

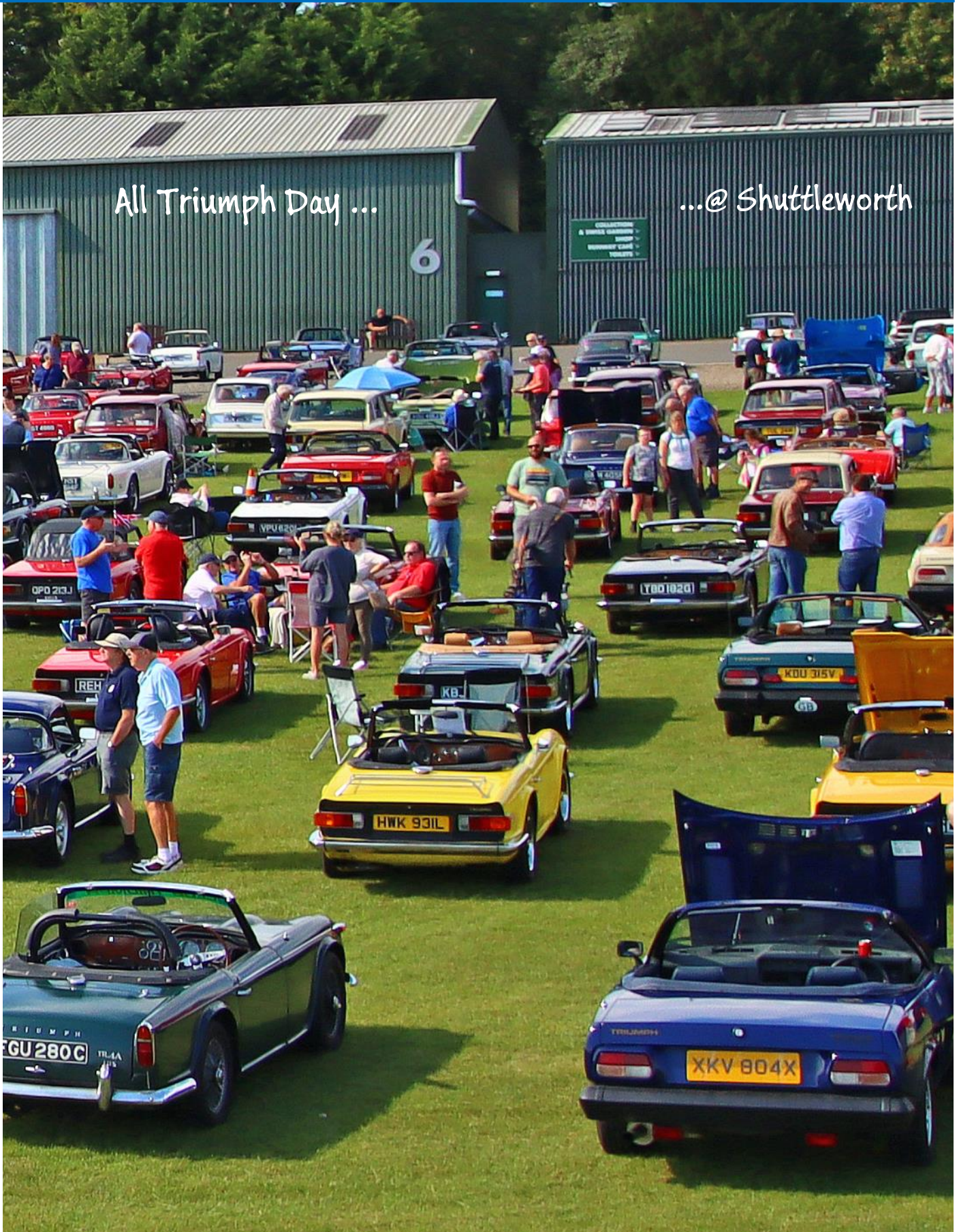


The TRunnion

Broadcasting to Lea Valley Group and the TR world
202509 September

All Triumph Day ...

...@ Shuttleworth





Editorial ...

I hope many more will be reading this issue, if Phil or Mike send to a selection of persons who helped to make the ALL Triumph day the very best TR Register event in the EAST !

Please support Luke and John and also Tim Hunt in their quests to drive around Britain and also fundraise.

We still need a few more fine photos for the Calendar '26 and keep those letters and articles rolling in.

Looking forward to Autumn TR drives.

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 **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

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 my September missive.

The LVG BBQ on the 17th August, was almost a sell out! There were 40 of us, it probably seemed a lot more to Andy who did a great job in barbequing the meat, as he was grilling away for hours. The weather couldn't be better with glorious sunshine allowing it to be a truly outdoor event. Plenty of TRs in the car park, lovely food, an excellent quiz from Loretta, and Howard doing Brucie's Play Your Cards Right plus the drama of a car crashing into a lorry on the road outside the village hall. Grateful thanks to Andy and Jude, who worked almost nonstop, and to all those who contributed food and helped with the clearing away and washing up.

Our second All Triumph Day at Shuttleworth was indeed a triumph, with almost 140 TRs and 160 other Triumphs attending. It was billed as being an Eastern Region event and we were not disappointed with the numbers. TRs from at least 21 different Groups attended, from as far afield as Devon, Derbyshire, Shropshire, the Cotswolds and of course all the Eastern Area Groups. We had over 42 LVG cars there which is certainly a record turnout for any event I have been to since I joined the TRR 10 years ago. The NLG, East Saxons and Camb Followers also brought very strong contingents. A huge thank you to everyone who volunteered to help over the weekend especially those who also came on Saturday afternoon to help with the setting up. This was a joint event with the Herts & Beds TSSC group who brought along the TSSC Shop and Peter James Insurance. It was an excellent demonstration of inter-club cooperation.

Coming up we have the Round Britain Reliability Run, organised by Club Triumph, leaving Knebworth Park at 6pm on the 3rd October. Representing the LVG will be the father and son team of John and Luke Searle. If you would like to join us to see them off, along with the other 100 Triumphs, including erstwhile LVG member Tim Hunt, we will be there from about 4pm. Last year several of us went for a very enjoyable curry in Hitchin and we plan to do the same this year.

Also on the 5th is the Race Day & Air Show at Shuttleworth, an event well worth visiting. A little further ahead we have the Restoration Show at Stoneleigh on the 12th October and the Lancaster Classic Car Show at the NEC on the 7th to 9th November. If anyone is interested in going let me know and it should be possible to organise a car share.

Congratulations to Chris Ord who completed the Great North Run and raised over £1,200.00 for charity.

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





Pete Muncer



Racing changes ...

My TR activity (and golf) has been limited for a few weeks, due to a minor medical issue – an initial diagnosis indicated arthritis in fingers and wrists, then a blood test also revealed high infection levels, which required a couple of weeks of steroid pills. No doubt there will be many questions raised, asking what have I been doing with my fingers lately (and where) – I reserve my defence and will plead diminished responsibility. Anyway, do not try to drive your TR with swollen digits – might be most uncomfortable, your fingers can get stuck in the steering wheel spokes.

Fortunately I recovered sufficiently from my malaise in time to drive the TR to the LVG Picnic at Old Warden on August 17th. The weather was perfect, the Village Hall venue excellent, with plenty of parking for 20 TR's, and the BBQ was superb – thanks go to all the team involved with organising the day – more next year please. We even had some extra entertainment provided when a very large lorry and a Fiesta had a minor coming together

just outside the Hall – no injuries other than to pride (although Howard Pryor had to relocate his card display board – never seen him move so fast).

After all the discussion regarding the rise in TRR subscription fees, this month I will be paying my £72 for another year – it will be interesting to see how many folk actually vote with their feet instead of subscribing at the new rate. The insurance for my TR4A is due in September also, and I will stay with the TRR scheme.

At the beginning of October, it will be time for the Club Triumph Round Britain Reliability Run, starting and finishing at Knebworth House, via John O' Groats and Lands' End – 2000 miles in 48 hours. Many years ago, when I was a mere slip of a lad, I took part in various events requiring long hours of motoring around the country (RAC Rally etc.). Nowadays there is no way I would contemplate such an activity – but someone only a year or so younger than me, is about to take part in the RBRR for the **24th** time in his TR4A (the RBRR was first run in 1966, but from then on only every other year, so clearly he was a mere lad also when he started). I am referring of course to TRunnion regular contributor and previous local resident, Tim Hunt, who lives in Barnstaple in North Devon now. According to my calculations, the trip up from Barnstaple and back will add at least 470 miles, giving a total of 2500 miles for the weekend (that's many more TR miles than I do in a year), a bold (even heroic) exercise in a 60-year-old car. I will endeavour to get to Knebworth to see Team 33 in their TR4A depart on Friday 3rd October at 6pm, and their return 48 hours later - best of luck to Tim & Mike, and to LVG crew Luke & John in their 4A.

The RBRR is run in support of charities, so donations to this year's charity, Parkinson's UK as follows:
www.wonderful.org/fundraisers/Nqpmq

On the F1 front, Mad Max has confirmed that he will be staying with the Red Bull team for 2026 at least, but presumably hoping for an improvement in the car's performance, compared with recent races. Next year the rules change - 50% of engine power must come from the U2 batteries – rumour suggests that Mercedes are well advanced with their new-spec engine. As far as this year is concerned, the McLaren boys continue to do all the winning (Piastrri 7 wins, Norris 5), and McLaren are streets ahead in the Constructors' championship (they have more points than Ferrari and Mercedes combined) – might as well engrave the trophy now.

Recently Sue and I joined a very enjoyable get-together at Pierre & Pat Miles' house, with the other attendees Chris & Pat Glasbey, and Lynda Chidwick. Inevitably (among the blokes anyway) talk centred on classic cars and tours, and



for some reason the topic of dressing in costume for certain events was raised - this lead me to bring up the subject of the 1995 Haynes Falling Leaves Tour. The tour start was in Paignton and finished at the Haynes Museum in Sparkford - Sue was in her Minor Traveller with two other ladies, I was in the 4A with a mate as navigator. On the run in to Sparkford, I noticed that the Minor kept dropping back, so thinking they might have a problem I slowed down until they caught up again - this happened several times. The reason for this became apparent at the Sparkford finish - we checked in at the final control, but the marshal's attention was taken by the Minor which pulled in behind us - the ladies had performed some "racing changes" on the way, into district nurses uniforms (see pic1) - not surprisingly they won the prize for Best Costume. I could only respond to the marshal with early use of a phrase with which I have since become associated - "it's nothing to do with me" (see pic2).

Incidentally the schedule for the Falling Leaves weekend was just that - drive down to Devon on the Saturday (I think we stayed in Dartmouth), then on the Sunday do the tour, and after that drive straight back home in the evening (I was involved with that nasty four-letter thing called "w**k" at the time). Nowadays we would drive down, have a rest day before and/or after the tour, then a gentle drive home. For many years CACCC stay-away events were one-night only at a hotel, so tours could be fitted in at the weekend. Then as many tour entrants reached retirement age and had more time, the two-nights stay at a hotel became the way to go - so arrive day 1, tour on day 2, drive home day 3 - much more relaxing and appropriate for folks of a senior disposition.



Pete .



It's nothing to do with me



Recently, you should have received an email from The Register with a link to our LVG web page and a report for our recent ATD.

This second year of the event was an absolute spectacular of Triumphs and with the way we parked cars, we were able to keep all TR's in one area. We would have loved to park different groups together, but with around 300 cars arriving over a 2 hour period that was just a wish too far. With no TRR "International" event this year, we decided to promote the day as an Eastern Region event and a few ER GL's stepped up to the plate and promoted things among their members. It was wonderful to see so many group banners flying proud on the day. From the pre bookings, we had at least 42 LVG cars registered and paid up. This has got to be one of our largest group gatherings for many years.

Although there was much planning by Phil & Mike, the volunteers from LVG and Camb Followers, ensured the day went very smoothly. There are too many names to mention, but the ladies issued tickets and the



men took charge of parking. It is amazing how some people struggle to know what part of the alphabet their surname is in and some drivers struggle to pull up in a line to the 2m pole we used for separation. Thank you folks, we couldn't have done it without you.

We know we were close to 300 cars in total, although a few may well have come in without booking their museum tickets. Hopefully they still spent money in the Shuttleworth café. This year we included free draw tickets in the entry cost, but the TSSC volunteers also managed to sell more on the day and once the figures have been calculated, any surplus will be split and LVG will look to make a donation to charity.

The relationship we have built up with Shuttleworth over the last 2 years is excellent and by working closely, we once again issued photos of entrants arriving parked next to the Collections Bofors gun (thanks Luke for the arrival photos and our very own Trunnion Editor, Chris for his roving pictures). One of Shuttleworth's vintage busses gave rides down to the house and back, with the resident band from our Shine & Show days playing their usual Jazz numbers throughout the day. All of this was accommodated within the £15 entry cost for each car and all occupants. Remember, if you have your tickets you can return to Shuttleworth right up to 7th October and gain access to the museum and the Swiss Garden.

Does anyone fancy taking on organising next years event?

Phil & Mike

Phil & Mike
LVG Events









Welland Valley Wander



Pat Glasbey

Perfect weather for our 7.30am departure for the shortest drive we have ever had to the start of this run. We were looking forward to a 100 mile run starting from Sacrewell Farm in Cambridgeshire and visiting Lincolnshire, Rutland, Leicestershire and Northamptonshire.

With over 90 cars entered, this was going to be a busy day. We are provided with the most comprehensive Road Book of any of the tours we dobut this was the first time that many of the total and interim mileages have been so wrong. Quite a difference between 0.5 and 5 miles!

Luckily the course opening car had a lot of orange arrows on board and placed them at some of the more strategic junctions. I still had to really concentrate ...and apart from one slight overshoot, didn't make any other mistakes. Others did not fare so well and ended up using sat navs to get to venues.

After our bacon sandwich, we set off at number 9, behind the veteran cars ...and keeping east of the A1 and frequently crossing under and over the East Coast railway line, headed north through attractive villages and rolling countryside. Near Earlby we pass under the section of railway line where the Mallard broke the World Speed Record in 1938, setting it at 126 mph.



We finish this section at Easton Walled Gardens for coffee and cakes.

Refreshed, we cross the A1 and start to move westwards. After passing a gatehouse to Belvoir Castle, we drive along an unfenced driveway with magnificent views of the Castle on the hilltop for about a mile. After Belvoir we start journeying south. Just before Costin we cross the River Eye via the ford ...which was surprisingly full of water.

Now travelling through Rutland and passing through many attractive villages, we drive around Exton to reach the Whitwell entrance to Rutland Water for the picnic lunch halt.

The afternoon leg took in the Eastern shores of Rutland Water to the usual tour highlight of the Welland Valley viaduct. This time we approached from the north, which gives the best view from a high point and pass under the viaduct twice.

We then head west of Corby to pass English Heritage's Rushton Triangular Lodge before the delights of the urban sprawl of Desborough. We had to turn left but had the choice of about 6 roadswhich to take? Thank goodness for the orange arrow!

The last few miles led us to the finish venue at Lamport Hall for tea and cakes. Unfortunately the Gardens were closed, so we were unable to see the oldest garden gnome in Britain.

We enjoyed our day although not that relaxing with all the calculations I had to do. Let's hope next years run is a bit more accurate.

Pat.



wonderful
.org

Parkinson's
UK

TR4A this time...not the 3A which was first car home previously



Leaving his TR3A at home, Luke will team up with John (his Dad) in John's TR4A to tackle this event as TEAM 77.

They are also fundraising for Parkinson's UK and any donation will be much appreciated via Wonderful.org

PLEASE take time to find their page as below:-

Dial up: **wonderful.org** and then under "make a donation"....type : **Team 77**
...and ENTER to make your donation.

Thank you ! We will need plenty of stamina.

Hope to see some of you at Knebworth ?



Luke's story

I'm Luke, and leading the Youth and not so Youth team number 77 at this year's Round Britain Reliability Run hosted by Club Triumph. It is a grueling 48 hr drive that takes us around England, Scotland and Wales from the starting point at Knebworth house going all the way to John 'O' Groats in Scotland, followed on by driving all the way to Land's End in Cornwall and ending by driving all the way back to Knebworth House.

This will all be done in a classic Triumph Tr4a built in 1966. It's a car that will give us real challenge to complete the sub 2000 mile drive. With the weather last year being sunny and torrential at two different points, we are hoping this year is a little more straight forward.

Team 77's Round Britain Reliability



CHARITIES

FUNDRAISERS

EVENTS

Hosted by Club Triumph



Pierre Miles

Longer term LVGers may remember that I wrote TR To Flamborough before

Some of you will know that my brother lives at Bridlington and that he has serious problems with his heart. We make several trips each year to see him and on this occasion Pat agreed that we use the TR (apparently because my birthday is imminent and this would be a treat!) And so it was despite using the obvious route of the A1 to avoid using some tortuous A and B road driving in company with many HGVs and tractors – done that before and it is so tiring and slow.

Anyway it was the TR. A quick check of water, oil, lights, tyres, etc the night before revealed a non-functioning rear OS indicator. It didn't take long to locate the problem – the weak design of the lamp holder insofar as the earth return is concerned. Inside the holder is a small strip of copper that rests against the side of the bulb – see the attached photo. The weakness is that the copper strip is held in contact with the spring clips simply by the black outer plastic rim. There is no proper electrical contact eg solder, so it is very easy for the clip and copper strip to separate and break the earth return path via the spring clip to the light cluster case. Continuity is lost either by separation or by corrosion where there should be a connection. The way to fix the fault is to clean up the copper visible on the side of the holder and solder a flying lead to it that can be fitted with an eyelet to go under one of the nuts securing the light cluster. Fortunately, I already had one in the car boot from a previous failure of the same nature, that came to 'light' during an LVG trip to the Isle of Wight several years ago. – so it was not a late night before we were off the next morning.

Long term LVGers may remember reading in Trunnion about this failure mode a few years ago but it bears repeating I think. The trick is to have a modified holder in the boot as a just in case.

Right back to the trip. Fill up the tank and a final check the lights are still all OK and then we're off – only 220 miles to go! We chose to avoid the potential holdups at the Black Cat roadworks by going via Royston, Bassingbourne and Godmanchester. Instead we got caught in A505 roadworks at Royston!. The whole of the rest of the journey was fine, considering it was busy dual carriageway all the way to near Hull on the M62, before the relaxation of the A614.

We were very warmly welcomed at our hotel on Flamborough Head – the Stellas went down very easily indeed. Our hotel for the stay was the North Star – not posh in anyway but as friendly as you could ever wish, staff and food were superb. We left the TR in their huge car park throughout the stay, using public transport to move around locally (the bus stop was next to the hotel). Just up the road was the RSPB site at Bempton Cliffs - best RSPB place I've been to. Most spectacular was being able to watch close up thousands of gannets soaring around feeding and nesting on the cliffs, topped up for us by a pod of a dozen or so dolphins passing by and showing off.

Of course we made the 25 minute trip on bus service 14 to Bridlington aka 'The Lobster capital of Europe', met my brother, had the obligatory ice creams but not the anticipated boat trip around the bay (Very low tide meant the boats were stranded in the harbour mud). Personally, I was really pleased about this as I had noticed just how choppy the sea was outside the harbour – the ice cream seemed much more sensible.

ALL too soon, load up the TR for the trip home. Fill up and final check of lights etc – all good. 220 miles later including easily through the Black Cat works, it's all over. And yes the TR was fine giving a little better than 31 mpg for the whole trip, including cruising along at 65'ish where possible. I'm happy with that for a near standard trouble-free PI system.

Pierre.



Fine photos for Calendar 2026



*Got any fine photos ?????
Send to Phil NOW !!!!!*



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**





(Introduction - my name is Patricia Dawson, onetime TR7V8 owner and the muggins that has offered to try and précis the many Archived Newsletters covering the LVG History, here is my first offering)

First LVG Newsletter issued in April 1979 announcing the AGM at Canley, Ian White Group Leader, Edie Holden, Tony Leach members. It also included a list of upcoming events.

First Annual BBQ, June at St Albans at a members premises. A Group of members purchased a car trailer suitable for TR's, this was kept near Hitchin. Group annual rate for usage was £10.00, other members per hire £5. August saw the Historic Vehicle Festival at Shuttleworth. September at Donnington, inter groups obstacle course – carrying and assembling a wheel to a hub etc, FTD award. Marshalling also included during the day. It was proposed that at the end of September to run a Treasure Hunt. An invitation was received from the Falcon Car Club to join them for Christmas Dinner at Knebworth House Barn at a cost of £6.50 per person.

October AGM held at the Bird in Hand, Gosmore, Hitchin for the Election of Officers to form the LVG Committee. It was proposed that Members be asked to pay £1.00 per annum towards the cost of the Newsletter and other sundry items. Six Officers were elected to cover positions of Group Leader/Spares, Secretary/Treasurer, Social Secretary plus 2 members. December proposed Film Night, near Royston, members to bring any film they have also slides plus liquid refreshment.

February 1980 Newsletter, monthly meetings to be held at The Fountain, Hitchin. An invitation was received from the Austin Healey Owners Club to a Scalextric evening at The Golden Lion, London Colney for 19th February at a cost of £0.25p pp – sadly LVG were beaten (also by the MG Owners Club!). March Quiz Night. An invite again from A.H. Owners to take part in a Navigational Exercise from London Colney (see June). April invitation to a talk by David Seigle-Morris, man of many talents, rallying, racing TR driver also very good raconteur.

April AGM, on the Agenda "How do the members feel about allowing TR7 cars into the Register – no further comments have appeared on this? May, National Sprint meeting at Goodwood, Marshalls needed, volunteer now and get a good view. Editor requires articles for Newsletter- anything interesting, items for sale, what have you. May Nene Valley invitation to their Club Night, Rose & Crown, Yardley Hastings, plus buffet supper. 14 cars supported this event. Cams Followers invited to join them at the Pike & Eels for an evening.

A suggestion received from Devon Group for a weekend 31st May near Cullompton, hotels & camping available. Obviously an annual event they are expecting 250-300 people/cars, BBQ &

Barn Dance. A.H Owners Invitation to Practice Day in conjunction with Jim Russell Racing School at Silverstone, cost £24.00 per person including car. A plea went out in March for funds towards the Le Mans TR8 entry to be entered under Janspeed/ADA Engineering with the TR Register – not sufficiently supported so did not happen. An undated entry containing a Draft letter on behalf of the TR Register by Bill Piggott, for use as a guide to members wanting to lodge a comment, protesting about the proposed car tax on car ownership, not only those registered for road use, which is mandatory, but those in bits, stored, collectors or even museums – no further comments on this are advised.

June, Car of the Day Award provided by the "Cornhill Insurance Co." To TR's but also joining this year are Morgan and Triumph Stags and possibly M.G.. To be held at the White Hart Hotel, Benson, Oxon. A.H Owners Navigation Exercise – London Colney- The Golden Lion, ? Map Ref not shown. Picnic Run, June from Hitchin Portmill using Map154, intermediate Pub destination not given, but eventually ending up a Duxford. July was a visit to Chicksands, 12 TR's made the trip. As it was American Independence Day the festivities were amazing, food in abundance, funfair, exhibitions celebrations in the only way the Yanks know how. TR attendance was boosted by the arrival of the Nene Valley Group – there was a rapid fly past by the Red Arrows to add to the occasion.

August 10th Anniversary of TR Register Weekend at Prescott. Volunteers required for gate duty. Wheel changing challenge ward for FTD. September 6/7th Standard Triumph Int. Rally, Charlecote, Works. September, Punting Challenge A.H.Owners invite v TR LVG at Scudamores Boatyard, Cambs. LVG members Christmas Dinner option at the Crest Motel, Luton, cost approximately £7.50 pp. 750 Motor Club Vintage Car Rally, Sept 20th car display 6 attendees. Event run in conjunction with Welwyn Water Carnival.

AGM October – not a good turnout only 14 members. Essence of the minutes "18 months ago LVG was in a poor state due to the emergence of 3 new groups - North London, Cam Followers and Nene Valley, hence loss of LVG members to the "new" area groups". It was therefore decided, by the hard core of the Group to form a Committee with the aim of attracting more members. Through hard work the membership of LVG has increased, strong support of the various events by inter group invitations to their meetings. The past year having been socially very active. It was agreed, by vote, to increase the Members contribution to the Newsletter etc, to £1.50 per annum.

Pat .



LVG Committee Members Needed

If you feel you can give some time to keep the success of LVG going, please put your hand up and join the Committee. After 8 years service, Mike Aldridge is standing down at next years AGM, so someone is needed who can use IT to replace him.

If you want further information around what is needed, don't hesitate to speak with me or Mike accordingly.

Phil Sanford Group Leader



The Back Page



A long time since we were last touring in the TR. Just sorted the bodywork, as you saw last issueand now (after over 20 years) the head gasket has decided to "go"water with some oil (clear). Luckily it decided to spill it in the garage after a short 20 mile run out. It could so easily have been a mountain road somewhere in Wales.

Chris.



Wonderfulif you can support both John and Luke's TR4A and also the TR4A of Tim Hunt (his story and charity page in last issue of the TRunnion Thank you for donating to either ...or both ?