's Razor anyone? 'When you hear hoof beats think of horses not zebras'

Tim.

Club Triumph RBRR - October 2025



My drive around Britain for Parkinsons UK

The first weekend in October I will be off again on Club Triumph's Round Britain Reliability Run. The start and finish are again at Knebworth House and any member of LVG will be welcome to attend the start and see us off with cars leaving as from 18.00 on Friday 3rd October and, hopefully, arriving back at this venue around 18.00 on the Sunday evening having visited some 16 intermediate controls. Any LVG member would be very welcome to attend the start and see the cars off. As usual, a wide variety of Standard/Triumph models will be involved. Needless to say the most popular steeds are the 2000/2500/2.5Pi saloons and estates with 28 representatives from a current entry of 96 cars. Some drivers will have the luxury of a three- or even four-man crew but, for me, nothing compares to the challenge of doing the event in a two-seater. The entry list further includes two TR3As, a 4, three 4As, a 5, five 6s, six 7s and two 7V8s. We even have such oddities as a Standard 8, an Atlas van and, believe it or not, a pre-war Triumph Gloria Southern Cross. The latter is entered by a crew from Belgium with unfinished business, having had a DNF in this car on the 2018 event but, in fairness, they have successfully completed it twice in a 1950 Renown!

This year's will be the 29th running of the RBRR. The route of 2,000 miles in 48 hours, via John o' Groats and Land's End with a significant detour into Wales represents a considerable challenge for drivers and their machinery. Crews are responsible for the event entry fee, all their fuel costs and incidental expenses. I am entered, as Team 33, with my regular co-driver, Mike Hockaday of Marston Moretaine – it will be our 17th Run together. In all I have completed twenty-one Runs from twenty-three starts to date in my 4A. The key requirements are a well prepared, reliable car free of squeaks and rattles and a co-driver in whom one can have complete trust and confidence.

Having moved to Barnstaple, North Devon since my last participation on the event I plan to make my way to Hertfordshire and stay local to the start on the Thursday night and again on Sunday after the finish, after all I will be 80 in November and I have to recognise that my car has a lot more RBRRs left in it than I do!!

Since 1990 the RBRR has been run in support of a Charity and this time we have chosen Parkinson's UK to benefit from donations elicited by drivers on the Run. We have chosen to

use the fund raising platform Wonderful.org this time, since they make no administration charge and every penny of a donation will go straight to Parkinson's UK, boosted by Gift Aid if a supporter is a UK taxpayer.

If anyone is minded to support Team 33 the following link will take you to our fundraising page:-

www.wonderful.org/fundraisers/Nqpmq

CLICK ON LINK AT BOTTOM OF PAGE Thanks

Thanks everyone and I look forward to seeing some old friends at the Knebworth House start on 3rd October.

Tim.



*Please check Tim's story on the fundraising page, and kindly make donation: **www.wonderful.org/fundraisers/Nqpmq***



Mike Aldridge

LVG & de Havilland DH.60 @ 100

It is hard to believe that 2025 is 100 years since the de Havilland DH.60 first flew and started a whole family of de Havilland aircraft that so very much influenced and revolutionised light aircraft around the world. To celebrate this fact, the de Havilland Moth Club held a meeting over 2 days @ Shuttleworth Aerodrome in Bedfordshire. LVG attended on day 2 and despite a dry day the day before, we were greeted by drizzle and overcast skies. We should not have been worried as those magnificent men (and ladies) in their flying machines still took to the skies and entertained us all day.

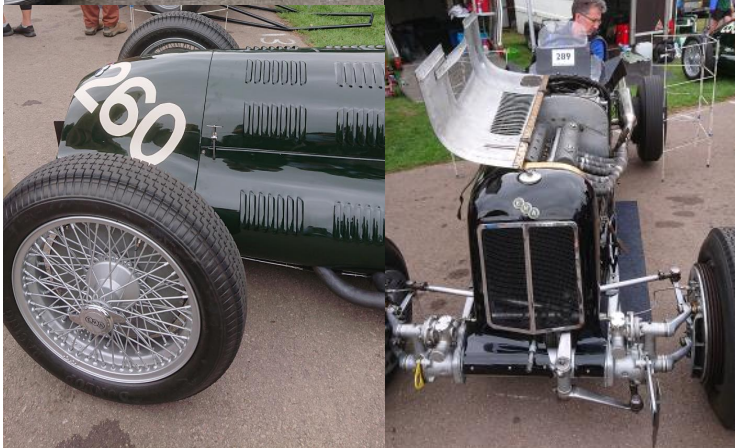


The gathering of 17 DH.60's is probably the largest meeting of this type for many years and is unlikely to happen again for many more. Around another 60 DH aircraft took part and it was wonderful to stroll around the flight line and be transported back to a day when the pace of life was much slower. The rhythmic sound of so many Cirrus and Gypsy engines overhead was something to behold and will be remembered for a long time.



See you back here at Shuttleworth on
Sunday 7 September for.....
ALL Triumph Day

Mike.



VSCC Prescott Hillclimb 3 August 2025

Chris Glasbey

Always a great event and this year more crowded than ever. So many veteran cars in the Orchard field + all those competing. Also celebrating 100 years of the Riley Motor Club. A selection, car 195 is Frazer Nash TT, 193 is Frazer Nash Super Sports, 192: Alvis Silvereagle, 260 is an ERA GP2 Etype.

Likely contender for FTD is always likely to be an ERA (2000cc)a few pics of these overleaf.







Recently, the heater valve on my TR5 started to leak. Closer inspection showed it was a leak coming from the valve and not a split hose as I had suspected.

Some owners may be aware that the original valves are notchy and can be stiff in operation, so a lot of people replace them with the same valve that is fitted to London Taxis.

I was aware of this improved valve, but didn't know where to get one from, so raised the matter on the TRR forum. Good old Amazon was the response, but the Four Seasons Heater Valve 74648 comes from USA and with Mr Trump playing silly B's with tariffs, I didn't want any extra costs imposed upon delivery. Others who had purchased recently hadn't incurred any additional cost, so I bit the bullet and purchased on a Friday evening. Tracking over the weekend showed it coming across the Atlantic and at 7pm on Monday Mr DPD delivered the part. Total cost £39.64.



Our wonderful GL, Phil had also offered me a valve he had purchased a few years back, but I would have wanted to replace it, so with such a quick turn around, I returned his valve, but did use some larger bore silicone hose that he gave me. The Four Seasons valve has a slightly larger bore (5/8) as opposed to the standard 1/2 inch hose and although you can just about get the smaller hose onto the valve, it is quite a struggle, so once again Phil came to the rescue with a brass joining tube that fitted the 2 sizes on each end. I have ordered a replacement for him, but that is coming from Chelmsford, so will probably take forever.



All in all, it was a pretty easy fix, so if any TR5 or 6 owner needs to replace a valve, I can recommend this improved part (it may also fit 4 & 4A's)

Mike.





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

TSSC shop
in attendance

Register your interest to the email above and we will call for payment nearer the event.

A TR Register Eastern Region Event

Entry via the new entrance in Alder Drive SG18 9DT - 10am to 5pm



Forgotten areas of IWM Duxford

The Land Warfare exhibition building has now closed , Parts of it will eventually be incorporated in various hangars around the site in the coming years but will it ever look as good as this excellent display, as below ?



Comments below are just my view Editor

NOW ...



The prefab bungalow before it was allowed to deteriorate . Looking sadly neglected now. Clean, replace some putty in the window frames and a lick of paint. Low cost with volunteer help.

9.2 inch Coastal Defence Gun, this one was originally sited in Gibraltar.

Needs a clean up and a lick of paint



V1 flying bomb (replica)all it needs is a jet wash to clean off the dirt and moss !



The above may be low priorityor just forgotten ?



Statements from IWM Duxford

Visitors to IWM Duxford may notice some changes taking place on site, including the closure of Land Warfare Hall. These are all part of Transforming IWM Duxford; a ten year, multi-million-pound plan which will see new exhibition spaces integrate aircraft, land vehicles and objects ...to tell a more coherent and engaging story. Underpinning Transforming IWM Duxford will be The Lab, a new state-of-the-art conservation and much needed storage centre to store large objects, set for completion in 2029. To facilitate this, the Land Warfare Hall has permanently closed, as this exhibition space can no longer meet the environmental conditions required to keep IWM's collections safe. Over 80% of vehicles and large objects currently contained within the Land Warfare Hall will be retained by IWM, with the majority going on public display at Duxford as part of new exhibition.

This statement did not cover my question about the Prefab home and other seemingly forgotten areas. I asked for further reply and received a second statement

The teams at IWM Duxford are aware of the conservation requirements of all historic objects and collection items on site and ensure they are looked after appropriately.

Whilst there may sometimes be evidence of cosmetic deterioration, often as a result of age and weather conditions, the objects listed here remain in a safe and stable condition.

Uni-Seco prefabricated bungalow

This prefabricated house, or 'prefab', was built by Uni-Seco Structures Ltd.

Between 1944 and 1948, over 156,000 prefabs were constructed all over the country. They were built to provide affordable housing for new buyers and to replace homes destroyed in the Second World War.

Almost 450,000 British homes were either destroyed or made uninhabitable by bomb damage; however, fewer than 200,000 houses were built to replace them. Towards the end of the war, Britain was faced with an immediate need for over one million houses. The problem was made worse by an increase in the number of newly-married couples seeking their first homes.

To meet this need, the Housing (Temporary Accommodation) Act was passed in October 1944. This emergency measure authorised the Government to spend up to £150 million on housing. The Act funded building of temporary, prefabricated houses and subsidised the construction of private homes.

Despatched in kit form, prefabs could be assembled easily in a few days. Although they were designed to last only 10 years, these homes proved very popular. Some are still lived in today, and many are listed as significant historical buildings.



A row of Uni-Seco prefabricated bungalows, December 1955 IWM MOW T 61477

This prefab was built in Peckham, South London shortly after the war and remained occupied until 1978. It was then purchased by the Imperial War Museum. The final occupiers were Mr and Mrs Bentley.

Many of the items furnishing the bungalow were generously donated to the Museum during the prefab restoration appeal in 1986. The building



Fed up with your TR2/3/4's in-continence ?

... or Keeping Cool .

Tony Bannard-Smith

Isn't it embarrassing when you turn up to park your classic car, perhaps having enjoyed driving fast and enjoying your TR's handling... You arrive - you park up - and the radiator overflow starts to dribble on the ground. Having this pointed out to me was a bit embarrassing, but as this person said, presumably as some form of encouragement,..

'but then many old ladies over 60 suffer in-continence'.

Amusement aside, this got me thinking. Our early TR cars did NOT have a coolant overflow container fitted as standard. The 'no pressure' plastic bottle design came in with the TR4a and improved upon in later models as a pressurised container. Having recently rebuilt an MGBGT, I began thinking, what about fitting their flattened brass hot water bottle shape reservoir to an inner wing and plumbing that in? Much more stylish, and it doesn't protrude so far away from the mounting surface as a round bottle does.

My TR3 engine compartment is crowded. It already has a brake vacuum servo and an electric screen wash bottle, so not much spare engine compartment space. However, below the horns, are two vertical inner wing panels reaching down towards the front body to chassis anchor points. There's space around there on each side.

The steering column and box occupy the offside (on rhd cars), so whilst possible it would make that area very congested. The opposite side - the near side - is an ideal space, and accessible from underneath a jacked up front end, plus a wheel removed to give access to the near side front wheel arch; oh, and a temporarily removed horn directly above.

Enjoy the following storey in images and captions. Any questions, give me a call.

Tony.



Parts required on the bench.

Brass tank still masked up after spraying. Fat hose takes the 4 psi coolant from the rad filler tube, small hose is the final overflow from the overflow tank.



Looking up under the front n/s area inner wing, finding a mounting location below the (round) horn.



Measuring up for drilling.

I used masking tape and a big felt pen.

Keeping Cool



Inside front wheel archmasking tape placed horizontally for hole drilling.

I have never worked out what the 3 holes above are for. Suggestions welcome !



Horn removed for access. Attach hoses and clips before overflow tank in place. Once fitted, tighten holding strap nuts and apply pressure cap. Refit horn above. An MGB pressure cap is needed as the bottle's neck is deeper than the TR unit. (No, I didn't know that until I came to fit the TR cap and it wouldn't tighten properly)



Fit new flat 'blank' cap to the radiator filler tank. (Ensure the Jubilee clip tail on the pipe doesn't foul the capas it would do/ did in this picture)

Kim's TR4A Restoration ...

Kim Durden

Hi Chris,

I am just sending a few pics of the TR4A rebuild. Mark Walker and Jason Wright have been working hard.

Regards,

Kim.



Thanks Kim,

Every picture tells the story so far .

Fine photos for Calendar 2026



Could this be a contender for a page in the Calendar?

If YOU have a good photo that you would like to be consideredsend it to Phil at the LVG gmail address

THANK YOU



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The Back Page

Silverstone—9 July 2025

Tony Bannard-Smith



This year the Bentley Drivers Club organised a 9 race programme, inviting Aston Martin and Morgan Owners Clubs, amongst others, to join in. The principal race was the St.John Horsfall Trophy for pre-war Aston Martins. Having set the fastest time, Simon Bonham (77 Red) led the cars out from the paddock (as above) onto the track in a loaned 2 litre Aston Martin Speed Model. Simon's race ended 2 laps from the end with carburettor issues. The winner was David Freeman in a similar 2 litre Aston Martin Speed model. The Horsfall Trophy is not necessarily awarded to the race winner, but to the person whose time has improved the most since last competing.



Car 117, 1935 Riley Blue Streak, 2.5 litre superchargeddriven by Eddie Williams and competing in the Times Challenge Trophy. A fantastic car to watch as he defended the lead for 7 laps.

Tony.

Thank you to everyone who has contributed words and pics for this issue. Ed.