

The TRunnion

TR Register Lea Valley Group

2011 Issue 5 (Sept/Oct)

LEA VALLEY GROUP COMMITTEE 2011

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MEETINGS VENUE

Unless otherwise specified, all Group Lunchtime Meetings are on the first Sunday of the month at The Cock Inn, 23 High Street, Broom, Biggleswade SG18 9NA (Tel: 01767 314 411), commencing 12:00.

(Plenty of parking space behind pub).

N.B. This is a 'lunchtime meeting', not specifically a 'lunch meeting' – food is optional and you don't need to book.

WEB SITES

TR Register: www.tr-register.co.uk
TR Forum: www.tr-register.co.uk/forums
Lea Valley Group:
www.groups.tr-register.co.uk/lea-valley

N.B. This new LVG site supersedes the old 'BrmmBrmm' site – please update in your browser Favourites list.

2011 EVENTS CALENDAR (subject to change)

*Events with an 'official' Lea Valley Group presence are shown in **bold type**.*

Please let me know of any other events that may be of interest to members and I will include them, plus any others I hear or read about as well as 'official' LVG events.

Sept. 16-18: Goodwood Revival

Sept. 24-25: CACCC 'Falling Down Tour'

Sept. 24-25: KOP Hill Climb, Princes Risborough

Oct. 2: Group Lunchtime Meeting

Oct. 22: Nostalgia Forum Motor Sport Film Show, Albury, Herts.

See event and contact details below.

Nov. 6: Group Lunchtime Meeting

Dec. 4: Group Lunchtime Meeting and AGM

*2012: **Your suggestions wanted NOW – old favourites, new events, new places.***

Sept. 18: Aviva Classic CANCELLED

Whilst drafting the Social Scene report for TRaction and updating the LVG website with event details, I came across the following:

<http://www.msaclassics.co.uk/classic/index.php>

http://www.classicshowsuk.co.uk/carshoventsi nformation/carshow_date.asp?id=513

Maybe next year?

*In case you missed my appeal in previous issues of TRunnion to encourage more of you to contribute, I will be pleased to hear from **rebuilders**, **racers**, **rallyists**, **tourists**, **concours specialists** and especially **partners** and **new** or even **prospective TR owners**.*

EDITORIAL

Unfortunately Lynda and I were unable to attend the IWE this year but, from reports from members that did and comments on the Forum and in TRaction, it seems most people were impressed by the venue and fresh approach to events. I would really have loved to do the Harewood hillclimb, so I hope a similar event is provided when we return to Malvern next year.

There have been so many events this summer that LVG attendance has been somewhat fragmented, with several small groups attending two or three different events on any weekend. At least it shows that there is a diverse range of interests within the group, including classic car shows, plane-spotting, motor sport, gunpowder, touring, food and drink - although not necessarily in that order!

Almost every show we have been to as a group has been wet, including Luton Festival of Transport and Little Gransden Show and Flying Display, but Classics on the Common at Harpenden was on a pleasant sunny evening. Although the TR Register didn't support the Knebworth Classic Show this year, a few of us that had already booked went, whilst a number of others went to Blenheim for a change. At least we had the pick of the autojumble stalls, where there was a surprising amount of original parts for TRs.

Some new members have enquired about organising more convoy runs, possibly in conjunction with the monthly meetings. Anyone following us on the run to the Bletchley Park Classic Car and Motorbike Picnic will be relieved to know that I will not be volunteering to lead any of these. At least we eventually got to BP on time to meet up with Chiltern group, but only after seeing considerably more of Milton Keynes than intended.

In a similar vein, there is a growing interest in touring and I would

recommend a one or two-day event as an ideal introduction to touring as part of a group. For the more adventurous, talk to Tim Hunt who regularly uses his TR4A on longer tours including the Round Britain Reliability Run and Club Triumph Ten Countries Run. Maybe, if a few more get the bug, we could consider entering something similar to celebrate the group's 40th anniversary in 2013.

Six of us in a TRio of TR3As had an enjoyable day out on the MK Classic 'Last of the Summer Tour', despite torrential rain and flooded roads.

At the moment we are looking forward to the 'Falling Down Tour', which will probably be the last organised tour for us this year. After that, we will be spending more time in the warm comfort of The Cock at Broom on the first Sunday of the month, although as always, there will be at least one TR in the car park, regardless of weather!

Although the events calendar is a little sparse at this time of the year, we are often notified of events at fairly short notice, so please check the website (www.groups.tr-register.co.uk/lea-valley) regularly for further events which may be added or alternative meeting venues.



BrianC

UPDATE **Classic Gold Master Cylinders**

You may recall reference in a previous TRunnion to a topic on the TR Forum, entitled "WARNING - POSSIBLE BRAKE FAILURE MOSS CLASSIC GOLD MASTER CYLINDER". There has been a lot of further discussion and some development, including a response from Moss Motors. See <http://www.tr-register.co.uk/forums/index.php?showtopic=27393&st=40> (post #45) for details.

News, Rumours & Gossip

Well, TRunnion is supposed to be a newsletter, so here's where members can let everyone know what they have been up to or are planning to do with (or without!) their TRs.

~*~*~

From Pete Muncer:

RE: LVG Archives

Strewth, Brian, where did you dig out some of these photos? I can help with identifying some of the shots - quite worrying when I realise how long ago some were taken.

L/H column, bottom photo: the 3 TR's are my green 4A, Phil Jones' maroon TR6 mit surrey, and Pete Cranwell's white TR6. This was taken on a mountain pass somewhere in the Picos de Europa region of Northern Spain, in Sep. 2001 (just after 9/11 - guess which 3 cars were picked out for security examination before boarding the ferry in Plymouth?). Shortly after this photo was taken, we came across a rustic cafe (that's the kindest way to describe it), where the memories of the meal are still a topic for conversation when we meet.

L/H column, next photo up: the two TR6's are messrs. Jones & Cranwell's again - I think this may have been taken at the 2003 Euromeeting in Denmark? - just before Pete & Amanda Cranwell moved to France.

R/H column, bottom photo: the Jones' 6 and my 4A en route to Anglesey, prior to the 1998 TR Tour of Ireland (where messrs. Titchner & Richardson demonstrated a remarkable capacity for the black&white nectar - even I struggled to keep up).

R/H column, next photo up: taken about 1998 at the White Horse at Southill, one of our previous meeting venues - many of the usual suspects are present, but for the life of me I can't remember why we are displaying the trophy shield - maybe someone else will know.

Trust this may assist filling the Scurrilous Gossip column in TRunnion.

By the way, as well as the Falling Down Tour in September, we're going to do the Merlin Autumn Classic in October in South Devon (about time I put some more mileage on the TR). If anyone else is interested, suggest go to www.merlinevents.com for more info.

Ed: Surprisingly, Pete is the only one to have recognised any of these (or at least admitted to it). I'm sure others could identify them, as the photos and captions are available world wide (there's a clue!), so I'll leave it a little longer before revealing what little I already know.

Meanwhile, if anyone else has photos of past escapades, please let me have them for TRunnion and/or the website gallery.

~*~*~

From Brian West:

When I eventually get around to rebuilding my poor TR6 (it has been in bits in my Mother's garage for several years awaiting time / funds for a rebuild) I will send you some pictures and information. At present I am close to finishing what amounts to a freshening up (rather than a restoration) of my Herald which will hopefully be on the road again very soon. I also have a Spitfire 50% done which was initially intended as a practice run for the TR6 rebuild but took a lot longer than was originally intended!

Anyway, thanks for all of the time and effort that you put in to produce the TRunnion, reading your article on your TR3A rebuild will no doubt have me opening Mum's garage door and looking at the forlorn TR6 chassis when I next go there!

Hope we see one of your Triumphs soon - I've been looking for a 2000/2500, Vitesse or Herald Estate off and on for several years. Missed out on a couple of nice Vitesse Estates last year which would have been ideal. Not sure how many have been converted, as they were never

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built by the factory, but I suspect it's in low single figures.

Best of luck with the rebuilds,

~ ~ ~

From John Hewitt:

Just to let you know I have now sold my TR4A but I will remain a member of the club for the time being as I may decide to replace the car in due course.

Short term I will not be going to many events as I shall miss the car and be far to envious of you all.

Enjoy your summer.

Ed: Sorry to hear that John.

Hope the sale was voluntary and not enforced by poverty or ill health.

Make sure the new owner joins the Register and his local group, wherever it may be.

TRust you enjoyed Classic Silverstone as much as we did?

From John Hewitt (2):

Yes the new owner is already a member of the Chilterns Group, I originally met them at Woburn and told them to join the local group and then I met them again and whilst I had planned to sell next year as I was not going to be able to get much use of the car in 2012 & 2013 but they were very interested and we managed to reach a price we were both happy with it was an opportunity not to be missed.

I am currently thinking about going for a Vitesse as I think I may be able to tempt my wife out in it and to drive it so I will still be in a Triumph.

Silverstone was very good, the organization was a bit hit and miss and I nearly missed the Club parade but I had 2 laps and got up to 70mph and enjoyed the days.

Ed: The Vitesse is a seriously underrated Triumph, but clearly well appreciated by those who own them – good examples rarely come on the market. I really enjoyed my previous Vitesse which was a 1600 with overdrive, but I'd definitely

want a 2 litre next time* (with overdrive of course) – and I'd have to sort the rear transverse spring suspension - scary!

[* Even better, a 2.5 with SUs!]

~ ~ ~

From John Richardson:

I've just noticed that I've not received my e-mailed copies of LVG TRunnion for some time. I'm still a member of the Register (membership number 6644) and have been with LVG as a member and on the committee since 1980, although I've not been able to get to the meetings for a while.

Having always wanted a TR6, I managed to afford one as my only car in 1979; very nice and very quick – there was a queue of my friends who wanted me to give them a spin in it!! Very unfortunately I am missing that car and 10 days of my consciousness when I spent several weeks in hospital after crashing into a motorway bridge on the M45 in 1983.

By that time I'd been a committee member of LVG for 3 years and it is where I became friends with Eddie (and the other committee members as we went to each others homes for our regular meetings.) I'm very sorry that I missed Eddie's funeral – I would definitely have gone if I'd known.

It is through Bob Hebditch that I bought my current TR6 (HWK 931L) which he imported from USA in 1990 and which you will certainly have seen at my fairly infrequent outings to the group events? I hope to get to Knebworth on Monday but I'm not sure whether I'll have the TR with me or not.

Ed: I remember hearing about that accident at the time and thought the car was a write-off (as apparently you nearly were!). Glad you and your enthusiasm for TRs survived.

Unfortunately, we didn't manage to meet up with John at Knebworth but he has

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sent a few photos, with the following comment:

On reviewing our three Knebworth photos I'm not sure they are suitable for TRunnion since they were just 'snaps' of Stella and me. However, if you think there's anything worth publishing then maybe use what you need but I'm not sure the LVG membership is ready to see me in print!

On a different note, I would like to advertise in TRunnion the following surplus item I have:

TR6 Radiator Air Duct (new from Moss), part number 910442 - free to anyone who wants to collect from Hitchin - phone John Richardson 01462-458497.

I hope this is OK. I will TRY harder to get to the Cock soon!

Ed: They will do fine John - the TR Register is about people as well as cars, so it's nice to see some faces...and here they are:



Just in case any of you are pondering the relevance of these photos...

... The blue Spitfire 1500 is Jean Holden's latest acquisition, although Stella is looking quite proprietorial standing next to it! Furthermore, the red TR4A behind John was Eddie's first TR4A, also pictured with its current owners.

Jean has done well to find that Spit - it

seems a bargain and should keep her interested until she can afford another TR! I gather at least one other LVG lady is tempted to follow suit.

... and I make no excuses for including this picture of John and Val Burningham's 'other' car, although I don't know how anyone has time and energy to keep two classics in such immaculate condition!



~*~*~

It was nice to finally meet up with Tim Hunt at Little Gransden. He is off again on yet another Ten Countries Run (see <http://club.triumph.org.uk/comps/index.php?id=21>) and I am seriously envious. I'd love to have a go at some longer tours but Lynda's limit is 2-3 days plus 2 or 3 extra site-seeing days in whatever area the tour is based. She also refuses to get a passport, so that limits us to the UK, although as I've never driven on the wrong side of the road, I guess that's just as well at this stage of the game!

Lea Valley Group Website

As mentioned elsewhere, the new TR Register supported LVG website is www.groups.tr-register.co.uk/lea-valley and is the first place to check for any additional events or final details.

I am relying on everyone to provide input for both TRunnion and the website, especially photographs for the gallery.

Members' Stories

You have been spared the next boring instalment of my TR3A rebuild due to the generous contributions from several members. Please keep it up folks!

Nostalgia Forum **Motor Sport Film Show**

Eastern Area Co-ordinator Ian Freeman has forwarded an email from Mike Ellis:

I have been contacted with regard to the following event. As Stuart Turner was involved with sidescreen TRs the organisers would like some suitable TRs there and wonder whether any of our members would be interested.

Members of "The Nostalgia Forum", the web based discussion group on all matters relating to motor sport and motoring from the past found at: <http://forums.autosport.com/index.php?act=SF&s=&f=10> are holding the 7th of a series of film shows of archive material on Saturday 22nd October 2011 in Hertfordshire.

This 8th show will comprise 4 hrs of films spread over the day, shot between 1920 and 1985, plus it will feature a wide variety of types and forms of racing and rallying, car industry and motoring history. Some will be films that were made by our members decades ago, some you may have seen in the dim and distant past, on film or TV; much, we hope, will be rare discoveries and new to you. (with grateful thanks to our film contributors) Our special guest speaker will former BMC and Ford Motor Co. Competitions director Stuart Turner who will relate tales from his career spanning more than 50 years and take questions from the audience. There will be film illustrating Stuart's time with Britain's largest car makers at the time. All of this takes place in the atmosphere of a gathering of friends.

It is a limited numbers, closed private showing by invitation to members and their guests only. The show will take place at the Albury Village Hall in East Hertfordshire SG11 2JL and opens at 9.30 am, when coffee and biscuits will be available, ready for a prompt start at 10.00 am. There will be a break at 1.00pm for a two course lunch in the hall together with a motor sport quiz. Films will restart at 2.10 pm with a 25min break for afternoon tea and quiz results at 3.45pm and the show will conclude at 5.00pm. There is an ample car park.

In order to cover just the expense of hiring the hall, the film equipment, catering etc, we have an 'all day in one' price to include morning coffee and biscuits, a substantial 2 course lunch and afternoon tea and cakes, the speaker, a full days entertainment, all inclusive for twenty five pounds (£25) per person, (regret we cannot take cards). Nothing is charged for watching the films. Address and directions for the venue may be

found here:-

www.alburyvillage.org.uk/VillageHall/mainframe.htm

Please contact the organisers direct if there is any interest (I have notified Richard that I have passed this invitation to you) at richard@hinton1.fsbusiness.co.uk.

Regards, Mike Ellis (TR2/3/3A/3B Registrar)

Lynda and I have booked for this and places are going fast, so if anyone is interested, please contact Richard as soon as possible.

Possible Airfield Visit

I have received the following from Camb Followers Group Leader Peter Parkinson:

This is just an idea for 2012. Now we have done Duxford, Little Gransdon and Shuttleworth, so how about a change. Lincolnshire Aviation Heritage Centre, East Kirkby, Nr Spilsby Lincs, PE23 4DE, is an old WW2 bomber airfield. It holds personal stories and artefacts of many airmen of WW2. It also has a collection of wartime vehicles and many buildings used in WW2.

It also has the Lancaster Bomber NX611 (Just Jane) and a DC3. The Lancaster does engine runs and taxi runs for the public. Just Jane is the only privately owned Lancaster world wide and one of only 3 that can move under its own power.

It's a great day out for all. If you think your group would be interested in going to the centre please let me know. It would have to be on a Saturday in August or September. Engine runs are normally 13-00 & 15-00hrs.

The site also has a NAAFI, the food is good and the old time music great. The whole site is one complete museum.

If you are interested please let me know, so that I can sort out dates with the centre.

Many thanks,
Peter Parkinson,
Group Ldr Camb Followers

This sounds good to me and I know Lynda and a few other LVG 'anoraks' will probably be interested.

Please contact Richard directly as soon as possible if you are. We will arrange a convoy/rendezvous nearer the date.

STOP PRESS: I now have a firm date from the Lincs Aviation Heritage Centre. It's the only day that Just Jane is doing engine and taxi runs in August. It's Saturday August 25th, the bank holiday weekend. The cost if we get more than 30 people is £4-00 per person. I already have people interested. - Peter.

SILVERSTONE CLASSIC

20 years ago, I went along to my first historic race meeting, the Coys Historic Festival at Silverstone, and this sparked off my interest in the world of classic cars. Having just "retired" from a rallying "career" (if you can retire from something that wasn't a career in the first place), I guess I was looking for another area of interest - that Coys meeting was the catalyst, which led initially to a part-share in a TR6, then in 1993 to acquiring my 4A. We were spectators at the Coys Festivals throughout the '90's, camping in the field across the road from the main entrance, just in front of what was the H.Q. of the Jordan F1 team at the time. Some senior and former members of Lea Valley Group may remember the post-racing Saturday evening BBQ / cocktails / just another wee drinkie sessions – on the other hand you may not (I don't).

Anyway, all this is a preamble to my return to Silverstone for this year's Classic Festival on July 24th, courtesy of a pair of free tickets won in a competition in Motor Sport magazine. A few things have changed in the last 20 years – Jordan begat Midland begat Spyker begat today's Force India team (who would have imagined that in 1991?), but still in the same building. The public road system in the vicinity of the circuit completely changed with the construction of the A43 bypass a few years ago, and of course the circuit itself has altered dramatically, with the revised track and the impressive new pits complex ("The Wing"), all done to keep Bernie happy and the Grand Prix secure at Silverstone for the next 15 years.

Perhaps the biggest change has been the growth of historic racing itself. In 1991 there were a limited number of races, with some quite small grids in some of them. The make-up of the races could be somewhat odd – I seem to recall one race which had everything from pre-war ERA's to a 1963 ex-Jim Clark Lotus 25.

This year, there were some 22 races over the two days, with over 1000 competitors entered – so many cars in fact that two paddocks were in operation, one behind The Wing and another by the old pits on the far side of the circuit – must have been fun trying to co-ordinate movements between the two. Clearly nowadays things are organised on a more professional level, with each race having large grids (some of 50 cars), and consequently plenty of cars of similar vintages – no mixing of "eras" now. Apparently it was conservatively estimated that the value of the competing cars was in excess of £300 million – historic racing is big business.

Modern Silverstone is confusing! – at least until you get your head around to accepting that races start and finish on what used to be the back of the circuit near Club Corner – I kept looking for the chequered flag on the exit from Woodcote. The infield area was absolutely packed with club displays (didn't see many TR's on display, although that TSSC mob we don't talk about were present), a funfair, and etc., plus a stage for musical acts (how you would have heard anything above the noise of the races beats me). I never did find my way into the new paddock, and even the footbridge on the old pit straight has been removed, all most confusing for old circuit types like me, but I guess we'll get used to it in time

Who needs F1? Historic racing cars don't have much in the way of this new-fangled "aerodoomanics" stuff (as Graham Hill called it after the wing had fallen off his Lotus 49B), and the racing is all the better for it. For example, the Formula Junior race had cars with skinny tyres, no wings or / downforce, with engines producing not much more than 100 bhp, but it produced one of the best races I've seen in years – the two leaders finishing inches apart after swapping the lead lap after lap. To me, it seemed that the

more modern the cars, so the more processional and boring became the racing - 1990's Group C cars and the 1980's F1 cars especially. My favourites were the 1950's sports cars, with Aston, Lotus, Lister-Jaguar, and Ferrari Dino all battling for the lead – fabulous!

Silverstone was always a circuit where the layout made it difficult for spectators to see more than one corner, and the new layout has not really improved things that much. Having said that, you get a good view of Vale and Club corners from the grandstand opposite the start/finish line, and of course the Brooklands / Luffield / Woodcote section is unchanged and is one of the best spots to spectate. Still not up to Goodwood, Brands or the new Portimao circuit, though.

Anyway, a "grand day out Gromit", and even leaving the circuit after the racing was painless (I recall that it took hours to get out of the car parks in the good old days). But for me Silverstone just doesn't have the magic of Goodwood - all those ladies in 1950's fashions with stockings... (calm down, take a cold shower), so I'll be in West Sussex in September, and then finishing off the year at the Algarve Festival in October.

Wings? Downforce? KERS? Drag Reduction System? Option or Prime tyres? HANS device? Q1, Q2, Q3? It's all Greek to me, Stavros.

(Incidentally I didn't take the TR to Silverstone, as the free tickets also generated a lift in a modern BMW).

Pete Muncer

I know a number of other TR Register members attended this and there has been some discussion on the TR Forum, especially about the lack of official TR Register presence (see <http://www.tr-register.co.uk/forums/index.php?showtopic=30454>). I think Ian Cornish summed up the situation well in his response:

"There is absolutely no way that the

Register office could have fielded anything at an event which is within a week of our own International. If any flag waving were required, it would be up to the Local Group(s) to do it. So those who moan about lack of a Register presence should ask themselves: what did I do about it?

One thing I learned from attending on Saturday was that a bicycle is a MUST with the new arrangements!"

Lynda and I booked 2-4-1 tickets via the Sporting Bears MC for Saturday. They have a similar problem with several big events close together or on the same weekend. It's a much smaller club, but the local Shire Bears group organised a club area with marquee and some interesting cars (next to the massive Stag area) so we parked with them, together with a TR5. We did see a few TRs dotted about, but no TR people. I guess they were all busy like us enjoying the racing. We spent much of the day at Copse which has excellent views of the best set of bends in motor-sport.

I agree with Ian - it's unreasonable to expect the limited staff of the TR Register to organise and man every big event. Maybe there's scope for a little more collaboration with local groups and better communication/publicity.

It's certainly difficult getting around to see everything. We were lucky, as we arrived fairly early and used the buses to get around, so we were able to have a leisurely look around both paddocks. It was a privilege to get up close to some exotic and famous machinery without being told not to touch or to keep out of the way. To think that even F1 paddocks used to be almost as free and easy back in the sixties! The well-campaigned racers below belong to Mark Hoble and Brian Wrigglesworth. It's satisfying to know a part of my first TR3A is circulating Silverstone, Donington, Le Mans and Spa, etc. Pity it's not on track in my car!



From the Archives

Not photos this time, but someone has been scouring back issues of TR newsletters (now TRaction) on DVD and came across the following in issue 26 Summer 1976:

Dear Mr. Clarke,

I shall be glad if you would kindly print the following in the next edition of the Newsletter:-

TR Widows - Lea Valley Group!!

Ladies - Are you as bored as myself with the monthly TR Register meetings? If so have you any ideas at all for making them more interesting and enjoyable for us? We know the men enjoy them, if they have a pint in one hand and a TR outside in the car park, in the other hand, (so to speak). Would any of you be interested in darts matches or ten pin bowling? Maybe we could arrange matches with surrounding groups.

Any suggestions would be greatly appreciated. (See Essex Group Report. Ed.) After all, we want to support our menfolk in their hobbies, but on the other hand, why shouldn't we get a little more pleasure from these monthly get-togethers too.

Please write to Lynda Chidwick, 32 Highcroft, Stevenage, Herts.

[Note that the Editor at the time, Roger Clark was not THE Roger Albert Clark!]

Lynda has occasionally burst into print and I also came across that one on the disks - interesting, but not surprising, that we still have the same problems, so let's see if it generates any constructive comments - well, we live in hope!

Ladies – the floor is yours!

Classics on the Common

I'm not sure how many LVG members went, although we did see Pete Muncer and TR4A parked prominently! This was a first for Lynda and I, so we didn't take the TR as we expected it to be a bit of a traffic jam. We parked well away from the Common and really enjoyed it. Lots of bikes to keep me happy, and we even found a nice, uncrowded pub (Cross Keys) just a short walk along the High Street en route back to our car. Excellent choice of 3 real ales - pity I was driving and strictly limited, bearing in mind the traffic and police presence in the area!

IWE – 2011

After considerable deliberation with my wife we decided that if at all possible we should give my TR4, affectionately known as 'Beasty', (more anon), the opportunity of joining her friends in the 50th anniversary celebrations at Harrogate. The deliberations largely revolved around reliability and towing the Dandy trailer tent some 180 miles there and 180 miles, hopefully, back to Hitchin avoiding the indignity of a rescue truck in the process! The longest distance we have used the car.

I have mentioned the TR4 in an earlier article. Comm. No. 29,527 L was manufactured on 25th January 1964 and exported to the USA. In 1999 it was converted to RH drive and repatriated to the UK and I acquired it in 2003. The car is largely very original with virtually no rust. The head has never been off and the engine virtually untouched, save a new clutch at 60k. An alternator has also been fitted. The car had also received a 'quick' respray before repatriation. Since owning it I have replaced the braking system and a broken timing chain tensioner and tidied it cosmetically.

In the past 3 years reliability became a real problem – hence the deliberations re Harrogate! Two cracked exhaust manifolds led to a new 4-branch s/s system. Encountering numerous ignition problems (including unreliable condenser/points etc.), I replaced coil, leads and fitted a Pertronix electronic ignition, this all coincided with a sticking carb needle jet which was replaced, with a new petrol pump and tuned. After a year or so of despair, it seemed to be running perfectly and I went to the IWE at Malvern last year. At the beginning of this year I again experienced misfiring and 'cutting out'. Eventually the Pertronix packed up. I replaced it with points/condenser, the original (47 year old) rotor arm and distributor cap and a new Lucas Sports Coil. The engine ran

like never before, so Harrogate seemed on the cards. Why called 'Beasty'? – when I bought the car, I stepped out of a Volvo into it – and only just made the first bend on the way home. When my wife asked how it drove, I said it was "a b....y beast of a thing" – the name stuck!

I telephoned Brian Chidwick a couple of days before Harrogate to see if anyone else from LVG was going – he thought John Burningham probably was and of course Jon Marshall.

The day arrived and I hitched up the trailer tent and we left home. Given the distance all sorts of things were going through my head, asking the wife if she could hear any strange noises, remembering that the water pump was 47 years old and wondering how old the 2nd. hand looking alternator was. I also made a mental note to stop reading TRAction Technicalities. This was all in the first 2 miles to the A1 Stevenage North. Cruising at 50/55mph I resolved to stop every 50 miles to check everything. With increasing distance without mishap from Hitchin confidence grew and by Doncaster I had become fairly blasé recalling the famed reliability of TR's – then J34, crawling traffic. Remembering the 47 year old radiator and water pump, for 7 miles my wife's and my eyes were fixated on the temperature gauge, willing it to stay under 70 Deg. – which incredibly it did! On the move again, we were treated to the amazing sight of a TR2 and TR3A both with aero screens, horns blaring, hammering past abreast in the 2nd and 3rd lanes of the motorway – 2 Germans complete with goggles etc! After 170 miles at 50/55mph towing a trailer I filled the tank, which to my surprise only took 26 litres. After about 4½ hours we arrived at Harrogate without problem.

The campsite terrain was undulating and it took a few minutes to find somewhere flat to park – happily at the extreme end of the 'quiet zone'. One thing that struck

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me was the seemingly large number of caravans and camper vans attending. Facilities generally were good. It was at this point that I discovered for the first time that by disassembling my wife's electric scooter (usually carried in the trailer tent) to virtually the last nut and bolt, I could get it behind the front seats to transport her up to the events area.

We did not participate in any of the outside events – my main interest being in the trade area, concours cars and some of the technical seminars. I went along to the engine seminar being given by Steve Hall of TR Enterprises, which I found very interesting, though somewhat worrying at all the things that can go wrong! After this experience I decided that ignorance was preferable and did not stay for the hugely supported Pete Cox seminar on gearboxes. The Russ Swift driving display was particularly impressive. The involvement of other marques, Jaguar, Rolls Royce etc. added to the interest. I was also surprised at the multitude of European visitors, a huge contingent from Holland – who thinking about it probably travelled a shorter (driving) distance than myself.

Sunday arrived and the weather was brilliant sunshine. The highlight was to be the group photo of all the TR4s present. I duly parked the TR4 on the end of a row and as I was getting out John Burningham and his wife appeared. They were staying at a nearby hotel. He remarked on the low rear suspension of my car, which given the ½ ton of spares, tool bag (takes 2 people to lift) and an electric scooter, really was not surprising – kept the back end under control though! Eventually at around 2.00pm Steve Redway arrived and mounted the 'Cherry Picker'. At this point I was asked to move my (somewhat less than concours) TR4, not into the next field, but to a spot right in front of the camera! Having finally made the 'Centre Fold' of a magazine (front row, second from right) I

am the person trying not to look like 'Mr Bean'!

Following the photo, we headed for home, full of confidence at a steady 55/60mph only stopping twice, without any problem. Happily, the hood remained in the boot for the whole weekend.

I like to think that I am entering a new trouble free era with 'Beasty' – but have this nagging feeling that she only behaved herself impeccably for her birthday party!

Gordon Staple



36 Years down the line with a TR and her Man.....!

.....and it don't seem a day too long
.....hmmmmmm let me think about that
.....?

As we were wandering around gazing at the 1001 assorted vehicles at "Classics on the Common" (Harpenden) last week, it took me back 36 years to when I first clapped eyes on Brian and his then TR4A. Up until that point, all my entire life I had wanted to drive in an open top sports car (my first ever ambition in life was to be a racing driver and Stirling Moss had been my hero) and at long last it happened on 15 July 1975! I had never even heard of a TR previously, my aspiration was a Herald convertiblewell at least it was a Triumph.

Just a week or so later Brian drove me to Silverstone to a VSCC Mike Hawthorn (another former hero of mine) Memorial Trophy meeting. It was my first of many visits to Silverstone over the years. The British Grand Prix had taken place about a week earlier. Remember the notorious catch fencing and Graham Hill had just announced his retirement from driving the Shadow but not from running his own Grand Prix team. Sadly he was to die later that same year on 29 Nov, Brian's 29th birthday, so a date always remembered in our household.

In August I attended my first Lea Valley Group meeting at "The Crooked Chimney" just along the road from Brocket Parkhad a young Lord Brocket already started amassing his car collection? I even remember some of the people present – Paul Howell (then Group Leader), Ian White (Group Leader-in-waiting, although I guess he didn't know it at the time), Ian Cornish and his brother Pete.

At the end of August I attended my first TR Register International at Donington Park. I thoroughly enjoyed looking around the Donington Collection and

viewing all the TRs lined up down the Melbourne Loop. Much excitement because there was a TR7 on show. Unfortunately our erstwhile TR Man was pulled over by the Men in Blue for speeding as we started our drive home through Donington Village oh dearhe hasn't been caught speeding since until a couple of yrs ago and he was much more upset by this later occasion especially as he was in his Felicia!

I guess the rest is history really, numerous TR Internationals followedI especially remember one at Prescott when Ken Richardson presented the trophies and of course the Best Dressed TR Teddy Bear Competition which I organised at Malvern in '84. Eddie Holden who was Overseas Co-ord at the time found one of his continental ladies to help with the judging. We had a Teddy Bears Picnic at the same time for the young sprogs. Seems funny to think some of those Sprogs are TR drivers themselves now.

From 1985 onwards 2 Sprogs of our own, little money and no TR on the road for 18+ years rather put a stop to anything TR and classic car orientated. That said, we did take our 1 yr old daughter Sarah, to watch the Norwich Union Classic Car Rally entrants arrive at Silverstone in '86 and the TR International at East of England Showground Peterborough the same yearI don't think she was impressed!

Oh joy, finally in 2005 I acquired my very own TR4A and had pride of ownership in her for 5 years until I felt the time had come to move her on. Afterwards, our son Ben said "I would have liked her Mum"I don't think so - she would have looked very silly with a boot full of sub-woofers!

Since having Brian's 3A back on the road, it has been good to attend all the TR and general classic car events. I have especially enjoyed the 3 IWEs at Malvern in recent yearswell we had found a

really good B&B and some good pubs with good food (always important to a TR Man). I loved wandering around Malvern and even made it up Worcester Beacon last year. The STMD at Prescott was pretty special too on the 2 occasions in recent years we attended although not too sure about Prescott 2008. Brian and I actually ended up by leading a TR run at one pointas we were driving along the side of a valley, single track road, no passing places and about 20 TRs behind us I had my fingers crossed that my navigational skills were up to scratch. Luckily they were. We generally never volunteer to lead a convoy but in this instance all those TRs ahead of us dropped out to view the scenery, go shopping or take a comfort break!

In 2006 we joined the Sporting Bears (founded by Chris & Pat Glasbey. Chris was TR Register Publicity Mgr back in '84 and it was he who suggested the Best Dressed TR Ted comp) which brought a whole new dimension to driving around in the TRfor starters, I had to learn how "tulips" worked as I was the navigator on the rallies we attended. It was fun to be driving with lots of different sports cars, both ancient and modern – Brian's 3A being one of the most ancientluckily only one MG though and that a Midget which doesn't count!

Which brings me back to Classics on the Common and my reflective mood. The past 36 years has been a lot of fun (most of the time!)it has given me a very great respect for our motoring heritage (I felt this especially whilst I owned my 4A), we have met lots of lovely people, seen some truly splendid scenery on our travels in the countryside and for me, it's all thanks to Brian and the purchase of his very first TR a 3A (we still have bits of it about painted in pale blue Hammerite – no don't ask!) long before I ever came on the scene
.....aaaaaaaaaaaaahhhhhhhh!

Lynda Chidwick

Bletchley Park Classic Car & Motorbike Picnic

There was a really good LVG turnout for this combined meeting with Chiltern Group. About eight cars met up at Baldock services for a convoy run, led (for the first and probably last time) by Lynda and myself as we regularly drive the scenic route to Woburn. Alas, we are less familiar with the last few miles through Milton Keynes – say no more. Nevertheless, we arrived on schedule and met up with the more westerly located LVG members and Chiltern Group.

This is the second time that Lynda and I have been to this event and with so many more cars there this time it was difficult to strike a balance between looking at the cars, chatting and seeing everything within Bletchley Park. As a retired software engineer, I could have spent a whole day just looking at the exhibits, especially the new museum of computing. This included not only early computers and peripherals, but also comparatively modern home computers and PCs. It was a little like seeing my working life flash before my eyes and I will definitely have to visit again to do it justice.

It's an interesting event and location and judging by the variety of cars present, one which clearly appeals to classic car owners – must be the combination of nostalgia and patriotism.

Incidentally, if you did the tours you will probably have heard of Tony Sale's contribution to restoring Bletchley Park and much of the code-breaking equipment. Sadly, Tony died a few days before the event. Tony was a rare example of a brilliant individual who was also prepared and able to explain complex ideas in simple terms. I met him a couple of times when visiting Kidsgrove when I worked for ICL. He was one of the few high-flying engineers/managers in the company for whom everyone had respect. A great loss to the IT industry and to Bletchley Park in particular.

Little Gransden Show & Flying Display

A funny thing happened on the way to Little Gransden this year. On arriving Chez Titchner for the short convoy run to the airfield we discovered that some of our squadron were without tickets. Even worse, one of them was our own Events Co-ordinator. Paul was awaiting tickets from Howard Prior which were to have been delivered at Phil's on the day by Mark Taylor. Considering his youth, I don't think Mark can claim to have had a 'senior moment', so I guess he must have had a particularly good Saturday night to have got up and started filling his TR6 with diesel!

Take-off was delayed whilst Paul and Mark debated by phone whether or not to risk driving his car with a mixture of diesel and unleaded. Luckily, he had only put about 9 litres of diesel in before realising the faux pas, so was able to top up with the real thing. However, unlike the normally aspirated engines, the PI system probably wouldn't be too happy with the mix, so he decided to get the tank drained, so for Mark, the trip was over before it began.

As a number of us had already booked and paid in advance we decided to hide those without tickets and windscreen stickers in the middle of the pack and drive through with confidence. Since we already had places allocated to the TR Register we could have talked our way in if challenged. I particularly enjoyed the convoy this year as we were joined for the first time at an LVG event by Chris and Pat Glasbey in their well-modified TR3A. I've driven behind Chris's car on a number of occasions and it's a very impressive sound. What surprised me is that it sounds the same even when it's a quarter of a mile behind!

As it happened, on arrival we were just waved in en masse and the extra tickets paid for inside.

The next challenge came when we reached our usual large parking area, normally already roped-off with the North London Group marquee in the centre. This year – a blank space. We parked up along one side and Dennis decided the only sensible thing to do was clean his car whilst the rest of us stood around looking confused.

Eventually Howard and Co did arrive and despite failing to convince us that our line-up needed greater precision parking, completed the usual TR square formation and allowed us to help erect and share the North London Dome, which proved extremely useful during a day of intermittent heavy showers.

As always, there was an excellent mix of classics, although we were in serious danger of getting 'trench-foot' wading around to see those in the main display area. Nearer us, in the club area, were displays of Healeys, MGs, etc., and the largest number of Triumph Roadsters I've seen in one place for many years.

There is always plenty to see and do at this show and we made our customary visit to the Hurricane Restoration Project and managed to feed and water ourselves at the Scout Barbecue and the Beer Tent, before rejoining the massed ranks of TR owners in time to watch the flying display and chat to admirers of the TRs. Unsurprisingly, Chris's TR3A attracted a lot of interest and questions.

Despite the rain, there were periods of sun and blue sky as can be seen in these photos provided by Phil Titchner.





Phil says: *"I could not help myself, I took loads"* but also *"I have seen so many TRs over the years that I felt myself drawn to the aircraft."*

Shame that, as I would have loved a photo of the V8 Vitesse.

Knebworth Classic Car Show

As mentioned in my editorial, the TR Register decided not to support this show so the few of us that already had tickets had to park in our relevant classes according to age (of car, not owners!).

It sure was cold much of the time and we left about 3:00 - early for us, but not before our usual wander around the gardens and dinosaur park (yes, 'fraid so - some of us never grow up), plus the added attraction this year of the chainsaw tree sculptures.

We missed John Richardson and Stella but had a chat with Jean Holden, John & Val Burningham and also Julian Hensman & Magda (new members with TR6) with their puppy. Apart from seeing Rob Taylor from a distance, as far as I know there were no other LVG members present. Not like the old days, or even the last four years with around 100 TRs parked at the bottom of the field. Other than Eddie's old TR4A and a couple of TR7/8s, we only saw one TR4 (powder blue, as are most of them nowadays) in the ring and we discovered a small group of TRs, possibly from North London, but didn't get chance to meet any of the owners.

We didn't even get a camera out, but John Richardson has supplied a few, included above.

Olde Watermill Classic Car Rally - Barton

Not a lot I can say about this event as we didn't actually make it on the day. Due to committing to help our daughter and partner move to South Wales on the preceding weekend, we decided not to book for the rally in advance just in case. Unfortunately, by the time we knew we would definitely be home, all remaining reserved places had been reallocated.

Those that did go report that there were plenty of classics there but not a lot else.

Last of the Summer Tour

Having heard good reports about previous MK Classic tours, we decided to give this one-day event a try. In company with Paul Richardson/Dave Randall and Chris/Pat Glasbey, LVG had a TRio of TR3As meeting up for bacon rolls and coffee at the Inn at Woburn, along with a TR6, whose owner (Mick Ramscar) we never did actually get to speak to. As seems to be the case on most of the tours we have done, there was a wide variety of cars including all the usual 50s-70s sporting classics and saloons, a few older vehicles and several future classics including Porsches and BMWs.

Paul and Dave were press-ganged into leading our Trio, giving Lynda and Pat an easy ride as navigators. The first part of the route was familiar territory for us, going back through Woburn Safari Park the way we had just come and we were treated to the sight of a herd of deer crossing the road right in front of us, which Lynda and I had never experienced in all our monthly trips through the Park.

Passing close by The Cock en route to the morning coffee stop at Moggerhanger Park, we were just a little too early to drop in on the monthly meeting for a beer. At this stage the weather was looking good, but we were in for a shock.



The route and timing allowed for scenic stops and picnicking (picnicking?) at various points in and around Grafham Water. Alas, a light drizzle rapidly turned to a torrential downpour resulting in flash flooding on many of the country roads.

In TRue British spirit, I think without exception, all the open sports cars continued topless but, unsurprisingly, gave the picnicking and sightseeing a miss! Grafham and lots of presumably pretty surrounding villages were a hazy blur as we peered through the murk with water running down the inside and outside of the windscreen and

glasses. Eventually it became so dangerous that I had to stop to let an MGB pass ☹ as it had a hardtop and hopefully the driver could see where he was going. We managed to get out behind in time to follow his tail-lights, just ahead of a Herald convertible. This was fortunate, as it turned out the Herald was as wet inside as our TR and had to slow to a crawl for serious screen mopping.

Even Paul decided to stop and erect the hood – possibly not a good idea as it was in the boot and I think they got wetter than we did. At least we had dry seats and arrived at the final destination, Lavendon Narrow Gauge Railway & Static Aircraft Cockpit Display for a much earlier than planned cream tea. Very interesting little museum and it was a pity it was so wet as I'd have liked to have seen the 12" gauge and G-Scale railways running.



(Photos courtesy of Peter Davies & Robert at F1PointZero)