



The TRunnion

Broadcasting to Lea Valley Group & the TR world

We are the TR Register

202405 MAY



Be here on 8 September for ALL Triumph day



We are still the ...

TR Register



TReditorial...

A certain TR3A seems to feature much in this issue... but we have been touring a fair amount this month and hope you have also been putting a few miles on your TR.

Thank you for the emails and feedback. All communications welcome, even if it's just a few words and a photo.

A lot of hot air recently about the name **TR Register**. I am for keeping it and I am sure most of you are alsojust adding a few words either side to promote further.

Now another plug for the **ALL Triumph Day at Shuttleworth on 8 September.**

Do you read TRunnion in one session or do you go back to read in bites as you may in a paper magazine? Just a thought. Happy motoring.

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Chris.



* as below ...now **TAHOMA**, size 11

DEADLINE DATE ... for articles & photos for next issue is THURSDAY 6 JUNE

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*Please send any TRunnion articles direct to the Editor
as a **WORD doc attachment!***

Keep the text small, if possible: **TAHOMA**, font size 11

PHOTOS : JPEGs of finest quality ...if possible ... please.

EMAIL direct to: chris.trunnioned@btinternet.com

Please keep Text & Photos separate.

My Publisher does not like it if pics are added to a Word doc.



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Meetings Venue and Small Print

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

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

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

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

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

Disclaimer The TR Register wishes to state that, whilst we are pleased to assist our readers/members by providing technical information, this is given on the strict understanding that no legal liability of any sort is accepted in respect thereof by the club, company or its servants. Neither the club nor its technical advisors can be held responsible for the consequences resulting from the advice given. Any products recommended are used at the owners own risk and are not endorsed by the club.

Welcome to the home of LVG ...the Cock Inn, Broom. Book your lunch!

Check our LVG WEBSITE for all you need to know

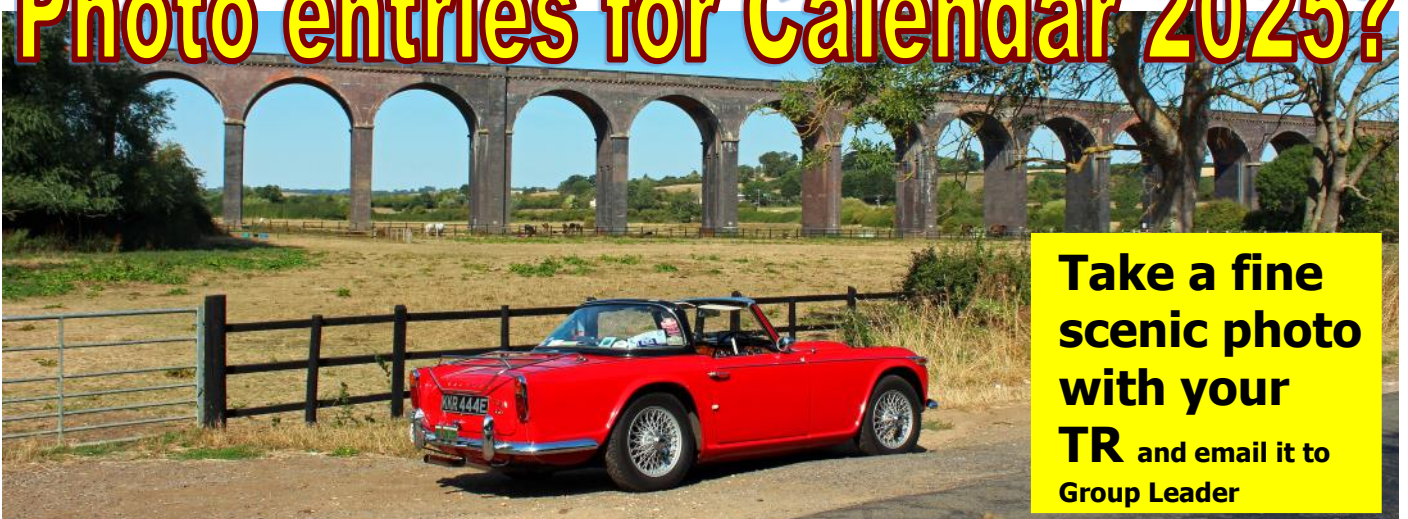
About, Gallery, Social Scene, Events, Newsletter and Local Happenings !

Click NOW for LVG updates

Just click below to keep yourself updated :-

<https://www.tr-register.co.uk/group/lea-valley>

Photo entries for Calendar 2025?



Take a fine scenic photo with your TR and email it to Group Leader



Group Leaders' Report □□□ Phil Sanford

Our second mid-week evening meeting of 2024 was at the Raven in Hexton, suggestions of where you would like us to meet during the summer would be much appreciated. The July venue will be the Walled Garden at Luton Hoo but we need a venue for June, time to get your thinking caps on.

Our Drive It Day run to Long Melford on the 21st April was a great success with 14 TRs (and 1 Skoda) turning out for the drive to Melford Hall. Graham Teeson planned a great route through some lovely country roads. We joined up with the NLG at the halfway point and on reaching Long Melford we filled up the Hall car park. Many of our cars sported the DID rally plate, helping to swell the NSPCC Childline coffers. Any suggestions where we can go next year, it's never too early to start planning?

The new **All Triumph Day** to be held at Shuttleworth on Sunday the 8th September is doing well with just over 90 cars registered so far. Sadly, the LVG is lagging behind in registering an interest, with only 9 members getting their names down. Come on, get in touch and make this a show to remember, we can't let the Essex Group outnumber us, can we? With entry at £10.00 which covers the driver and all passengers it is tremendous value. Come on send us an email to trr.lvg@gmail.com to say you are coming. It is expected that there will be well over 100 Triumphs attending with possibly 200 of all models on show, it will truly be an inter-club event.

How many of you are attending the Inter Club International Weekend at Malvern? As you know several of us are staying at the Abbey Hotel where we plan to organise an evening meal on the Friday and Saturday as it might well be difficult to book restaurants due to the number of people attending the event. If you are not staying at the Abbey, you can still join us so please get in touch sooner rather than later to make sure we can book enough in. Email on trr.lvg@gmail.com or contact me on 07919 037321. You don't have to eat both nights, just do what suits you.

The 8th June is the annual Letchworth GCCVCC Transport Picnic at Halls Green, Weston, a really good event with live music and refreshments, good value at £5.00 per car and all occupants. If you think you are going let us know and we can park en masse and show the flag. Lend Us A Tenor, our Shine & Show band will be playing, that is reason enough to go!

Don't forget to check out our updated events calendar on our website at <https://www.tr-register.co.uk/group/lea-valley/social-report/2023/03/2238/LVG-Events-Calendar>

Phil



May Events update

Well folks, we still have lots of room to accommodate LVG members at our **All Triumph Day** on Sunday 8th September. Hopefully you have all got the date in your diaries and we will see a rush of members booking, when we call for payment in July (just £10 per car). Registering your interest now, helps us gauge the size of what we are planning and with over 90 non LVG members already responded, we know this will be a worthy successor to Shine & Show.

We continue to meet at The Cock PH every 3rd Sunday and will have a mid week evening meet up on the first Wednesday of each month through the Summer.

Classic car events will now come thick and fast and although we won't necessarily be out every weekend, it would be great to see some members giving their car a run.

If you go out, send us your photos (of the car obviously📷) and show us what you get up to.

At least 4 cars will be attending Shuttleworth on Sunday 26th May for their D-Day Weekend. If you want to join us, buy your tickets direct and let us know, so we can all arrange to arrive together and park as a Group.

We will also have a few cars going to Halls Green Picnic on Saturday 8th June. Again, let us know if you plan to go.

See our website for all our promoted events (keep looking as more is added every week) and just remember, some need pre booking.

<https://www.tr-register.co.uk/group/lea-valley/social-report/2024/02/2238/LVG-Events-Calendar>

A taster of things on the list, includes :-

19th May – Sunday Club Meeting @ The Cock

26th May – Shuttleworth D-Day weekend

5th June – Midweek pub meet – venue tba.

8th June – Halls Green Picnic.

Phil & Mike

LVG Events



Whats On see LVG website

May

Sun 19th - Sunday Lunchtime Meeting - Cock at Broom at 12 Noon

Sat 25th - Sun 26th - Shuttleworth D-Day Weekend. Some members attending Sunday. <https://www.shuttleworth.org/p...>



June

Sat 1st - Sun 2nd - Shuttleworth Military weekend.

Wed 5th - Midweek Pub Meeting. Venue TBA

Sat 8th - Halls Green Classic Car Show. Letchworth Car Club.

Sun 9th - Luton Festival of Transport

Sun 16th - Sunday Lunchtime Meeting - Cock at Broom at 12 Noon

Sun 23rd - One Day Tibbles Tour with CACC. See Pete Muncer for details.

Sun 23rd - Standard Triumph Picnic. Walton Hall Hotel, Warwick, CV35 9HG

***Fri 28th - Sun 30th - Inter-club International Weekend. Malvern Showground. LVG are going and some are staying the whole weekend at The Abbey Hotel.**

July

Wed 3rd - Classic in the Walled Garden, Luton Hoo. 4pm to 9pm

Sat 6th - Rev up & Rock up, Gilkes Garage Cafe, Warwickshire, CV35 0JZ <https://m.facebook.com/story.p...;id=100046110942327>

Sat 20th - Shuttleworth Summer Evening airshow

Sun 21st - Sunday Lunchtime Meeting - Cock at Broom at 12 Noon

Wed 24th - Classics on the Common, Harpenden

Wed 31st - Pirton Car Show. A good few LVG cars attend this one.

**See actual
website to
click on the
LINKS. OK!**



The Mutterings of Muncer

Pete Muncer



I'll start this month by responding to some points raised in last month's TRunnion – firstly, what do we call ourselves, TR Register or TR Car Club? I belong to the "if it ain't broke, don't fix it" brigade – we have been known as the TR Register for over 50 years now, so why change? There was plenty of discussion and divided opinion on the subject in the latest TR Action

It is rather worrying when our esteemed Editor digs into the archives, and produces evidence to show that I have been Muttering or otherwise pontificating for 30 years to the LVG community – maybe I should consider writing my memoirs. Back in the day we were still printing and mailing out a hard copy version of the Newsletter (as it was known pre-TRunnion) – at least that is one job that Chris does not have to do, thanks to the internet.

The pic of our Editor tackling a hill climb in his TR, reminded me that over the years we have been up several hills – Prescott, Shelsley Walsh, Loton Park, Wiscombe Park, Gurston Down (see pic). These were all venues visited on tours, so not in competition, but you can't resist having a bit of a go, can you? This month's competition - exactly how many logos and stickers were on Mr. Glasbey's TR?

Our first tour of the year, the CACCC Springing Up Tour in April, was based at the Ufford Park Hotel, near Woodbridge in Suffolk, with 17 cars attending – see pics of some of the cars. You will note that we have one or two modern classics in the entry – the silver Aston even had a number plate bearing my initials (what a cheek).



The first evening after arrival was spent in the nearby Ufford Crown pub and restaurant, and most folks managed the 0.6 miles walk without resorting to Tulip diagrams. The tour itself was on Friday April 12th, with a 120-mile route via Snape Maltings, Aldeburgh, Southwold, St. Peter's Brewery, Bressingham, and Framlingham. One of my very early efforts as route planner for Tibbles Tour, was for a route of over 200 miles in a day, which folks found a bit too much, so our tours nowadays are usually in the 120-130 mile range – however, by the time you added in the drive to Suffolk and back, we covered over 320 miles. After the deluges and gales which hit various parts of the U.K. earlier in the week, we were delighted to have three days of warm sunny weather and gentle breezes in Suffolk – tops down of course – some of us even received a mild touch of sunburn. The hotel looked after us well with an excellent post-tour dinner, and my TR ran without fault over the three days – a good start to the touring season.

The Goodwood Members Meeting was taking place while we were in Suffolk, and the JB Sports team (who fettle my 4A when required) were in attendance at the circuit. However, one of the cars they were looking after for the weekend is a bit quicker than a TR – a 1963 Cooper Monaco "King Cobra" with a 4.7 litre Ford V8 located just behind the driver Billy Bellinger (see pic). I have seen this car in its' undressed state, and the tubular chassis never looks robust enough to me to deal with something approaching 400 bhp (the cockpit roll bar looks sturdier than the chassis). Apparently Coopers of this era were known for the chassis flexing under power – Stirling Moss reckoned that this could be used to advantage by allowing the inside front wheel to lift over kerbs, especially on street circuits. Billy's car was one the oldest in the Surtees Trophy race, but he still qualified 4th, and was in the bunch of cars dicing for the lead, when someone got a bit over-enthusiastic and nudged him wide at St. Mary's corner – leading to a spin and an excursion through the Goodwood pastures (all caught on the highlights video), finally finishing 7th. The other car in JB's care, the Morgan SLR (see pic), had an element of TR, as under the bonnet is a TR 4-cylinder motor, but with rather more power than your average road going engine.

Having watched the Goodwood highlights on ITV4, the telly was left on to view the second round of the British Rally Championship, the Severn Valley Stages Rally, and a number of points caught my attention. Firstly, the stages used in mid-Wales included some that Tim Stevens and I traversed in a variety of vehicles back in the 70's and 80's – Hafren, Myherin, Sweet Lamb, etc. Most surprisingly, finishing in 8th place was a Skoda Fabia, driven by Verstappen - not Mad Max but his father Jos, making his first rally appearance in the U.K. – a bit of a change from following the F1 circus around. In the Historic class, a TR7V8 driven by former British champion Mark Higgins finished 3rd.

Someone clearly has been inspired by Graham Teeson's round-Britain expedition last year. At the time of writing, a gentleman from Northampton should have completed a slightly less ambitious trip of 10 days, starting from the east coast of England, Ness Point in Suffolk, to the westernmost point of Ireland, Dunmore Head in County Kerry. However, this trip has its' own challenges – the plan was to use B-roads only (is that possible?), with the aid only of a compass (no maps) – you might think that was challenge enough, until you learn the vehicle used - a Citroen 2CV no less. Those with O-level in Geography will have realised that a ferry crossing will be required also. This is all in aid of the Motor Neurone Disease Association, so good luck to Matthew Hollis – apparently Matthew has completed a Lands End to John O'Groats trip in the 2VC already – donations to the charity will be well deserved.

I see from an advert in Classic & Sportscar mag., that 927 HP. one of the 1960 Le Mans TRS cars, is for sale – wonder how much that will fetch? I have no idea what price my 4A could be sold for – I have it insured with the TRR A-Plan scheme for £18,000 – as I have no intention of selling (not for many years yet I hope), it's all a bit hypothetical anyway. My car has been modified from original over the years – uprated springs and shockers (telescopic at the rear), thin belt and alternator conversion, Mini-lite-style wheels, fast road cam, stainless steel exhaust, LED lights, electronic ignition, etc. All these modifications could be removed and the car put back to original spec. if a prospective new owner so desired – but I imagine very few TR's are in completely original spec. still?

The next tour on the horizon for me is the CACCC Tibbles Tour on June 23rd – the route is on the map, so it will soon be time to drive around the route to check



mileages etc. I have said before that Tibbles is a difficult tour to plan in some ways – inevitably starting and finishing in the same local area means certain roads become very familiar. This year therefore, we have moved to a new start location at Stanbridge, between Hockcliffe and Leighton Buzzard – a few more miles for folks to drive for breakfast, but now we can use some different roads – at least, ones we have not used for a few years, as the first section ends at a venue we last visited in 2008. Initial route planning is under way for the Falling Down Tour in September, with some venues we visited over 10 years ago - hopefully nobody will remember!



Pete .



At Gurston Down Hillclimb



Morgan SLRwith TR engine



After all the wet weather, it was great to have the prospect of a completely dry and fine day for our first navigational tour of the year. 3 LVG cars took partTR3A's Paul Richardson and Phil Titchner at number 5, Chris and I at 6 and the TR250 of Tim and Jenny Somervell at number 10. The entry list of 52 cars included E-type jaguar, Mini Cooper, Porsche 911, etc. It was good to see Mike & Phil, who came to Shuttleworth to see us off.

In no particular order, we set off on the first leg via Southill Park and Old Warden to pass the Cardington Hangers, to reach the villages of Cople and Willington, before crossing over the Great Ouse via the Great Barford Bridge and arrive at Thurleigh. We continue past the Bedford Autodrome (which hosts track days) to arrive at the wonderfully named "Giddy Goat Café" at Riseley (something to do with Ethiopian goats and coffee drinking??)

We cross the ford at Upper Dean (there was an alternative route given so we were expecting a raging torrent) but as Paul said "I have driven through larger puddles than this"!

Through Kimbolton, then Great Staughton to recross the A421 and then recross the Great Ouse via the Great Barford Bridgethis time having the added attraction of a helicopter flying within feet of us to land on the field by the river. A few miles to go via Northill to arrive back at Shuttleworth to make use of entrance tickets to look around the Collection and Gardens.

We had an interesting quiz to complete on the journey. We had to find 5 letter boards, each with the letter of a British car manufacturerthen work out the anagram of another manufacturer from these letters. We got all the letters



although used the A for Alvis, not Austin ...and hence came a bit stuck on the anagram which was Alvis !

Just an additional note for anybody who navigates in an open top, noisy car ...I have (with the help of my speech therapist) found the answer. After my thyroid surgery last year damaged a nerve, I found it a real strain to communicate route instructions that Chris could hear. I now have a "voice enhancer"! It's small, lightweight, with a comfortable head set and microphone and audio box. At only £30.00 it's done the trick. My Brownies think it's really cool as well.

A great shakedown start to the season. Lots more trickier and longer events to come.



Pat.



Drive it to Melford Hall



Drive it Day 21 April 2024

Pat Glasbey

On a cold, cloudy and very windy morning, 14 TR's and one 'day car' assembled at McDonalds, Roystonmost of them were displaying the DID rally plates, supporting Childline. We were all set to begin the 39.12 mile run to Long Melford Hall.

A lovely route from Hertfordshire to Cambridgeshire, to Essex and to Suffolk followed, going to Royston, Barley, Great Chishill, Saffron Walden to Swards End Village Hall car park ...to join up with 11 North London Group TRs. They took one look at us and immediately left !?

A large children's event was taking place in the village hall ...so not sure what they made of a stream of adults entering the hall to use the facilities.

We continued on via Steeple Bumpstead and Clare (no comment re the sheep following each other the wrong waybut not us.) This meant that we had the road to ourselves for the last few miles via Cavendish to Long Melford.



The NLG people had already disappeared, so no idea what they did.

A group of us LVG's had a very convivial and cold picnic lunch and then went on a tour of the house, to learn about the connection to Beatrix Potter.

9 of the LVG group headed off to "The Crown" for a pub meal at 3.30pm. They must have enjoyed themselves as they stayed for 3 hours !

We had a pleasant chat and goodbye to the sole NLG member still in the car park ...and then set off home after having had a lovely day.

Thank you to Graham for the route and Phil for the organisation.

Pat.





Poppylands

Pierre & Pat



Pierre Miles

PJM away for the 2024 Drive-It-Day (Weekend)

The 2024 DID coincided with a weekend that we had previously planned to spend at the Warner Holiday Village at Corton, on the Suffolk coast midway between Yarmouth and Lowestoft . This Warner site has the attraction of being right on the N Sea coast, with unimpeded views of the North Sea from our ‘chalet’ – perfect accommodation for two, with our own parking space outside of the front door.

This particular weekend began on the Friday with a drive from home using the A505, and A11 to get to the A14 and Bury St Edmunds, before using the A143 to Corton. Our plan was to call in on Wyken Vineyards for a tea and comfort stop. However this didn’t work out as their tea room was closed so we moved on, now feeling in even more need of a pause in the journey. Ten minutes later we saw a large teapot sign, something akin to a mirage given the circumstances. So it was with ‘great relief’ that we called in at the tea shop/stores at Wortham about 3miles from Diss for a most excellent early lunch, before the final hour to Corton .

Our weekend itinerary included a visit to the Norfolk and Suffolk Aviation Museum at Flixton and also to the Poppylands café /restaurant at Horsey, themed on the era of the 1940’s and on the Dad’s Army TV programme.

Saturday dawns bright and breezy for the Flixton trip. This aviation museum is not big, has no airfield but lots



of static display aircraft and bits of WW2 aircraft and memorabilia recovered from crash sites. I was a little surprised to spot some items relating to my RAF days, parts of the Green Satin navigation Doppler radar and the H2S surveillance radar used in Lancasters and much modified later for the V-bombers. A further surprise was to see that alongside a Sea Harrier aircraft there were examples of three weapon systems for which I was part of the design/development teams (Sea Eagle, ALARM and Active Sky Flash). To summarise this was a most interesting visit to somewhere run entirely by volunteers with no entry fees so totally reliant on charity donations to cover costs, much smaller than Old Warden, but no less interesting. The museum will soon be expanding considerably, boosted in part with the promise of aircraft coming from Duxford.

Sunday was DID of course, and started bright and very breezy indeed for our short drive north up the coast past Yarmouth to Horsey and Poppylands. The beach is just half a mile from the café and at this time of the year, is visited by thousands of seals (pups and female adults), basking(!) in the cold sunshine to slough off their winter coats.

Poppylands café/restaurant is excellent, with interesting items on the menu (designed as a Ration Book) and yes, spam was included. The food was delicious and tasty, clearly home made. Low volume background music was all from the swing era of the mid 20th century (not Vera Lynn or George Formby). Internal decor was interesting – very much of the period, with outside display areas and a shop.

As for the DID aspect of our weekend, we covered a little under 250 miles, without seeing another classic or vintage car let alone a DID plaque. Were there many at Melford Hall? Is DID going to disappear from the calendar through lack of interest?

Pierre .





The Bluebell Run (HRCR) 11 May 2024 Pat Glasbey

Our first long distance tour of the year in the TR3A was held in glorious hot sunshine. The tour started in Gloucestershire and went into Monmouthshire & Herefordshire. Would the Bluebells be over? No, they were as profuse and as glorious as ever.

Our journey to the Forest of Dean was fairly uneventful, except for two gridlock traffic jams which Kate (our sat nav) did marvellous detours to get us through. The first was at the Black Cat roundabout and the second was where the A417 goes past the demolished "Air Balloon" pub and descends a very steep hill towards the M5. Not only has the pub gone but half the hillside as well. Kate redirected us by approximately 2 miles to avoid the 30 minute delay !

We had chosen to stay at the Speech House Hotel in the middle of the forest. This is where the Verderers Court still sits. The court has been sitting in this room (now the restaurant) for 300 yearsdealing with forest and deer issues, although hangings stopped a while ago. We went for a walk at dusk but didn't venture far into the forest as coming across 3 wild boar slightly put us off !

After a 5 minute drive to the start at Hopewell Colliery (now a mining museum), we set off at number 3 (of a 60 classic car entry list) and travelled up, down and around the beautiful forest (including passing the Speech House Hotel) for the first 20 miles.

Passing the moated St. Briavels Castle, we crossed over the River Wye into Wales. Of course we are now entering 20mph country through every village. The last time we were driving in Wales was the first day of the new law so there were very few 20mph signs in evidence,now they are every 100 metres and with many of these limits about to be reversed, we could only imagine how much this exercise has cost the tax payer.



At Tintern Abbey (at the check point), we are told off by the Marshall for being too early ...so we have to lurk in the car park for 15 minutes before we can now move on. We are now running about 15th as everyone else seems to have been allowed to carry on!

The rest of the tour becomes quite challenging as we seem to drive down every green lane in the area. The roads are really rough because with all the rain, stones and mud have washed off the fields and covered the roads ...which have become more like tracks.

The views though are spectacular.

The coffee break serves up superb home made cakes and biscuits followed by a short run to a ploughman's lunch at a pub in Longtown.

The 60 mile afternoon leg continues almost entirely on rough green lanes with a few interesting meetings with large farm vehicles and zero passing places, so it was quite a relief to arrive at Symonds Yat West for a two course meal at the Paddocks Hotel, alongside the River Wye. I am not sure I have ever felt so dusty and dirty after a run before.

Another great trip with good camaraderie particularly with car 2 (Austin Healey 3000) and car 5 (TR3A) driven by a very elderly gentleman who loved the whole event and talking to Chris.

There should have been two more TR3A's but they had cancelled (allowing reserves in). One TR6 had to skip several sections due to having major fuel pump problems in the heat of an average 24C day.

On the Sunday morning, before we left the hotel, Chris had an interesting chat with an English man who lives in Estonia. He had brought his Land-Rover over plus a 3 wheel Morgan on trailer, to have both serviced over here (the Morgan he took for a factory service at Malvern). He said the roads in Estonia were so quiet that the amount of traffic that was passing the hotel in a day would be what was seen in a week over there. Also, it was a legal requirement to wear a crash helmet in an open top car.

Five days off and then it's on to Welshpool for the Hills and Valley Tour.

Pat.





For how long will you drive your TR ?

I met John Walker again at the start of the Bluebell Run. We had met several times before on this event. Probably in his late 80's and with rallying in his blood, John said he was looking forward to seeing me again and although he was not so steady on his feet he was still most confident in driving his cream TR3A . He wanted maximum fresh air, so no sidescreen on his side of the TR but his daughter agreed to navigate for him providing she had sidescreen fitted to her side of the car.

We travelled near to each other for much of the event and whenever I had a burst of acceleration as we turned out onto an 'A' road for just a few miles, I kept him in my mirror and very soon he would catch up. He told me later that he had had the engine rebuilt by a friend and this included a fast-road cam.

John's daughter lives in Ross-on-Wye which is local to the event finishand for the third year running John drives off route within 2 miles of the finish, drops off his daughter and his wife sits in as navigator to arrive at the finish for the meal !

I should say that John lives in Witney, Oxford (a far enough drive for him) and soon his daughter will have to move to be near to them. His wife was not well and she just gave a blank stare. Sad.

I shook John's hand to say farewell and he squeezed mine hard, saying that he doubted he will return next yearso that may be the last time we meet.

No, it's not that sad, he will just be enjoying his TR driving nearer to home.

Chris.



The Triumph **TR REGISTER** Car Club*what a lot of hot air ...*

As I much newer member, I first found the forum, which I enjoyed, then the local group to me, which I attend when I can, and finally joined the club proper by becoming a member.

Now I'm a petrol head, but I've never been a 'club' person, and yet here I am embracing this club like I've never done before in my years of owning classic cars.

The name for me has history (which I've enjoyed discovering), and at some point the wording of the name stops being the actual meaning of those words but is now synonymous of the brand, the club that caters for Triumph TR's.

So by all means add a sentence to say what we are and do, but leave the name alone.

It might be a sad fact that the youth are turning to those cars they grew up with, from the 80's and 90's and beyond, but I've gone back earlier than the ones I grew up with, I remember the TR7 and had a Scalextric one to race around my track, but don't recall earlier TR's, but here I am with a TR6, I've learnt about them, I'm interested in the history of the era, so there is potential growth still as people in my age group (50's) have often done the house or children forces sale bit, and are now able to get back into it.

Finally, I've never heard a discussion about the name change until this thread, I'm not in favour of a rebrand, we should embrace the history of our club and attract people to it by letting them know about it, using this well known name as the biggest and best club for our TR's.

G. From the Forum

Dear Editor

Thoughts about a name change.

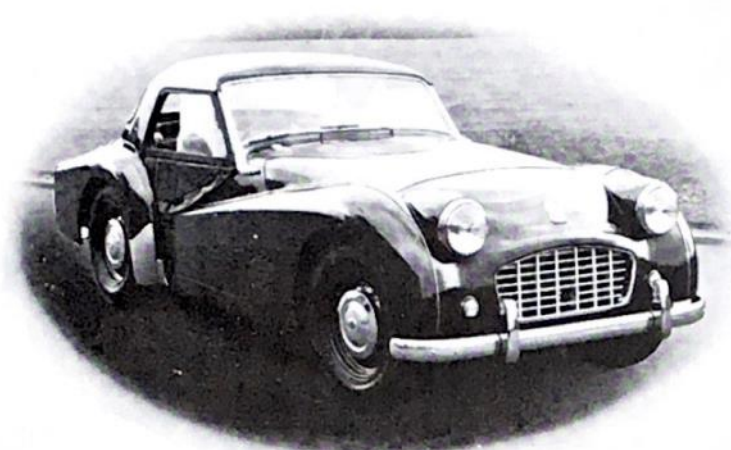
Having been a member of the TR Register since 1978, I have always pondered why the original vision seems to have been limited to a *list of TR owners*. That's what a register is - a list - an index. I know it all started small, volunteers working from home etc, but the scale of activities and size of ownership has far exceeded the original vision. Now, 50+ years on, members have recently been suggesting the TR Register is past its prime, membership has peaked, it will be a slow decline from now on, and a noticeable changed focus from self-maintenance to credit card ownership. I would say all these things constitute a solid basis for re-defining the role and function of the club, and whilst about it, come up with a new name that's attractive to new owners to join in.

Yours disgruntledly

TunbriBridgewellS



Nothing to do with this topicsimply a nice photo of Phil Titchner's smart TR3A ...on the day it was revived by Tony and with the help of fresh E5 .



In 1956 the Girling equipped TR3 became the first ever volume production car to be fitted with disc brakes



1958 TRIUMPH TR 3

This photograph may be reproduced without charge

NEGATIVE NUMBER 22552

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ALL TRIUMPH DAY @ SHUTTLEWORTH



SUNDAY 8th SEPTEMBER

Bring your Triumph car to Old Warden Aerodrome and get the preferential admission price of just **£10 PER CAR** - DRIVER & ALL OCCUPANTS can benefit from entry to this wonderful museum in Bedfordshire, including return visits for 30 days.

Pre booking essential trr.lvg@gmail.com

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

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



Tim Hunt

BRAKING POWER

Further to Howard Pryor's item on page 20 of the April TRunnion I too am a fan of the Ferodo brake pads FDB 167, as used on the Ford Escort and many other 70s Ford models, for my TR4A. There is a choice of compounds available for these pads and highly recommend Ferodo's DS Performance. These give excellent bite from cold, unlike many uprated 'racing' pads, shorter stopping distances and a consistent pedal feel. They are made with a thermal layer between the friction material and the backing plate to help dissipate heat. I have not campaigned my car on track days but have never provoked these pads to fade on the road, even on the longest Alpine descents they have always inspired confidence. I have obtained them in the past from www.burtonpower.com. They are quite a bit more expensive than standard pads but well worth it in my book. Another advantage I have found on my car is that the DS Performance pads are very quiet in operation, with none of the annoying squeal I use to experience with EBC 'Green Stuff' pads when braking from low speeds around town.

Just be aware that the backing plates of the FDB 167 pads may be drilled for metric retaining pins. If so it's a simple matter to enlarge these holes to accept the larger diameter imperial 1/4" size pins used on the TR4/4A/5/250 and early TR6 models up to CP76095/CC81079. Later TR6s were fitted with Girling M16P calipers, with smaller diameter metric guide pins and metric threads.

Tim.



Mark Higgins ...achieving good results in the David Appleby prepared TR7V8 .An experienced rally driver who is also stunt driver in the James Bond Aston Martin



The Back Page ...

Hi Chris,

My TR3A has been off the road for the last few years ...but hopefully coming to an end in 2024.

However, I look forward to receiving the TRunnion and much appreciate the time and effort given to produce an interesting read.

Many thanks,

Tony Stowe.

Hi Chris,

Thank you for your email.

Being located in Milton Keynes, I am equidistant between the Lea Valley Group and the Nene Valley Group.

Last year both of my cars were off the road but the 7 is now working and now that it is getting warmer, the garage beckons to continue with the ground up restoration of my 6.

I have a ticket for the InterClub weekend in June. See you there?

James Maxdeacon.

Hi Chris,

A follow up picture of Dan's TR3A complete with ribbons , made the drive to Cavan for the wedding.

All had a great day.

Regards,

Nick.

