



The TRunnion

202510 October

TR Register Lea Valley Groupon a wet IOM tour !



Editorial

A bumper edition with some excellent reporting from the Isle of Man (thanks Alison) to two detailed accounts of the Club Triumph Round Britain Reliability Run. Pete mutters on and I get nostalgic about Jim Clark.

Be sure to read about Gordon's TR4A FOR SALE ! He wants it to go for a very special price to a TRunnion reader. Prepare for the 'phone calls Gordon ?!

I never thought I would really have a scoop article but on page 23 I do !

Thank you for the articles and if any reader is inspired to send a few words and picsplease do.

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 !***

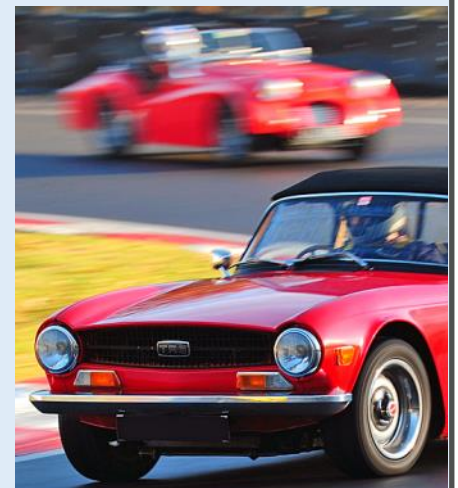
Keep the text small, if possible: TAHOMA, font size 12

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.



LVG Committee 2024

GROUP LEADER : Phil Sanford

T: 07919—037321

E: p.sanford051@btinternet.com

TREASURER : Phil Meldrum

E: phil.meldrum@btinternet.com

EVENTS : Mike Aldridge

E: mikealdridge@virginmedia.com

TRUNNION EDITOR : Chris Glasbey

T: 01223-833700

E: chris.trunnioned@btinternet.com

TECHNICAL ADVICE : David Dawson

T : 07785-502830

E : xd.xp@btinternet.com

ARCHIVIST: Tony Bannard-Smith



Meetings Venue and Small Print

Unless otherwise specified, all group lunchtime meetings are on **third Sunday of month** (from 12 noon) at The Cock Inn, Broom. Plenty of parking space behind the pub. This is a "lunchtime meeting" so food is optional. The kitchen at Ther Cock is very small so it **would be appreciated if those intending to eat could please call: 01767-314411 so that they have an idea of numbers.**

WEB SITES :- TR Register: www.tr-register.co.uk
TR Forum: www.tr-register.co.uk/forums

LVG: www.tr-register.co.uk/group/lea-valley

Facebook: "TR Register Lea Valley Group"
www.facebook.com/leavalleyTR

REMEMBER : All recent Trunnions are available on the website but if you are not already receiving them directly, we may not have your current email address. To keep in touch, update your details : trr.lvg@gmail.com

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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 October ramblings.

Congratulations to Luke & John Searle on completing and being first back on the Round Britain Reliability Run. Unfortunately, I could not be there at the start to see them off from Knebworth Park but was there to see them back on the Sunday evening, along with a few other LVG locals. Pierre did a great job manning the gate to the park so that the weary teams did not have to stop to operate the electric gate. Tim Hunt got back just before 8pm which meant he had completed 22 finishes out of 24 starts, quite some record.

I have a confession to make; I did not do the Isle of Man Festival of motoring topless. Due to the rather inclement weather, I was persuaded by SWMBO to keep the Surrey Top on and in truth I didn't need that much persuading. Despite a very wet start to the Festival it was a very enjoyable time, with fantastic closed road drives, excellent food and entertainment and a packed itinerary, all organised by Scenic Car Tours. You may have seen that there is another one next year, sponsored by the TR Register. If you get the chance to go it is well worth it.

As you know our mid-week monthly meetings have finished for the colder months but it has been suggested we have another "Curry Night" to warm us up a little. Look out for an email asking for you to sign up for this.

The Lancaster Classic Car Show at the NEC is 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. If you book tickets in advance use the club code CCCNOV5176 to get a £4.00 discount per person.

The Adult Panto, Snow White and the Magnificent Seven, will be on at the Market Theatre in Hitchin from late November through to January next year. For those of you who haven't been before, it is a madcap hour of ribald fun and inuendo, a treat not to be missed. We usually round the evening off with a meal at a local restaurant, an email will be circulating shortly to take names as early booking is essential, some performances are already sold out.

You will have seen in the last TRunion that Mike Aldridge is leaving the Committee at the end of the year. Mike has been my indispensable righthand man on the events team and has handled the IT for the Group's website and the new Sheep package. This is a role that can be split between two people if you don't have the time to fully commit to the position (events & IT). Most importantly it is the IT role that needs filling as there needs to be a reasonable time to "show the ropes" to the incoming person. Please give it some serious thought as otherwise our IT will be seriously hampered by my poor skill set.

One last plea, **can you urgently let us have some photos of your car to go in next year's calendar.** We have had a few sent in but we need lots more. We would like to feature as many of your cars as possible in the next calendar and time is running out to get it to the printers.

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

A bit of non-news to start with (if there is ever any news in Mutterings) – our trip across to France in September didn't happen – we decided that Brittany was "a trip too far", as my medication for rheumatoid arthritis was having a drowsy effect on me at the time (I have woken up now). Obviously we had to cancel bookings for ferries and camp sites, and although we didn't get a refund for the ferry, we did receive a booking alteration, which delays our trip until some time next year (our choice of dates) – nice one DFDS!

I know there were folk away on a tour to the Isle of Man, but there was a very low turnout at The Cock for the September meeting – four of us! – Sue & myself and Pierre & Pat Miles – is it something we said or did I forget to change my socks? We were joined after a while by East Area Co-ordinator Roger Hogarth, so naturally we apologised for being the only LVG presence – we had an interesting chat with Roger on many TR topics – but I think he will check on numbers before his next visit!

You may have noticed that yours truly and Mike Mercer-Deadman (ex-LVG, now North London Group) earlier this year were advertising a TR5 bonnet for sale – this was the property of a CACCC member who passed away a couple of years ago. We had no response from the TR Register For Sale web site, and were wondering how to proceed, so we fired off emails to some of the TR specialists in the area. Simon Hebditch at Robsport responded, and I am pleased to report that the bonnet has been sold and delivered to Robsport - Simon will have to decide now whether to keep the bonnet as a spare for his own TR5. (Note: you need a vehicle larger than a Skoda Octavia Estate to transport a TR5 bonnet – a VW campervan does the job – just!). Incidentally Robsport are in the throes of relocating from their premises at Shepreth to Fowlmere, between the A10 and A505 – there is only a sign for a café at the entrance to their new premises currently, so a suggestion to Simon, maybe a nice big Robsport sign is needed? (guess who managed to overshoot the entrance).

On the topic of TR specialists and parts suppliers, Rimmers and Moss are now under the same umbrella, as are Jaguar specialists SNG Barratt, all part of the Radical Equity Partners organisation, based in New York, Trumpland. I trust that this will not mean that TR parts suffer a price hike under some future decree from Donald.

It may still be months away. but discussions have commenced already regarding the 2026 CACCC Tibbles Tour. A willing volunteer, Bob Rall, has stepped forward to take over the organisation of the traditional one-day tour from John Tarbox and myself. As I have recently received a new road atlas (you could see daylight through the pages of the old one), I am going to assist Bob in planning the route – but as 99% of the planning can be done from my armchair with map and Google Earth on the laptop, I might



just cope – in fact the route is on the map already. Bob will be responsible for all other aspects, including dealing with entries, liaising with the venues on the route, checking the route and mileages before the tour, etc. Details to be announced in due course, but Sunday June 28th is the planned date, with the tour starting from Knebworth Golf Club.

As far as “stay away” CACCC tours are concerned, discussions are in progress also regarding a possible Springing Up Tour in April 2026. However, this will be run on a more informal basis than previously - so there will be no official tour route, instead suggestions to “do your own thing” for trips out, etc. – again more details if/when the idea goes ahead. After nearly 30 years of CACCC events, it would be good to keep the club ticking over with less organising effort required. Incidentally for those new to these Mutterings, CACCC stands for Carpenters Arms Classic Car Club, based in Harpenden at guess where – the Carpenters Arms. We did our first CACCC tour back in 2002, then a few years later I became involved with planning tour routes – still at it!

On the F1 front, Mad Max had a fairly comfortable win at Monza, with Norris and Piastri in the McLarens in 2nd and 3rd places – though with a bit of controversy in the McLaren team, as Piastri was asked to give up his second place after Norris had a slow pit stop – sometimes I think we could do without pit stops in F1. In Azerbaijan a couple of weeks later, the qualifying session turned out to be a bit of a shambles, having to be red-flagged six times after cars slid off into the barriers (this is a street circuit). In the race, Mad Max took his second win on the trot, after the McLarens both had problems, with Piastri crashing out on the first lap, and Norris qualifying seventh and finishing seventh. The question being asked now is whether Verstappen can challenge for the drivers’ championship, with seven races still to go at the time of writing, although the McLaren boys are still well out in front.

The other piece of F1 news recently was the announcement that Christian Horner, sacked as principal of the Red Bull team in the summer, has formally left the team with at least a £52 million pay-off – nice. Rumours are starting now regarding which other F1 outfit may approach Horner for 2026, bearing in mind that Audi will have taken over the Sauber team, and Cadillac are entering F1 next year – maybe they should ask him to work for nothing.

Finally, the deadline for this issue of TRunnion coincides with the Club Triumph RBRR event. I planned to see Team 33 (Tim Hunt / Mike Hockaday) and Team 77 (Luke & John Searle) set off from Knebworth on their 2000 mile / 48 hour little jaunt around the UK – however plans change, and we will have been in Somerset that weekend – might even have seen some RBRR cars heading back to Knebworth on the Sunday. At the time of writing the weather forecast (especially for Scotland) is not good – anyway hope all went and that both cars completed the run without problems (donation sent via the Parkinsons UK site).



Pete .



Jim Clark Motorsport Museum ...

Pat and I were on holiday in Northumberland but within reach of the Scottish border and in particular Duns, near to where Jim Clark lived and the place to visit in tribute to the greatest racing driver.

Fangio said that Jim Clark was the greatest racing driver whilst Jackie Stewart says that Fangio was greatest and Clark second.

The winner of so many trophies, from his local club racing days in the early 1950's and on to F1 up to his sad death in 1968. It is hard to believe his crash was due to driver error but the cause is unknown.

One moment I noted from a video of his time with Lotus was that so many drivers, including Graeme Hill, complained about the faults and frailty of the Lotus F1 cars but Jim Clark had sympathy for the car and would be able to win a race without breaking it. Maybe it was a later period but I also remember Colin Chapman saying of his later Lotus F1 cars that they were designed to last the race and may break after they crossed the finishing line !

Chris.



TRIBUTES

The original Jim Clark Memorial Room opened in 1969 and has welcomed over 300,000 visitors to the historic market town of Duns in the Scottish Border to celebrate the life of Jim Clark. At the heart of the old museum and now at the centre of the modern Jim Clark Motorsport Museum is over 100 trophies gifted by Jim's parents James and Helen Clark for public display following the tragic death of their son.

The guest book includes famous Formula 1, motorsport stars and visitors paying their respects and tributes from around the world: UK, Europe, USA, Australia, New Zealand, Japan and from far and wide.

In 2018 all 20 Formula 1 racing drivers including World Champions **Lewis Hamilton**, **Sebastian Vettel** and **Kimi Räikkönen** signed the rear tailgate of a special edition Jim Clark Lotus Evora GT410 Sport at the Monaco Grand Prix to help raise funds for the Trust and Museum.



The man with natural ability uses finer limits than the man who has none. It is like a born artist being able to place paint on a canvas and make it a picture, whereas the majority of us would only make a mess. For I consider motor racing an art.

Jim Clark OBE







Isle of Man Tour ...with Scenic Car Tours (goes Topless)

Alison Payne

On Wednesday 17th September 2025 a small group of us met up for our long awaited Scenic Car Tours Trip to the Isle of Man Festival of Motoring. Our group comprised Phil Sanford, Sharon Korek, Barbara and Tony Bannard - Smith, and Roger and Alison Payne. Mike and Simon Boast had gone on ahead and by all accounts endured a much rougher crossing than we had. Our crossing was from Heysham so some of us had an overnight stop near Wigan, while Tony and Barbara stayed at their son's house. The cars were holding up well, with this being the longest journey Roger's TR7 had ever done.

After a crossing which was delayed for a couple of hours we arrived on the Isle of Man just as it was getting dark, but luckily our hotel was only a five minute drive from the hotel. Other cars had broken down getting off the ferry but not our trusty TRs, or the very many Figaros that were on board. We met up with Mike and Simon for dinner and went to bed anticipating an exciting but wet day tomorrow. Mike and Simon had taken part in the Fun Run on Thursday, which is a guided drive exploring some of the island's lesser known but spectacular roads. They gave us some good tips for our free day which would be Monday.

Our Friday schedule was to do the SLOC Mountain Run followed by a visit to the Museum of Transport at Jurby. It was, as predicted, very wet as we made our way to the waiting area but cleared up enough for the more optimistic among us to "go topless" as per the theme of the event. We were given two runs each of this closed road section. The boys very much enjoyed this exhilarating run (albeit in stinging rain). For the second run Barbara drove while myself and Tony swapped, putting Barbara and me in the TR3 and Roger and Tony in the TR7. This was my first time sitting in a TR3 and it was very interesting to note the differences between these two cars: notably the space inside, the lack of protection from the elements at the side and the interesting position of the handbrake!

After the two runs we headed off to Jurby for the museum, the price of which was included in our tour. Roger seemed to have fallen into the role of lead driver but the four car convoy started thinking independently (almost never a good idea in these situations) and we lost them all. WhatsApp was our



friend, enabling us to communicate, and we eventually all found each other at the museum, except for Mike and Simon in their TR6. Their car had conked out with what was at first diagnosed to be a fuel pump problem. Unfortunately that was the last we saw of them until dinner time as they had to be rescued back to the hotel. The Scenic Car Tours team were abreast of events and we were confident they were being looked after, so those remaining concentrated on enjoying themselves at the museum and in the very hospitable cafe. Highlights were the Lotus Carlton and investigating the moulds for the Peel Engineering Minis. While on this part of the island we saw a couple of kangaroo warning signs so I looked it up. Apparently the IOM has the only wild population of wallabies in the northern hemisphere. Who knew?



First thing on Saturday all the men in the party had an impromptu pre breakfast meeting under the bonnet of the poorly TR6. The team conclusion was that it was an electrical connection issue which they could trace and solve, given time. At 10.00am we were due on the seafront, where all the cars were being displayed so Phil, Sharon, Barbara and myself took the remaining cars down. This was a very rare drive of the TR7 on my part but I just had to put on my big girl pants and do it. Mind you, I couldn't get the key out of the ignition - clearly more practice required. Us girls then had a wander around the shops and cafes of Douglas while Phil walked back to the hotel to assist with getting Mike's TR6 back on the road.



Here's a summary of the under bonnet activity as I know you like to read these things. A wire was pulled directly from the fuel pump to the battery and the car started. The conclusion was that there was a bad connection between the fuse box and the fuel pump in the rear. So a temporary cable was pulled through the car, connecting the fuel pump to the fuse box. They then tried to start the car with no success. After much messing around, measuring of voltages and head scratching a wire was held between the battery and the fuel pump fuse. It started. When this wire was removed the engine continued to run. When they attempted to restart the car without the wire, the car wouldn't start. Re-connecting the temporary wire, the car started. Baffling but it was concluded that as they had a method of getting the car going it would be left like this for the remainder of the trip. As the trip progressed they didn't always need this wire. Perhaps the battery voltage had got low and something dried out.

Eventually the TR6 was able to make it to the promenade. Given what a gloomy and damp day it was, there were a fair few members of the public around. We enjoyed chatting to people who were admiring the cars and Roger exchanged



TR7 knowledge with a guy who has a TR7 and lives on the island.

On Saturday evening we had pre booked the P!e in the Sky experience. We had to drive to a car park then walk a short distance to the Snaefel Mountain Railway for our ride. It was absolutely pouring down so we didn't see much from the tram I'm afraid. We did manage to glimpse the Laxey Wheel which is the largest working water wheel in the world and was used to pump water out of the mines. We arrived at the Victory Cafe (on the TT circuit) for a convivial evening of delicious hand made pie, a few drinks and a sing song, before another drenching as we walked back down to the tram.

The drive back was interesting in the rain for Roger and myself with our rather ancient headlights. Back at the hotel the TR7 had a fight with the kerb but there doesn't seem to be any permanent damage! Tony's dynamo on his TR3 also stopped charging which resulted in him having to bring the battery in for a charge every night until the end of the holiday.

Sunday was scheduled to be the busiest day and also the highlight of the weekend. Imagine our delight to wake up to gorgeous blue skies. After a hearty breakfast we made our way to the TT Grandstand for the police escorted 300 car motorcade across the island. What an experience! We were under strict instructions to stay close to the car in front to prevent tractors, white vans or any other random folk getting in the formation, so we had to bomb along to keep up with the F type Jaguar ahead of us. The police were at all major junctions to stop traffic and enable our smooth passage to Ramsey on the other side of the island and many islanders waved enthusiastically as we drove past. Unfortunately, when we got to Ramsey it was chaos through no fault of the organisers. One of the hydraulic pins on the swing bridge had failed causing traffic mayhem and delays. We were advised to visit a nearby tearoom then return to Ramsey for our allotted slot for the closed road run across the TT mountain section. Again we had lost Mike and Simon who had been lured into a local Costa by the thought of toilets and coffee. We all reconvened on the sea front at 1.00pm for our escorted drive to the start of the run. It turns out we should have been back at 12.30pm for a nice gentle drive with the medium speed cars - instead we were in with the fast and more modern cars. We didn't let that intimidate us and suddenly we were off tearing along the beautiful mountain roads, often on the wrong side, in bright sunshine and under azure skies with views for miles. It was truly exhilarating and probably the highlight of the trip for everyone. The route finished at the



Creg Ny Baa for afternoon tea. This is a pub which is a landmark on the TT course. After this it was a sprint down to the TT Grandstand for a photoshoot before heading back to the hotel for a quick nap before the Gala Dinner. All the fresh air takes it out of you!



The gala dinner was an enjoyable way to end the weekend, with great food, an excellent band and entertaining company. We had some of the Figaro drivers on our table, one of whom worked as an Eric Clapton tribute act. It takes all sorts. I don't think any of our crew massively overdid it, or if they did they disguised it well the next day. Mike and Simon headed off for the ferry before we were up and made it back to MK without further mishap. Those of us who were left went our various ways for the day. Roger and I went down to the far south of the Island and to Laxey Mill while Tony and Barbara managed to have another drive of the TT mountain section which was reportedly still shut! Great work guys! We experienced brake fade on the hilly roads but a pull in to cool down soon corrected the problem. I can laugh about it now but I wasn't very impressed at the time! Phil and Sharon went to experience the Magnetic Hill which is an example of a gravity hill. It's an optical illusion where cars in neutral appear to roll uphill but are actually rolling downhill. I've had it explained to me and seen Sharon's video but I still don't understand it!



We caught the ferry back to the mainland first thing on Tuesday, enjoying an extremely calm crossing thank goodness. We broke our journey in Buxton, which although beautiful we found hard to appreciate as we were all extremely tired and a couple of us had caught a lurgy on the IOM - probably on the steamy tram ride. Still it didn't spoil a fantastic holiday. I think I speak for all those who were on the trip when I say we can thoroughly recommend it. The organisation was excellent, the hotel was comfortable with very amenable staff and reasonable prices, and the scheduled events were largely unique to the Isle of Man. We enjoyed the Island, the company and the experiences. If you get the chance you really must go. Next year has a Best of British theme, so no cheeky Figaros allowed.



Alison.





Another successful Club Triumph Round Britain for my 4A, 3rd-5th October.

Tim Hunt

Having been unable to take part in the 2023 RBRR I was determined to return this year and resume my long association with the event with my twenty-fourth start in the 4A since 1974.

I duly enlisted my long term co-driver of sixteen previous Runs, Mike Hockaday of Marston Moretaine, and put our entry in within 30 minutes of the event going live back in February, securing Entry #33. The organisers set an entry cap at 125 cars, however the pace of entries was nothing like as frenetic as for the last few Runs when we were typically oversubscribed within a few hours. This year it wasn't necessary to institute a reserve list and we ended up with an entry list of 90 cars within four weeks. The poorer response was no doubt due to consolidation of crews, ageing membership and the challenging economic environment.

I had consoled myself that missing the 2023 event, although disappointing, might have been a blessing in disguise, since I missed the biblical rain in the east of Scotland courtesy of Storm Babet. Ironically this year the Run coincided with Storm Amy and the challenges were gale force winds and fallen trees rather than route diversions due to flooded roads!

I now live in Barnstaple, a five hundred mile round trip from the Knebworth Park start/finish so travelled up from Devon on the Thursday and stayed in Stevenage on the Thursday and Sunday nights. I picked Mike up late on the Friday morning and we arrived at Knebworth at about 14:30 with ample time to relax before the 18:00 start. There were some thirty cars already parked up, with a 1936 Triumph Southern Cross in pole position. The Belgian crew was back for another attempt at the RBRR in this car, having suffered a failed head gasket in 2018. At Knebworth we experienced intermittent heavy showers, a portent of things to come! After a drivers' briefing we returned to our cars and drove off in order of arrival from 18:00 sharp. In the event 3 cars failed to make the start so 87 actually left. The organisers had set up a WhatsApp Group through which crews could be updated on road conditions etc. We received a message advising us that a fallen tree had partially blocked the A68 just south of Jedburgh and that the Queensferry Crossing over the Forth was closed to high sided vehicles, but still open to cars.

We reached the first control at Wetherby Services early, after an easy run up the A1(M) and A1, delays at the Black Cat Roundabout near St Neots were not as bad as expected. Marshals were under instruction not to sign any road book until their official control opening time. They consequently had a pile of books to work through before we could get the precious signature on ours. On checking the car over I found the only mechanical malady of the weekend, our passenger side Tex 'Wedgelock' wiper arm had failed to lock and was loose on the wheelbox spindle. I removed it and we completed the event courtesy of the driver's side wiper blade and Rain-X. We left Wetherby at 22:00 for the long drive north.

I had done my homework before the Run and noted the most convenient fuel stations with the best prices for Super. We consequently made a short detour at Scotch Corner to fill up at the Shell Station at High Brough Moor.

The advisory route took crews off the A1(M) at J58 onto the A68. We chose to continue on the A1(M) and A1 to J77, where we left on the A696 to re-join the official route (A68) just past Otterburn, soon passing the Scottish border at Carter Bar. Shortly afterwards we passed the remains of the fallen tree near Jedburgh. It was very substantial, with a main trunk about three feet in diameter and I must say the local authority had done a superb job in removing it from the road. Our route took us on to the A720 Edinburgh Ring Road and here we made our first mistake, misinterpreting an overhead sign to mean that the Queensferry Crossing (Forth Road Bridge) was closed, whereas it was actually open, but subject to a 40mph limit. This cost us an extra 20 miles as we diverted over the Kincardine Bridge to reach the next Control, Kinross Services on the M90 about 20 minutes late. We phoned ahead and the marshals kindly waited for us. There were still a few cars behind us.

Our onward route was via the A9 and we detoured at Inverness to a large Tesco to fill up with Momentum at £1.429 per litre. Then it was onwards on the A9 and A99 via Wick, arriving on time at the John o' Groats Seaview Hotel Control and a well-earned breakfast. I drove to the end of the road where a Greek tourist kindly braved the rain to take a picture of Mike and me with the car. I was parked on the level but the wind was so strong I dared not open the bonnet to check the oil level for fear of it being wrenched off its hinges!

We left JoG at 10:40 taking the A836 to Thurso where we filled up at the Gleaner fuel station, one of the few in the far north to offer 98 octane. In view of the heavy rain, strong winds and poor visibility we decided to cut the route short and take the A897 rejoining the A9 at Helmsdale and thence to Inverness.

This time our 'Routemaster' had decided to avoid Glencoe and after Fort William to send us from South Ballachulish on the A828 to Connel and the A85/A82 to Crianlarich and the A84 to the M9 north of Stirling. However, we were destined not to experience the new route on this occasion. A WhatsApp message advised crews that the A82 was closed north of Spean Bridge, due to fallen electrical cables, and the ONLY alternative route was the A9 to the M9 north of Stirling.

For some reason we didn't pick up this message and followed the road book, turning right off the A9 just after crossing the Cromarty Firth. A following crew saw us turn off and correctly reasoned that we hadn't seen the warning message. They very thoughtfully called, just after I had stopped for a fill at the Jet station in Beaulieu. It was only four miles back to the A9 and this crew saved us a huge detour and much lost time. There followed the long drive down the A9/M9/M80 and M73 to the Gartcosh Social Club Control to the East of Glasgow, where we arrived early. A large fallen tree was partially blocking a road approaching the Control, such had been the force of the winds throughout Scotland during the previous day. A good spread had been kindly laid on for us with some delicious meat pies and sausage rolls and Mike and I were pleased to stoke up for the onward journey. We left at 19:00 and made a detour to Sainsbury's in Hamilton to fill up with Super at £1.419 per litre.

Our next Control was at Tebay Services. A far cry from your typical miserable motorway facility, this is a family-owned operation offering delicious freshly cooked food using local ingredients - well worth a visit if in the area. There followed a 130 mile stretch via M6/M56/M53/ A55 and A483 to the Gledrid Services Control, where we arrived at 00:26 Sunday morning. They had something of a captive audience and we filled up with BP Ultimate at £1.619 per litre, the highest price on the Run. There followed one of my favourite parts of the route involving some flowing Welsh A roads, which even the occasional pesky 20mph limits through towns could not spoil. At one point on the A470 between Llangurig and Rhayader we caught the Southern Cross following a string of five other Triumphs and we followed these cars for several miles. Every driver was keeping a sensible distance from the car ahead and excellent progress could be made at 50-60mph with minimal use of the brakes, adjusting speed for bends as necessary using acceleration sense. The RBRR was sanctioned by Motorsport UK by the issue of a Touring Assembly Permit and I am sure that had any MSUK observers been out that night they would have been very happy with what they saw. Indeed, I was pleased with the overall standard of driving I witnessed by crews throughout the weekend. They recognised that they were representing the Club as far as the general public was concerned. The route through central Wales eventually took us to the Monmouth North Services Control, whence we travelled via the A40/A449/M4/M49/M5 and A30 to the Whitehouse Services Control near Okehampton. We then continued on the A30 and near Trewint on Bodmin Moor we saw a green Triumph Stag broken down in lane 1. The police were in attendance and had coned off the stricken car for safety. We learned subsequently that the differential had failed. At Penzance we filled up at Tesco where Momentum was just £1.379 per litre, the keenest price of the whole Run.

After breakfast at Land's End we set off at 10:15 for the Bude Castle Control at long last in sunshine. Our run back to Knebworth Park, via Controls at Gurston Down Hill climb and Popham Airfield, in thankfully dry conditions, was uneventful and we arrived at the finish at 19.54 and were delighted when the Southern Cross rolled in a little later – what an achievement by the intrepid crew, who discovered their soft top was far from watertight and had dealt with several issues on the way round.

We subsequently heard that in addition to the Stag that we knew of there had been eleven other retirements, meaning 75 finishers from 87 starters, a failure rate of 13.8%, not too bad considering the youngest cars on the Run were two forty-two year old Acclaims. I was very pleased to learn that the LVG crew of John and Luke Searle finished the Run in John's 4A.

My car recorded 2,610 miles door to door from Barnstaple at a true overall consumption, allowing for the known odometer error, of 35.1mpg. It didn't miss a beat over the whole four days, despite some appalling weather in the north, developed no rattles or squeaks, and just seems to improve with age, like a fine Bordeaux. I calculated the combined ages of Team 33 at the start of the Run as 152 years and 338 days, surely a record for a two-man team on this gruelling event. However, I felt no more tired after the Run than I had in previous years and, Deo volente, plan to be back in 2027 for another.

As I write, the total raised by crews on the event for Parkinson's UK stands at over £110K including Gift Aid, and is still rising. This means that since a charitable element was first introduced to the RBRR in 1990 Club Triumph will have raised one million pounds for a variety of worthy causes. My grateful thanks to those LVG members who kindly donated to our team's page in support of Parkinson's UK. Many people had difficulties donating through the Wonderful.org platform so I set up a second, post facto team page on JustGiving, a much more user friendly set up. If anyone would like to make a retrospective donation in recognition of Team 33's achievement the link to our page is www.justgiving.com/page/tim-hunt-6

Tim .



*Tim's images of the Club Triumph Round
Britain Reliability Run 2025*



Reliability & Endurance TR4A

John Searle

On Friday, 3rd Oct. Luke & I set off to join the 29th Round Britain Reliability Run (RBRR). This gruelling event is a challenging attempt to drive from London (Knebworth House) to John-O-Groats at the top of Scotland, then down to Land's End at the tip of Cornwall, before returning to the starting point back in 'London' – all this in a nominal '48 hrs'. It is as much an 'Endurance' as a 'Reliability' Run it is almost non-stop (other than the 16 interspersed check points, where you are expected to rest for a minimum 20 mins before setting off on the next stage). There is no strict and exact route you need to take, other than signing in at every checkpoint, within an allotted timeframe – between checkpoints you can pretty much decide your own route, and other than some odd 'touring/sightseeing' options, in most cases the sensible and most direct route is the one they suggested in the roadbook.

So, departing around 6pm Friday evening, we joined the A1 heading north, and within a few miles noticed a distinct vibration starting. Initial thoughts were either drive-shaft or wheel bearing, or possibly balance weights having fallen off one of the rear wheels, as the vibration was most definitely 'drive' related (it would appear at around 40mph and increase in frequency with the speed increased, but at certain speeds (above 60mph) it would completely disappear.

At the first check point at Wetherby services in West Yorkshire we wondered if we should drop out and head back, as 'only' 160 miles from home (with over 1,800 to go!) but took the view that having by now found we could find sweet spots where vibration negligible and not labour in the heavy vibration zones, we could see how far we could go (by then, wherever recovery might be needed from, it would still be a long winded affair, so why not try to get something out of it).

The next stages – first to Edinburgh, then to Inverness, and onto John-O-Groats were fine as all through the night, and with no traffic (very little either way – most people had heeded the amber weather warnings and stayed in and away from the storm that was going on at the time).

This I should say wasn't as bad as it could have been, but we were being buffeted about and many trees had fallen – mostly alongside the roads, but some with branches – small to medium – across the roadway. Most that had fallen were perhaps already dead as the bits we couldn't avoid were generally brittle and snapped or crunched as we went over them, but un-nerving to say the least, especially as we were trying to maintain our magic vibration free 60mph. One whole tree had fallen across the road with next to no



time to avoid as just after a slight bend, Luke swerved around it but only just and enough to unsettle us both.

Following a breakfast stop at a windswept hotel on the seafront at John-O- Groats we headed back on a route that would take us south-west past Loch Ness to the next checkpoint outside Glasgow. However, reports came in of road closures due to fallen trees and power lines near Fort William that resulted in an about turn for everyone and diversion back through Inverness and down to Stirling via the A9.

The next section(s) – all the way down and out of Scotland, Cumbria, Lancashire and into North Wales I have to say I was unaware of, having finally been able to get some sleep (from waking at 6:30am Friday morning until 4-5pm Saturday afternoon I hadn't been able to sleep at all, and was feeling rather zombified) but Luke – being young, keen and happy – kept on going and when he finally stopped at the services just after Wrexham at around 1am I was – if not feeling fully refreshed – was at least awake and feeling human again.

I then drove the section down the spine of Wales, A roads through Oswestry, Welshpool, the Black Mountains to Abergavenny and the next stop at Monmouth services. Aside from being dark (night driving tends to be) so not able to enjoy the scenery, only complaint was the awful 20mph zones in every tiny town/village/hamlet/odd house that has spoilt Wales at this time. In the middle of the night, having to keep slowing down every couple of miles to drive through deserted streets at little more than jogging speed was a bit demoralising, and I pity the people who have to live under this current arrangement.

Once back into civilisation progress was better, a checkpoint at Okehampton was the last one before arriving at Land's End at around 7am, where another good breakfast had been laid on and people could rest before moving onto the third leg back. Even 30 mins after leaving we were passing cars still heading towards Land's End, giving an idea of how we had become spread out.

The later stops included a scenic break at Bude Castle on the north Cornwall coast, along with another checkpoint at a Hill-Climb venue at Gurston Down, just outside Salisbury. The final checkpoint (Popham Airfield was the last of the 'nice roads' before we then had the last section up the M3, M25 and A1 back to Knebworth; - an unpleasant journey even in modern cars, without the permanent traffic it always has.

We arrived back at Knebworth at 7pm, to be warmly met by Phil, Nick, Rocco and Louis (Luke's co-driver from two years ago). The 48hrs of driving, attempts to rest/sleep, constant vibration and worry whether we would make it back had taken its toll and I was there in body only, but glad to have done it and got home again.

The new UJs have arrived and I will be changing those when I get time, but pleased to say they did not totally give out over the



2000mile trip. (maybe some comfort for others who have similar issues in the future?).

I wouldn't do it again – I am too old and weary for this nowadays, but glad I did it with Luke as it will always be something we can look back on, smile and share the odd memories about. It is a hard gruelling challenge, and we had the following stats sent through -

90 cars on the entry list, 3 failed to make the start; 12 retirements through the stages, 75 finishers.

The organisers had sent a message of 'condolences to those that failed' – which I thought harsh, as in my view there were no failures – simply unsung heroes whose valiant attempts suffered mechanical mishap – and aside from not getting any elation at having made it back to both the finishing point (and then quickly home), probably had a longer, more uncomfortable time waiting for the roadside assistance, followed by another wait for a breakdown/recovery truck, and then a further journey to arrive home without any fanfare or celebratory acknowledgement of their efforts.



John.



For Sale

FOR SALE 1964 TRIUMPH TR4

Build Date: 25/01/1964, Comm. No: CT29527-L Shipped to Standard Triumph New York via Baltimore on or about 29/01/1964 "American Clipper" from Liverpool which I researched at Gaydon. Repatriated and registered UK: 20/09/1999

Mileage 2003 (when I bought the car): 65,263. Current mileage: 74,750 is believed to be correct.

The car is original, unrestored. The engine and drive train are largely original. I believe that TRGB overhauled the rear axle before they put it up for sale. Although some mechanical parts have been replaced over time, the bodywork and chrome work are largely original. I have made only a few upgrades – copper brake pipes, an alternator and stainless steel (4 branch) exhaust. I also had fitted a tow bar to tow a trailer tent. Under my ownership the car has always been garaged with DSUO. Undersealed from new, which I have resealed annually where necessary, including the chassis. Bodywork and chassis are in good condition. Oil pressure 50/60psi, gearbox and clutch working ok, as are the instruments.

After buying the car from TRGB in 2003. I managed to contact the chap who owned the car in the USA in 1993 and he provided me with quite a lot of information. Apparently, he bought it from a garage in N. Carolina (\$3,300!). The garage told him that they had purchased it from a woman who had it stored in a barn-type garage for several years - I suspect the original owner. He believed the mileage is accurate (c44,000 at the time he bought it). He had a fair amount of largely mechanical work done for



which there are invoices in the file, which I have maintained and which indicates that the car was laid up by the previous owner. He sold the car on in 1995 for \$3,000 to an expatriate Brit in the USA who saw an opportunity to make money by converting USA TRs to RH drive and repatriating them to his father in Cheshire who then sold the vehicles. The car was resprayed at this time (the same colour Signal Red) and a wooden dashboard fitted (which despite the attached photo is unmarked). Following the car's return to the UK in 1999, it had one further owner, before it was, I believe, sold to TR Bitz who on-sold it to TRGB.

Reason for sale: my age now and not being able to use the car as much as I would wish. I have been a member of LVG for 22 years and would prefer to sell the vehicle to a Register member. Price: **£8,000** based on some relatively minor restoration work needed.

Contact tel: 07855 194431

Gordon Staple



Gordon.

Scoop ...



Standard water pump

I wrongly assumed that the pool of water on the garage floor had come from the engine, indicating the head gasket was in need of replacement.

The TR3A was duly winched out of the garage and on to a low loader to be taken to my local specialist garage "Revivals"

They revived itthe result being a new water pump purchased from Moss.

This gets the TR back on the road but is not the end of the story.

So much of my TR has been modified since 1988 when "Racetrations" rebuilt the engine (which I remember included chrome moly pushrods).

Improving the flow of water came later . The photo below shows my uprated water pump which has lasted 23 years before leakingthat's not bad!

"Racetrations" will now restore it for me and I will then swap them over and the standard pump can be a spare for another time (likely to be given to the next caretaker of my TR)

This, linked with thin belt conversion and electric fan keeps the TR cooler on those much-too-hot summer days in traffic.

Pat once remarked she was pleased to be a member of the Ken Lowe fan club.

Improve the flow . I recommend it.

Chris.



Fine photos for Calendar 2026



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

VERY LAST CALL..... do it TODAY !



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**



Dodgy Lamp Holder - a recap....

Pierre Milles

You may remember that in the previous Trunnion, I described a trip to Flamborough and having to fix a faulty lamp holder. I referred to a photograph or two to make clear the nature of the fault and how to fix it, and then forgot to provide the photos!

These few words AND photos should rectify my error. In essence the fault lies at the place arrowed in the view of the top of the holder. The photo of the side of the holder shows the same piece of copper to which a wire can be soldered. Best not use a high power soldering iron: my 25W iron was more than sufficient.



Pierre.



FREE



To any LVG member

TR6 wheel centres

Contact Phil ...who will put you in touch with the giver

E: trr.lvg@gmail.com

Mike no longer wants to be it anymore, because he has been doing it for 8 years and needs a restso maybe this is where YOU could step in to help? How easy can it be, this IT? Think about it and call Phil or Mike. OK that's it for now.

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



Hi Pete,

Talking F1I will be remembering Jim Clark in this issue. We were on hols in Northumberland but crossed the border to Duns and a visit to the Jim Clark Motorsport Museum. A great tribute to the finest and fastest driver.

Chris.

Jim Clark - Sue and I were at Brands Hatch at the BOAC 500 sports car race, where originally Clark was booked to drive the new Ford prototype, but Colin Chapman asked him to go to the F2 race at Hockenheim instead. About half way through the race at Brands, the mood in the crowd suddenly changednews had come through that Clark had been killed. I don't think motor racing was ever quite the same after that - very spooky.

A year later when taking up Autocross racing, we equipped our 1300 Anglia with a Springalex steering wheel. Peter Springall was a friend of my sister, and he supplied Team Lotus with their steering wheels - so I can say I have used the same type of wheel as Jim Clark but unfortunately not with the same degree of success ! A few years ago we visited Duns museum - I think it has been extended a lot since then.

Pete Muncer