



The TRunniion

202407 July











ALL TRIUMPH DAY @ SHUTTLEWORTH



SUNDAY 8th SEPTEMBER

Be there OK !!

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

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

=====

*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

Flaming June has turned into wet and cold July, it can only get better, or can it? We must remember we are British and are used to sitting on rain lashed beaches, determined to enjoy our holiday! Perhaps that was the thought going through the heads of 4 intrepid LVGers who attended the recent Rev Up & Rock Up at Gilks Garage. (see report elsewhere) The Classics in the Walled Garden was in a similar vein but without the rain, perhaps that explained the lack of cars.

We had a good LVG attendance at the Inter-Club Weekend in Malvern, with the new format giving you plenty to see. There were a few inevitable problems but I am sure these will be ironed out for 2026, yes 2026, as there will not be a major weekend meeting in 2025. Grateful thanks should go to the many people who have worked countless hours to put on the show, most of them unpaid volunteers.

On the subject of volunteers, we are going to need some at the **All Triumph Day on the 8th September**. Nothing too onerous, mainly car parking and if you are handy with a camera that will be great as we want to take a photo of each car arriving. Please let us know if you are willing to spare an hour or two.

There are a few events coming up that it is hoped to have a good LVG presence, namely:

The Pirton Classic Car and Motorcycle Show on Wednesday 31st July on Pirton recreation ground, starting at 3pm with gates closing at 8pm. Entry is £8.00 per vehicle, probably in cash. This very popular event is usually attended by a good number of LVG members. We can reserve a pitch for LVG cars so **please let us know if you are coming** in order for us to have a large enough space. There will be bacon rolls, tea, cakes and cheap beer available plus an eclectic mix of classic cars and motorbikes. Look out for the LVG banner.

For August, apart from our regular mid-week meeting we will be having a Summer BBQ in place of our regular Sunday meeting on the 18th August. It will again be held at the excellent venue, as last year, Sankeys Cottage, Ponsbourne Park, SG13 8QT. This is a free event for you and a guest, all you will need to do is bring your own drink. There will be an organised drive to the BBQ from Baldock Services or make your own way there. **As we are providing food we do need to know numbers, please let us know if you would like to join us.**

Please see elsewhere in TRunnion details of other events happening locally or on our website <https://www.tr-register.co.uk/group/lea-valley/local-happenings>

To Contact us about any of the above or anything in general please email on trr.lvg@gmail.com or phone/text 07919 037321

Phil



Whats On see LVG website

NOTE : *This is just a Screenshot.....if you need to click on something, do it on the website ...*

July

Sun 14th - Kimbolton Country Fayre. 11am - 5pm @ Kimbolton Castle PE280EA - Classic cars should register in advance or park in the general parking.

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. SG5 3PX. A good few LVG cars attend this one. <https://www.tr-register.co.uk/...>

August

Wed 7th - Midweek Pub Meeting. Venue TBA

Sun 11th - South Beds Car Club, Pulloxhill, MK45 5HB

Sun 18th - Sunday Lunchtime Meeting - Cock at Broom at 12 Noon. **Replaced by BBQ below**

Sun 18th - Summer BBQ - Sankeys Cottage, Ponsbourne Park, SG13 8QR <https://www.tr-register.co.uk/...>

Fri 23rd - Sun 25th - Silverstone Festival <https://www.silverstone.co.uk/...>

Sun 25th - Mon 26th - Knebworth House Classic Car Show

Sat 31st - Sun 1st - Shuttleworth Flying Proms weekend airshow

Sat 31st - Hemingford Classic Car Show. Hemingford Grey PE289BX

September

Wed 4th - Midweek Pub Meeting. Venue TBA

Sun 15th - Sunday Lunchtime Meeting - Cock at Broom at 12 Noon

Thurs 19th - Sat 21st - CACC Falling Down Tour. Based @ Sudbury House Hotel, Farringdon, Oxfordshire. See Pete Muncer for details.

Sat 21st - Sun 22nd - Sywell Classic, Pistons & Props. <https://www.sywellclassic.co.u...>



Pete Muncer



Well, there are compensations for advancing years – I received an official letter recently, stating that from the date of my 80th birthday, my state pension will increase by (wait for it) – 25p/week! The dilemma is how to spend all these extra funds – so if I put aside 25p/week until the end of the year, this will fund the purchase of 2 pints of Guinness in the Sports & Social Club (cheapest beer in Welwyn) – I'll drink to that!

There will be slightly fewer Mutterings this month (sighs of relief all round) – as noted in last month's TRunnion, June and July are particularly busy months for us with various trips and happenings, leaving not much time for TR activity. However, before things got too hectic, CACCC Tibbles Tour on Sunday June 23rd clearly was a priority (as I plan the route). 19 cars were entered, and our new start venue, the Five Bells at Stanbridge, provided us with an excellent breakfast - as the day was sunny and hot (even at 9am), those who could were busy getting their tops off (see pic). The first section on the 130-mile route took us via a mix of major roads and minor lanes, to the Northampton & Lamport Railway – all went well until we were within a couple of miles of Pitsford & Brampton station, only to find roads closed and several roundabouts where there should have been a simple T-junction. After some to & fro activity (I passed someone's MGB at least three times going in opposite directions), everyone found their way to the station and for a break at the station buffet (moral – do a route recce!). After this little episode things improved, and a shorter second section finished at the West Perry car park overlooking Grafham Water. The last section was the longest of the day, using mostly minor lanes and B-roads, to finish back at our traditional venue for Tibbles Tour, the Carpenters Arms in Harpenden, for the usual routine of drinks and F&C supper - incidentally this was our 20th Tibbles Tour, having first taken part back in 2002.

I did manage to attend the Luton Hoo evening on July 3rd (just before the deadline for this TRunnion) – an overcast and drizzly evening, which may have kept numbers down. This was the last year that Peter Madden was organising the event – 15 years in this job, and prior to that a similar length of time doing the same for Harpenden Classics on the Common, so he has earned his retirement.

From the latest Classic & Sports Car mag. – Moss Europe and Rimmer Bros. are to merge in a deal with a US private equity firm, creating a "one-stop shop solution" – just hope the shop is not in New York! A pity that Moss London's location is inside the ULEZ at Feltham – does New York have a ULEZ?

A topic on the TRR Forum – "Removing wax from old parts" – I thought could have some relevance for the older generation – no, sorry, the topic is about car parts, not other parts (I'll go no further).

By the time you read this (assuming anyone does), I will be in Lincoln for a weekend with some other old geezers, including a day spectating at a club race meeting at Cadwell Park. The organising club is the 750MC, which started life many years ago with Austin Seven specials (see pic) - at Cadwell we can expect to see a variety of vehicles racing in different classes. Cadwell is a tricky circuit – even Ayrton Senna got it wrong here back in 1983 (see pic). Over the last 16 years, our group has been to a number of classic race meetings – we have travelled to Monaco, Portimao, Estoril, Angouleme and Zandvoort "sur le Continent", and Oulton Park last year. Thruxton usually gives

some close racing (although maybe four Minis line abreast through the chicane is rather ambitious), so this circuit might be on our future visit list – although there always seem to be safety cars and/or red flag stoppages at Thruxton (perhaps because it is the fastest circuit in the UK).

After the Lincoln weekend, Sue will bring the VW campervan up to a rendezvous near the city, before we head off for a night in Yorkshire, then a few days in the Lake District, and then up to the Scottish Borders to visit relatives and friends. August should be a quieter month for us, but September will be busy again – the Shuttleworth TR Day on the 8th, then off to Somerset & Cornwall in the campervan for a week, and then back in the TR for the CACCC Falling Down Tour – and suddenly it's nearly October – soon be Christmas!

Pete.



Senna

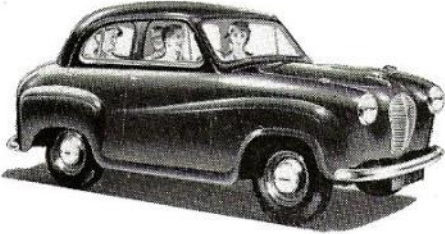


750 MC

From an old car book of 1952....when these were new...

AUSTIN A30 SEVEN

This is your choice for economy motoring. It's a smart, four-door saloon with ample room for four plus luggage. The 30 b.h.p. 4-cylinder O.H.V. engine gives speeds of over 60 m.p.h. with fuel consumption up to 50 m.p.g.

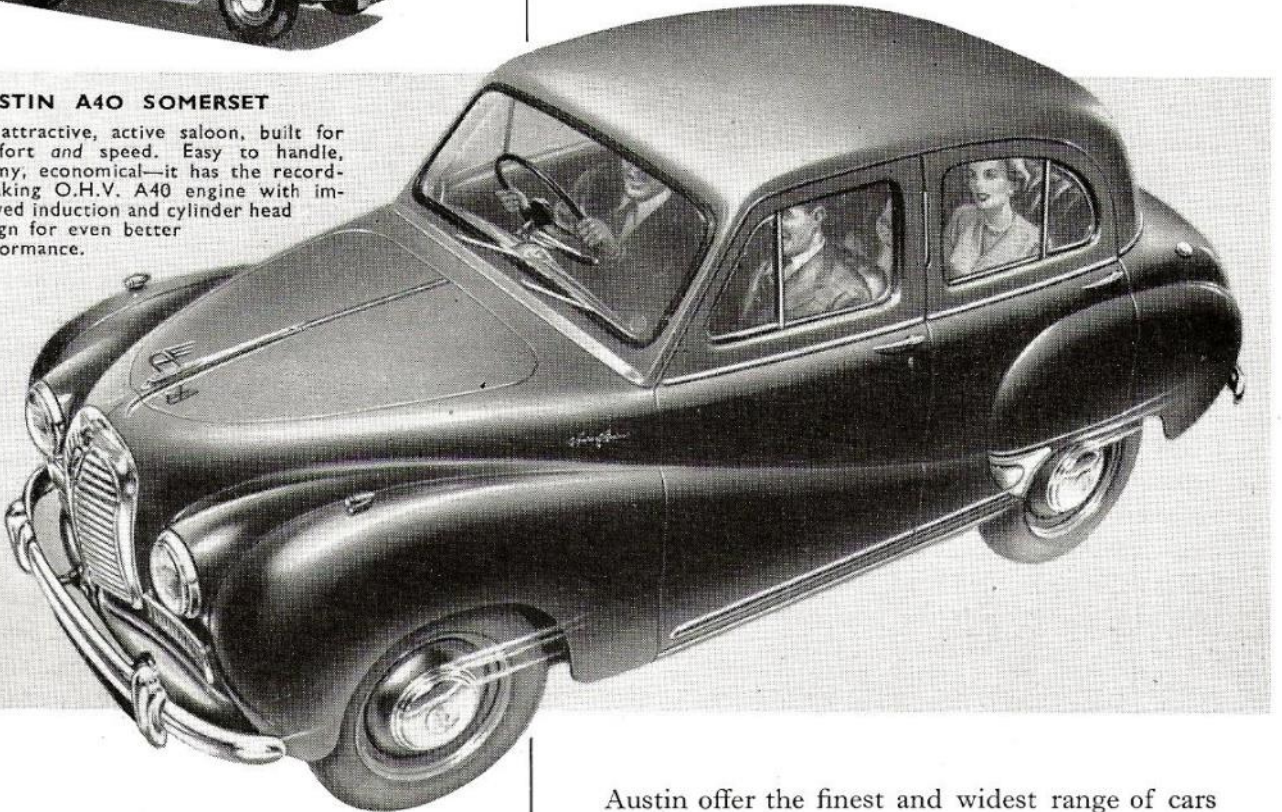


From SEVEN to SHEERLINE

ANY AUSTIN
IS A HAPPY CHOICE!

AUSTIN A40 SOMERSET

An attractive, active saloon, built for comfort and speed. Easy to handle, roomy, economical—it has the record-breaking O.H.V. A40 engine with improved induction and cylinder head design for even better performance.

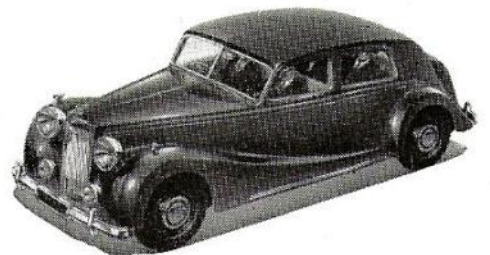


Austin offer the finest and widest range of cars ever produced in Britain. Every car is good-looking, sturdy, dependable. Every car has Austin O.H.V. power to give you the vivid performance you want. Look at your choice!



AUSTIN A70 HEREFORD

Here's a powerful, handsome saloon—with an extremely roomy interior that means relaxed comfort for all aboard. There's the luxury of foam-rubber seating upholstered in leather, 10 cubic feet of luggage space in the boot and springing that makes riding like gliding.



AUSTIN A125 SHEERLINE

Distinctive yet discreet. Luxurious but in the best of taste. This superb car combines many modern refinements with lines of classical grace. The 6-cylinder O.H.V. engine gives a continuous flow of smooth, silent power for motoring at its restful best.

AUSTIN—you can depend on it!

Aldridge Aatkar Trimming

Aldridge Trimming in Wolverhampton, now have competition!!

Paresh Aatkar is a new LVG member who, like many of us is learning about maintenance on his recently acquired TR4A, so when he wanted a cover for his soft top, he sourced a lovely shaped piece of mohair, but it needed the poppers added to fit his car. A WhatsApp message came into my in box from Paresh asking if I would assist him and I could hardly refuse. Having a free day, meant that within a couple of hours of his request Paresh was round at my house and we were jointly working out what was needed. Neither of us have done any trimming work before (despite me having the name of "Aldridge", the Wolverhampton firm is no relation and I cannot claim any expertise), but it cannot be beyond the wit of 2 intelligent gentleman..... can it?

Well, I doubt either of us would claim to now be specialists in hood installation, but within an hour or so we had the cover on, with Paresh doing most of the fitting. It is really satisfying to successfully do work on our cars and two pairs of eyes takes some of the apprehension away. The TR4A now has a really nice fitting cover and 2 LVG members have some experience of hood work.



Falcon Classic Tour

30 June



Pat Glasbey

Our departure from home was not ideal. We left in pouring rain, wearing full waterproofs for the 80 mile drive to the start at the Old Dairy Farm Craft Centre, Stowe in Northamptonshire. The weather dried up by the time we arrived at the start.

The main tour organiser had unexpectedly died two weeks ago but the rest of the team had rallied to the challenge to allow the tour to go ahead. The planned route goes through south Northamptonshire and North Bedfordshire.

Full of bacon sandwich and coffee, we set off in no particular order, with Paul Richardson following us. The first leg goes through many beautiful villages with fabulous buildings and many great viewsas we travel up and down hilly countryside.

We pass the Birth of Radar memorial near Bugbrooke and then soon start many bridge crossings of the Grand Union Canal and the West Coast Main Line.

The tour notes inform us that as we pass the church of Eason Maudit, it is where Derek Nimmo is buriedand we pass near RAF Twinwood Farm where Glenn Miller flew from on his last flight. This is near to Milton Ernest Garden Centre, where we have our first break.

We end up being the last cars to leave here for the start of the second leg which goes through much more open farmland and countrysidevery enjoyable as we, unlike the first leg, do not end up in a convoy situation.

Our second stop was at Sywell Aerodrome for tea and cake in the Art Deco function room of the Aviator Hotel.

The last leg goes through yet more beautiful villages and crosses Pitsford Causeway. The road between Station Cottages and Haselbech is a single track gated road. Luckily all 7 gates were open. Passing Kelmarsh Hall we just miss the left turn down what appeared to be a farm track. Doubtfully, we set off along the track which goes through the middle of an enormous field of broad beans, then under two very long and narrow tunnels under the A14 ...to arrive at Naseby.

More single track roads and across the causeway of Ravensthorpe reservoir to continue to the finish at Whilton Locks Garden Village for a plated buffet.

Confession : I made a huge navigational error 4 miles from the end and we had to use the sat nav to get to the end! Not my finest hour.

Pat.





Steve Denton, a regular UTuber arranged a car meet at Gilks' Garage Cafe in Warwickshire and 4 LVG cars braved the monsoon rains to attend. We all needed to fuel up and visited the pumps to fill our tanks with some 99 Octane E5 petrol



With one car coming from darkest Hertfordshire and most of us going in excess of 50 miles each way, it would have been better if it was not qualifying day for the F1 @ Silverstone. We soon found ourselves going down narrow country roads, mixing it with double decker busses taking fans to and from the Park & Ride facilities. Undeterred we soldiered on through driving rain, which left the roads with some large puddles.



Once clear of the Silverstone area, we soon found our way to Gilks' Garage Cafe and with a Full English in front of us and mugs of tea and coffee, all seemed well. After brunch we ventured back out to view the cars that did attend and also listen to the sweet tones of Hannah Faulkner, who entertained everyone with some soulful tunes. It was a shame for Steve that the weather was so wet, but at least many Triumph owners ventured out to support his event and everyone seemed to enjoy themselves.



Shine & Show



LVG Shine & Shows were the best



You may have been there But did you get the shirt ?

Get SHIRTy in 2024

Other Regalia also available...

Ask Phil or Mike



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



Men's Shirt £28.20
Short sleeve



Men's Polo £18



Ladies polo £21.60



Fleece M or F £28.20



ALL TRIUMPH DAY @ SHUTTLEWORTH



SUNDAY 8th SEPTEMBER

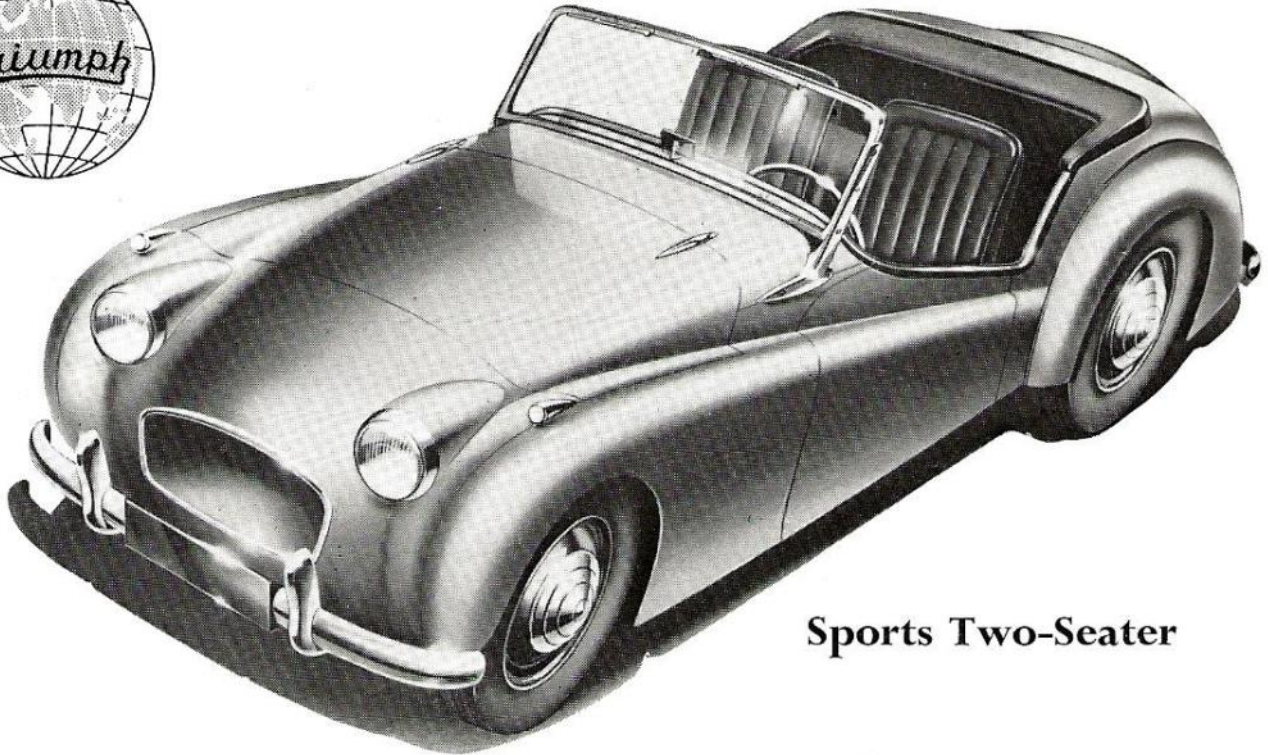
Bring your Triumph car to Old Warden Aerodrome and get the preferential admission price of just **£10 PER CAR** - DRIVER & ALL OCCUPANTS can benefit from entry to this wonderful museum in Bedfordshire, including return visits for 30 days.

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

The new Triumph Sports of 1952 ...before TR2 was born ...



Sports Two-Seater

Engine				
Cylinders	..	..	..	4
Capacity	..	..	..	1,991 cc.
Bore	..	..	..	83 mm.
Stroke	..	..	..	92 mm.
Valves	..	..	..	Overhead
Compression Ratio	..	..	..	7:1
Max. B.H.P.	..	..	75 at 4,500 r.p.m.	
R.A.C. Rating	..	..	..	17.14 h.p.
Transmission				
Clutch	..	..	Single Dry Plate (hydraulically operated)	
Gearbox	..	..	..	Four speeds fwd.
Overall Ratios:				
Top	..	..	..	3.89
Third	..	..	..	5.15
Second	..	..	..	7.81
First	..	..	..	13.15
Rear Axle	..	..	..	Hypoid Bevel

Suspension				
Front	..	Independent.	Coil Springs	
Rear	..	..	Semi-elliptic Leaf	
Brakes .. Lockheed hydraulic (2 L.S. front)				
Dimensions				
Wheelbase	..	..	..	7 ft. 4 ins.
Track (front and rear)	..	..	..	3 ft. 9½ ins.
Overall Length	..	..	..	11 ft. 9 ins.
Overall Width	..	..	..	4 ft. 7½ ins.
Overall Height	..	..	..	4 ft. 3¼ ins.
Tyre Size .. 5.50—15				
Weight Dry .. 1,568 lb.				
Performance				
Approx. Max. Speed	..	..	..	90 m.p.h.
Approx. Petrol Consumption	..	..	..	24 m.p.g.
Fuel Tank Capacity	..	..	..	12 galls.

Designed for export markets, and particularly for the U.S.A., the new Triumph sports car is an open two-seater with all-weather equipment. The body is of all-steel construction and is rust-proofed by the Bonderizing process. The windscreen is detachable and there is a rubber crash pad around the cockpit. Two bucket seats are fitted of the hammock type, and they are upholstered in leather; both are adjustable for legroom.

The engine is a four-cylinder of just under two-litres capacity (1,991 cc.), and has push-rod operated overhead valves. The cylinder sleeves are of the "wet" variety, being in direct contact with the coolant and they are centrifugally chill cast in nickel-chrome iron.

Taken through a single-plate clutch which is hydraulically operated, the drive is through a four-speed gearbox with silent helical gears and synchro-mesh operation on second, third and top gears; thence by Hardy Spicer propeller shaft to a hypoid-bevel rear axle. At the front, the suspension is of the independent type by means of coil springs and wishbones and the brakes are Lockheed hydraulic with two-leading shoes at the front, with leading and trailing-type shoes at the rear. The handbrake lever is centrally mounted.

Weighing just over 15 cwt. in road trim, and with a power output of 75 b.h.p. at 4,500 r.p.m., the estimated maximum speed is in the order of 90 m.p.h. and the petrol consumption is expected to be 24 m.p.g. under average driving conditions.



Pierre Miles

Having read the Meister's mutterings, I'd like to offer you a couple of my photos.

The Audi came and parked among the LVG TRs when we stopped at an autoroute service area on a trip to Le Mans Classic in 2018. The owner was not interested in transferring it to anyone.

The Spitfire sporting the very appropriate plate was photographed at a TSSC event at Duxfordand was owned by a Duxford resident who obtained it from someone else in the village. Make of that what you will

Pierre.





BL Motorsport

Graham Elsmore and Stuart Harrold on the 1978 Wyedean rally.

If you want to see more TR6 features, then it's up to you to email your stories and photos to the TRunnion address (not Gmail). Thank you.

The Back Page ...

No matter what I write about there is never any readers feedback (which would be nice for a monthly magazine)... so I will just carry on waffling and also thank those who are inspired to write.

Meanwhile, I reproduce a photo from an old water damaged book that belonged to Brian Chidwick featuring the team of TR4s prior to their successful showing in the 1966 Sebring sports car event.

Thanks Brian !

