

The TRunnion

TR Register Lea Valley Group

2012 Issue 4 (Jul/Aug)

LEA VALLEY GROUP COMMITTEE 2012

Group Leader:

JON MARSHALL ☎ 01462-673956
Email: jon.marshall@dsl.pipex.com

Treasurer:

CLAIRE PALMER ☎ 01767-224657
Email: cpalmer235@ntlworld.com

Events Co-ordinator:

PAUL RICHARDSON ☎ 01908-610098
Email: pr124@hotmail.co.uk

Editor/Membership:

BRIAN CHIDWICK ☎ 01462-730676
Email: bjmole1-trlv@gmail.com

JULIAN HENSMAN ☎ 07818-060101
Email: jhensman@seorb.com

GRAHAM WADE ☎ 01582-609823
Email: grahamwade47@gmail.com

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

The following event list is provisional. Please let us know of any other events or places of interest that you think other group members would like to attend or visit.

2012 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 about, as well as 'official' LVG events.

Jul. 1: Group Lunchtime Meeting

Jul. 4: Classics in the Walled Garden, Luton Hoo

Jul. 15: SBMC Kimbolton Fayre/Classic Car Show
(Cancelled due to waterlogged grounds).

Jul. 22: LVG Tour (Provisional)

(To be rescheduled as part of LVG@40)

Jul. 20-22: Silverstone Classic

Jul. 25: Classics on The Common, Harpenden.

Aug. 5: Group Lunchtime Meeting

Aug. 10-12: TRR International Weekend

Aug. 19: Olde Watermill Classic Car Rally,
Barton-le-Clay

Aug. 25: Camb Followers - Lincolnshire
Aviation Heritage Centre, East Kirby

Aug. 26: Little Gransden Show & Flying Display

Aug. 26-27: Knebworth Classic Motor Show

Aug. 26-27: Oxfordshire Classic Car Show,
Blenheim Palace

Sep. 2: Group Lunchtime Meeting

Sep. 2: MK Classic 'Last of the SummerTour'

Sep. 14-16: Goodwood Revival

Sep. 22-23: Kop Hillclimb, Princes Risborough

Sep. 29-30: CACCC Falling Down Tour

Oct. 7: Group Lunchtime Meeting

Oct. 7: TSSC All Triumph Day, IWE Duxford

Oct. 14: BMH Four Hour Relay Race – Snetterton
[All-Triumph team will be there!]

Oct. 16: Transport Day, Milton Keynes Museum

Oct. 20: Nostalgia Forum Motor Sport Film Show,
Albury, Herts.

Nov. 4: Group Lunchtime Meeting

Dec. 2: Group Lunchtime Meeting/AGM

**Jan. 6, 2013: Group Lunchtime Meeting
40th Anniversary.**

EDITORIAL

Thankfully, amidst so many rain-drenched events, the weather improved for our Sunday convoy run to the STMD at Prescott and a number of other group members also turned up to enjoy the action. This is a favourite event of mine and, having missed out on booking some runs this year, I was able to spend more time watching all manner of Triumphs climbing the hill. It was great to see and hear Beastie in full flight at last. However, the highlight for me was a ride in the cavalcade with Ian Cornish. I've fancied a ride in 4VC for nearly 40 years, so that's one item I can tick off my 'bucket list'! It was a privilege to experience such a historic and unspoiled car. Many thanks Ian.

Despite the dire weather forecast, we had a good turnout for the Luton Festival of Transport and actually managed to stay dry this year. The number of stalls is diminishing each year at many classic car shows. Perhaps some fresh ideas and venues are required with more action to entertain the crowd, especially partners and family members who are less interested in static car displays. As anticipated, Tibble's Tour and a visit to the Retro Show at Santa Pod has partially fulfilled that requirement for me, but sadly the SBMC Kimbolton Fayre/Classic Car Show has been cancelled due to waterlogged grounds.

At this time of year the calendar is overflowing, but in August, after missing last year, I'm looking forward to the International Weekend, especially as it is back in Malvern. At the Bank Holiday weekend, we are joining Camb Followers at the Lincolnshire Aviation Heritage Centre to savour the Lancaster taxi rides, although I fear most of us will be envious spectators as the 'taxi-fare' is (unsurprisingly) eye-watering.

Apologies to those who are on my email list as they will have already received a copy of the Group Leader Update from Chris Cunnington included below. This explains the situation regarding IWE tickets and TR Office workload. I have seen the aggro on the Forum and a few people have thrown their toys out of the pram despite some of us trying to cool things down! I've also included a statement from Merve Parkes on the latest advance ticket sales arrangements and

pricing. Thanks to Peter Bowden of Chiltern Group for passing this on to me.

LVG seems to be going through a period of change at the moment, due in part to the economic climate, with several members selling cars and perhaps also less of us are using our TRs as much as in the past. The cost of fuel may deter some, but I do wonder what others do use their cars for. Whilst we still have a hard core of regulars on tours and events, we would really like to see and hear from less active members who may not be using their cars currently due to restoration or repair. Remember, you don't have to come in a TR to local meetings. In fact, you don't even need to own a TR or be a TR Register member to join us. One of the major benefits of local groups is the availability of advice and assistance. The most frequent query seems to be "Where is the best place to get an MOT or work done on my TR?" So, if you have mechanical problems or are a new member or are considering buying a TR for the first time, then come along to a monthly meeting or give one of the committee a call.



BrianC

LVG 40th Anniversary in 2013

The group will be 40 years old in January, so please let the committee have your ideas for how we should celebrate this achievement. As a founder member, I would also like to invite as many other old lags as possible, so if you have contact details for any former members, please let me know.

Scuttlebutt

(formerly News, Rumours & Gossip)

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.

No Scuttlebutt again this issue as I felt the following news 'Update' from Chris Cunnington was more important.

However, I'm sure you will send in plenty of scurrilous items for the September/October issue.

Update for June 2012

An *Update* for all Group Leaders, Archive, Registrar and Technical teams of the TR Register from Chairman - Chris Cunningham
chairman@tr-register.co.uk Home - 01962 880883

IWE 2012

The topic of the moment is of course IWE2012 and with a favourable turn in the weather it's clear that the welcome sunshine brings on a real enthusiasm for using the cars.

As you will know this year the SOC are joining us at Malvern. At the last moment the TR Drivers Club too will join with us. TRDC have had problems with their event at Billing – it was a washout. A flooded site – something we know about all too well from 2007. In a “hand of friendship” gesture, we have invited them to “bring their tent” along to Malvern and join with us and the Stags for their annual celebration of Triumph matters.

Our website Forum has been very vociferous on a few points recently about IWE2012 and in particular ticket pricing. I am pleased to take the opportunity in this edition of *Update* to give an explanation to some of the queries raised and would be grateful for your assistance as an officer of the club in explaining to any of your members some of the fairly simple detail which can so easily get of proportion on a website Forum. As a GL you will reach many more members than the Forum does and it is important that you can answer queries if and when they arise.

The initial angst was about the fact that Weekend entry ticket prices for SOC members were £10 lower than for TR Register members.

The explanation is simple enough, but in the way of most commercial negotiations it is not for us to disclose how SOC are managing their club affairs. SOC are actually subsidising the ticket price to their members. This year, as they do not have to organise an event themselves they

are ploughing back those funds in subsidising the tickets. SOC have bought all the tickets, through TR Register, at full price – in advance - all fully paid. We have the benefit of them as paying guests at Malvern and they have a new type of event to attend.

In the case of the TR Drivers Club matters are simpler – they will attend and pay at the gate as do our own members. We are welcoming them as paying guests.

In view of the temperature of some of the postings on the Forum I made an exception and made a posting on this topic. Much as Forum fans would like to think, not everyone reads the site and as I am sure you will get queries and as I said earlier, you as a GL you need to know directly what is happening and be able to answer. I am sure you will certainly reach many more of the membership than the Forum does. If you have any queries please let me know.

Another aspect of IWE2012 is the pre-selling of tickets. We are looking at this again. Last year when taking account of discount, banks card charges, postage and admin time the outturn was not satisfactory.

We are looking again right now at what we can do on this and we will announce the next steps on the website. It is hoped we will be able to offer these through the TRR Shop but there will not be a discount and there will be a small admin charge per transaction. More on this very soon

Moving on to another topic

Area Co-ordination

In the last issue of *Update* I talked about the appointment of a new Editor – Kevin Warrington. His first edition of TR Action will

be out soon and I wish him well in his new post. Kevin's appointment created a vacancy for a Co-ordinator and the opportunity was also taken to look at the allocation of groups to some of the Co-ordinators at the same time.

The area known as the South West will now pick up some of the groups formerly in the West area. The reduced area which was West will be renamed South. Clear as mud huh – yes I thought so! It is much simpler than it sounds and we will circulate the revisions, on paper, to you all very soon. In fact it is very little change. So who is the new Co-ordinator for the South?

The management committee received two applications for the post – and both were interviewed at committee on Sunday 24th June 2012. The successful applicant was Nigel Jordan, currently GL for the Wessex group and he was co-opted to serve in the post and as with all committee posts the appointment will be subject to election procedures at our AGM.

By the way the AGM will be held on 04 November 2012 at HMC Gaydon.

New General Manager

...and finally I can report that the interviews will be held for the new General Manager during w/c 09 July 2012. The advertising has brought forward over 30 applicants and I am hopeful that an appointment can be made soon. In the meantime Ian Brown is doing a sterling job as Interim GM – or “Interim Ian” as he has become known in the office!

See you at Malvern,
With Best Wishes,
Chris Cunningham
Chairman TR Register

The following statement comes from TR Register Treasurer, Merve Parkes.

International Weekend 2012 – Malvern Pricing Policy

Following our recent committee meeting of 24th June, committee decided it would be appropriate for me to provide the rationale behind the pricing policy for this year's International Weekend. The prices for this year's International Weekend are:-

Weekend Ticket £25.00 per person

Saturday Ticket £15.00 per person

Sunday Ticket £10.00 per person

The above prices have been held from last year, despite inflationary pressures, indeed we have reduced the Saturday entry price by £5.00. Camping will be at the rate of £5 per person per night.

Another issue discussed at the committee meeting was the lack of pre booking arrangements, which have been available for the last couple of years. Having reviewed this situation, and taking on board your views and representations via your area coordinators, it was decided to re-introduce an on-line only pre-booking facility, for weekend tickets and camping only. Unfortunately we are no longer able to offer a discount for pre-booking indeed there will be a small administration charge of £1.50 per booking, this being to cover the cost of postage and debit/credit card charges. The cost of previously selling tickets in advance was expensive in terms of the discount given, the costs involved and staff time. Hopefully this revised system will address most of those issues.

This year's International Weekend will be joint events with the Stag Owners Club. The SOC are using a different pricing structure to the TR Register for members who pre-book for the event. In addition to making a contribution to the financial overheads of the event, the SOC have pre-purchased a block of weekend tickets. The SOC have paid full value (i.e. £25 each) for these tickets. Any discount offered to their members is to be funded by the Stag Owners Club, NOT the TR Register. Any Stag owners paying at the gate will pay the same rate as the TR Register members.

Merve Parkes

Treasurer

My carb runneth over...

...float chamber overflow problem.

Here is the sequel to my rolling road report that I promised (threatened?) last time.

This was posted on the TR Forum and drew a number of interesting and helpful responses.

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After several weeks of niggling problems, here's the one that's driving me berserk...

During the MOT test on Monday, the tester noticed fuel coming from the carb overflow pipes. These are a pair of copper pipes routed from the push-on overflow connectors on the float chamber covers and were terminated against the inner wing.

Whilst the actual fuel overflow wasn't a major concern to him, the pipes ending where they did meant that the overflow could pool on the inner wing ledge and spill over in the vicinity

of the exhaust and starter motor. Normally, this would be an MOT failure, but knowing I would fix it straightaway and only live about 3 miles away, the garage decided against a temporary on-site bodge using either a 'catch tank' or extending the tubes to a safer area and sent me on my way with a new MOT.

Because the pipes ended close together it was impossible to see which, or whether both of the carbs were at fault, so before investigating the cause of the overflow I extended the pipes with rubber fuel line to come out inside the wheel-arch, well clear of the wheel. On starting the engine it was easy to see that the rear carb was the problem, so off with its cover and check the float, needle valve and remove the minimal amount of fine dirt at the bottom of the chamber.

At this point, I should add that the carbs are H6 with separate (non-hinged) brass floats,

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needle valves (not Grose jets) and have the push-on fuel connectors (not banjos). They were fully reconditioned about 15000 miles ago.

Having inspected and cleaned the valve needle and seat, I decided to treat the front carb likewise to ensure there wouldn't be a subsequent problem there. So far, so good, so fire it up and problem should be solved.

Several minutes later, with the engine running as rough as a (... supply your own, but badger's \*\*\*\* comes to mind) whilst I tried to keep it going long enough to clear its throat, I suddenly realised I was standing in a pool of Shell's finest! Engine off, push car out of the petrol to protect the brand new T-Tracs and avoid the whole lot going up in flames. A quick look into the wheel-arch revealed that fuel had been coming out of both overflow pipes at quite a rate. At this embarrassing moment, in comes SWMBO wondering what all the noise has been about and why am I desperately mopping the garage floor and is that petrol?

Completely mystified, I went through the entire exercise again, but this time decided to test by pumping fuel through using the priming lever on the pump and with the overflow pipes disconnected. This immediately showed that, again, it was the rear carb that was overflowing. In fact it was virtually pumping straight out. Lynda put a finger over the offending pipe to feel the pressure and was surprised to feel suction instead, accompanied by a 'pop' as she pulled her finger away and the overflow immediately stopped. Several minutes of hand-priming showed both needle valves doing their job, so I disconnected the low-tension lead and cranked the engine on the starter. Again, no problem, so with fingers crossed, we fired it up and waited with baited breath. No problem, so what was the cause? I can only assume that somehow an airlock had formed in the fuel line between pump and front carb and it had been cleared by Lynda's technical application of a finger.

I ran the engine for 5 minutes and we then decided to leave well alone until the following morning and then recheck and hopefully test-drive.

Next morning, with no signs of overflow, I took the car out for a good run of 10-15

miles and on return immediately checked the ends of the overflow pipes - perfectly dry, so turn off engine and watch what happens. Several minutes later, still no signs of fuel, I called Lynda to proclaim victory and ... guess what? Slight moisture at the bottom of both tubes (without the engine running!)

I disconnected the overflow pipes from the float covers and repeated the exercise, both hand-priming and running the engine and there was no sign of overflow. I'm not too concerned as it does seem to be a minimal drip and there is no longer any danger of fuel leaking onto the exhaust or starter motor, but if anyone has any suggestions, I really would like to solve this 'sweet little mystery' (sorry - I'm a big John Martyn fan).

My only idea at present is to reduce the float level, although I assume it is currently set correctly as the carbs were rebuilt and both are set identically - just over 7/16" checked with a drill-bit, as per manual, with float chamber lid inverted and forked rod resting on the spring-loaded ball in the end of the needle valve. What is the purpose of this spring-loaded ball anyway - why doesn't the rod sit directly on the end of the needle?

*[At this point, dear readers, I will leave you to ponder, but if you cannot stand the suspense, you can read the continuing saga on the Forum at <http://www.tr-register.co.uk/forums/index.php?showtopic=34469&hl=runneth>]*

### **Classified Adverts**

If you have anything to sell/buy or lend/borrow, please email me and I will include it in the next TRunnion.

#### **FOR SALE**

##### **TR3A Bonnet**

Early 2-slot bonnet without raised hinge pressings. Excellent condition (apart from blue Hammerite paint). Includes the bonnet release lever. **£125**

##### **TR2-3A Gearbox Tunnel**

From 1958 TR3A but should fit any sidescreen car. Solid condition (aren't they all, being sprayed with oil from engine and gearbox?), and with slot for fitted ashtray - long since lost! **£30**

##### **TR2-3A Scuttle Vent Lid**

Excellent original item with hinge but no spring or linkage. Moss want £67 for a repro! **£30**

*Brian Chidwick (Contact details as on page 1)*

### Drive It Day

I was only able to provide one photo of our Drive It Day outing in the previous Trunnion, but I thought this one subsequently received from Paul Richardson of his Monsoon TRaining at the Silverstone Porsche Driving Experience was appropriate in view of the recent driving conditions!



And, to encourage others to enter events like this, here are a couple of shots on the Alpine circuit at Millbrook. Continental style motoring on our doorstep - if only we could book a whole day there!



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LVG Charity Support Medical Detection Dogs

I have received the following update from David Randall explaining why he has chosen to support Medical Detection Dogs (MDD):

I decided to change charities because Hounds for Heroes are based in Hampshire and were too remote. Also there was not a puppy available to enable me to promote the charity. Medical Detection Dogs are based at Great Horwood, Milton Keynes and is a charity that trains dogs to detect cancer.

The dogs will also partner a person that suffers Type 1 diabetes, Addisonian crisis and narcolepsy. MDD continue to investigate other debilitating and potentially fatal conditions which our dogs may have the ability to help. The dogs are taught to identify the odour changes that are associated with life threatening medical events.

Attached is a photo of Josh, a five months old Working Cocker Spaniel for whom we have become his puppy parents. He will stay with us until he is a year old, then he will move on to do his advance training. It also means

that I have a dog that will come with me to events and talks.



He obviously doesn't suffer hay fever, so I'm sure he'll be fine in an open TR. I'll look forward to meeting Josh soon and hope the group will agree to continue supporting David in his fund-raising for MDD.

Jean Holden is already helping and raised a substantial amount on her stall at the Meppershall Gala. The framed TR print that we auctioned on Jean's behalf has been sold and a cheque is on its way to David for MDD. For further information on the charity, please see <http://medicaldetectiondogs.org.uk>.

TSSC (Herts & Beds Area)

We had considerable welcome support from TSSC for Ian Cornish's 'Works TR4 Talk' and it would make sense to join forces with them, as well as other Triumph/classic car groups in our area for some events. I have received the following information from Peter Lewis.

We have for many years arranged an All Triumph event at Duxford IWM. This is our 19th year, there is often a TR Group, and many single TRs turn up on the day

If any gazebos are used, it's OK, provided we know in advance, as ground cables run close to the surface and the staff mark out the run of these cables.

Last year, some TR members brought a gazebo and we had to advise 'No pegs allowed'. This is a shame but with a forward plan we can mark out a safe place and avoids making us seem a little difficult on the day.

This does clash with the Club Triumph Round Britain Reliability Run (RBRR) but we don't have much choice in the dates available, and it has to be the 7th October. Gates open at 10am and the discount admission applies if in your classic; if in a modern car, then produce your car club membership card and/or a copy of this advert to get the same admission deal.

Last year we had 280 Triumphs on site and there is much to see at Duxford. It's a good end of season event and hopefully we will see more TRs on the day.

If you are interested in Triumphs generally, rather than just TRs then have a look at the local TSSC group website:
http://www.tssc.org.uk/index.php?option=com_areadirectory&id=227&Itemid=181

Peter tells me that, following a temporary change of venue, due to refurbishment, evening meetings (always the fourth Monday each month) are now back at the Three Moorhens, Hitchin. I'm hoping to get along to one of these soon – I haven't been in the '3 Morons' for about 40 years!

Another event that TSSC are attending, as in previous years which LVG members may be interested in is this one at Quinton (also suggested by Tony Jones earlier this year). Information, again, from Peter Lewis.

The Bucks Railway visit is on Monday 27th August (Bank Holiday). It's their classic pre-78 event, basically free with a £2 donation (per car-full) in a bucket on the day. You can turn up on the day or its possible to pre-book and get a plaque and entry in a programme (I need to find the address of who to write to) - not overly important, but this donation with your classic gets you full museum and steam-hauled train rides for the whole day, there's lots to see do, comprehensive café, all-day breakfast, etc.

Their web: <http://www.bucksrailcentre.org>

Map: <http://goo.gl/maps/vw90>

There's no arranged convoy - just turn up when you like. If you are in a modern car you pay the full price

Herts & Beds Area
Present the 19th



THE TRIUMPH
SPORTS SIX
CLUB

ALL TRIUMPH DAY
at
DUXFORD

SUNDAY October 7th 2012
£13.00 per person **Gates open 10 am**
IWM Duxford discounted admission
£12.00 per person + £1.00
for Herts & Beds Lucky Number Draw
Normally £17.00 per person

IWM Full Car (More than 3 Adults) £34.45
Then please Add £1.00 Per Person
for Herts & Beds Lucky Number Draw

FREE TRADERS PITCHES

Under 16's go Free

Discount entry kiosks close at 2pm.
Museum Closes 6pm.



Location - Jct10, M11
Sat Navs use CB22 4QR

Sorry, No Dogs, Fires, BBQ's - CAA Airfield Regulations
Traders must Pre Book Space
Any Enquiries 01582 750943

To qualify for discounted admission, arrive before 2pm and be in your classic,
Or present this advert or your valid car club membership card.

Camping Now Available at Apple Acre Park Fowlmere www.appleacrepark.co.uk
BOOK CAMPING DIRECT via Email: tony@appleacrepark.co.uk Tel: 01763 208354

Lea Valley Group Website

The 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.*

LVG Tour

You may remember that I mentioned in the last TRunnion that we were hoping to organise an LVG tour. We have now clarified the insurance position but time was too short to fit it in this year. It has been suggested that we make it part of our 40th Anniversary celebrations (LVG@40) next year and possibly make it a two-day event, similar to the CACCC tours. This would provide more time for socialising with former group members that may now live further afield and also for members of neighbouring local groups who would like to join us.

In view of the amount of planning required, please contact me (Brian) if you think you would like to join us and I will keep you updated.

STMD Prescott

Due to circumstances beyond my control, we didn't manage to get booked into a B&B for our customary long weekend in the area, so I took the opportunity to join the LVG day-trippers. For a change, I successfully navigated my way solo to the rendezvous near Milton Keynes, and Paul Richardson then led our small but perfectly formed convoy via some of the most scenic roads. We arrived early enough to be marshalled onto the low-lying slippery slopes rather than the nice flat areas at the top. So, there's a perfectly good explanation for the angle of this shot – it really was a steep slope...and this was after Paul had moved to a flatter area!



Not having any runs up the Hill this year meant that I had a lot more time to enjoy spectating and chatting with old friends. This event brings out some excellent Triumphs and it's surprising how quick some of the Stags and GitFires/Spit6s are becoming. I'm ashamed to admit that, although I took a camera, I didn't actually get around to taking any action photos.

I think Mark Taylor was the only one of our group to have a run in his TR6 and I'm not sure if anyone paid for one of the 'exciting rides'. I would certainly try it another year if there were a sidescreen car available, just to see how it should be done.

Tibble's Tour

This was the first one-day CACCC tour that Lynda and I have done with a larger field than for the Falling Down and Springing Up overnights. There was a strong Triumph representation amongst the entry list of 43, including 7 TRs, a Stag and a pair of Herald convertibles.

We had a pleasant, traffic-free drive over to the early start at the Holiday Inn, Markyate where an excellent breakfast set us up nicely for the first section of 50 miles to Maskells Farm at Wilstead. This recently opened collection of vintage tractors, farm machinery and cars is a well-kept secret and although only open by appointment, one I hope to visit again. After coffee, we were able to have a leisurely look around before the short drive to our lunch stop at a well-known LVG pub – The Jolly Coopers at Wardhedges. Despite the clouds, we were fortunate to get away with the BBQ in the garden.

The third section took us to Twinwoods Airfield, Clapham, best known as the airfield from which Glenn Miller made his last flight in 1944. The museum is excellent and the volunteer staff extremely knowledgeable and enthusiastic. I love the atmosphere at these military museums, particularly those based at remote airfields where you can see for miles, especially if the control tower is open as this one was. Realistically, you need at least half a day here.

The final section of 53 miles took us back to base at the Carpenter's Arms, Harpenden for the raffle, a fish and chip supper, excellent real ale and an Elvis impersonator! What better way to round off a day's classic touring? Many thanks to organisers John Tarbox, James Hobson and Pete Muncer (route-master exTRAordinaire).

[The entry form for the Falling Down Tour is included at the end of this Trunnion]

Santa Pod Retro Show

And now for something completely different... When I first saw this mentioned on the TR Forum I knew it was time that I fulfilled a very long intention to visit Santa Pod. Lynda was somewhat under-enthused and willingly relinquished her seat to our son, Ben. He had been to the Pod a couple of weeks earlier with his Saxo mates and enjoyed it so much that he was willing to put up with the Old Man for another (free) day out. As seems to be the norm now, he arrived home from the previous night's party just in time for an early departure. I'm sure the open-top motoring does wonders for any hangover! Although this was supported by the TR Register, it was primarily intended as a weekend event for the TR Yoof group, who were camping, convoying and partying (in no particular order). Whatever, they got up to on the Saturday, they had still managed to get up by the time we arrived, well before the first runs on the strip and directed us from their campsite to the TR Register tea and coffee marquee, heroically manned by Brian Sparrowhawk. It was good to meet John Lucas at last, already there with his silver TR8 DHC, alongside Cat Tunnadine with the Coca Cola TR7.



After a quick look around the paddock and various display areas, the morning runs were in progress on the strip so we took up residence in the grandstand. I had hoped to see some TRs running but the only Triumphs on-track were a Dolomite and GT6. However, there was a huge variety of 'retro' cars – everything from a Morris Minor, through the Ford Escort/Cortina range to massive American muscle cars and trucks. The most impressive runs were by a bike that crossed the ¼ mile mark at over 170mph

and a kart at a similar speed.

During the lunch break we looked around the paddock displays and stalls, watched the monster truck 'Podzilla' crushing a pile of scrap cars, saw Nissan Skylines and Toyota Corollas giving drift-rides and sampled the TRR coffee and biscuits. By then there were a few more Triumphs lined up and Ben managed to grab a few quick photos.



We were still there when the Jet-car did a demo run but we caught a fleeting glimpse of it through the barriers and it sounded very impressive for the 5.9 seconds it took for the ¼ mile, crossing the line at 266mph.

The afternoon sessions suffered a couple of lengthy delays due to cars hitting the wall and then the heavens opened. We were on the far side of the strip by then and although we could see our TR, it was well soaked by the time we got to it. Apologies to fellow TR members sheltering in the marquee, including Wayne, waiting for a run in his Grinnall, but having wiped the dashboard and inside of the windscreen and mopped up the seats, we decided to sit on them, make a sharp exit and keep moving before the next deluge.

Thoroughly recommended for a real change, but hopefully with better weather next time!

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

Members' Stories

This feature is intended to encourage members to introduce themselves by way of TRunnion, so to set an example, I began by including the story of my current TR3A (now thankfully finished).

I know many others have stories to tell, not only of rebuilds or major projects, but how they became ensnared by this strange TR-addiction and how they use their cars – touring, competing, concours, etc.

It would also be really interesting to hear from newer (and, maybe, even younger) members and some of those who do not, or cannot, regularly attend local meetings.

Views of wives, girlfriends and partners would be especially welcome.

A Life of Triumphs – Jean Holden

In 1962 when I first met my future husband Eddie Holden, I knew nothing about Triumph cars. At the time he owned a 1956 TR3, the colour of a pickled green olive. I never much cared for olives, but I fell in love with that car just as I fell in love with Eddie, and both those loves have lasted a lifetime.

We married in 1964 and moved to the Bedfordshire village of Meppershall. It was a quiet village then and Eddie firing up the TR at 7am every morning was used as an alarm clock by the neighbours. We could just about squeeze our chubby first son into the back seat of the TR3, but when our second son Simon came along the car had to go.

We replaced it with a Sunbeam Rapier – a beautiful car, but we missed the TR. We never quite forgot about sports cars, or at least Eddie didn't, and when Simon was nine Eddie decided to look for another. It might sound sacrilegious to say, but his first choice was an MG TC. He had owned one of these as a young man. But at that time these proved to be out of our price range. However, a chance remark by a friend led us to Sandy and a red TR4A (LYX 277D). Before we knew it we were Triumph owners again. That was in 1976. A year later we learned of a motoring club that specialized in Triumphs. We joined and have never looked back.

Once my interest started to blossom I decided I wanted a TR of my own. I located one for sale in Luton, a white 4A (JDE 55IE) with a scarlet flash along the sides and a Snoopy sticker on the driver's door. More alarming was the long red fibre glass aerial which sprang loose from its fitting as soon as she moved.

Eddie took this pimped out TR to work a few times and became the butt of a few Snoopy jokes and the opinion that it just wasn't him. Snoopy and the aerial had to go. Eddie, who had recently finished a part rebuild of his own 4A now started on mine.

He did a great job, and when it was finished it looked superb, painted in Brooklands green, with red carpets and trim, Surrey top, and 72 spoke wire wheels.

Aged 59, Eddie was made redundant and decided to take early retirement. With his cheque from Kodak he had the chance to go back to his first love - an earlier TR. The hunt began and we located two concours rebuilds, one in Newcastle the other in Scotland.

The Newcastle car, a Regency red TR3A, belonged to a Mr. Mike Phillipson, who had owned the car for many years. Mike had 'rallied, raced and abused' the car until he decided a rebuild was in order. When the rebuild was finished Mike realized it would be a crime to drive it in the way he used to, and he put it up for sale. Eddie and I were more than happy to take it off his hands and never even made it to look at the Scottish car.

We took RHS 530 to the STIR rally in Holland and won our first cup. At the International at Malvern we won the non-standard trophy. Before we parted with our 3A, it had won us half-a-dozen trophies and made us many friends.

(To be continued)

11 The TRunion



The Carpenters Arms Classic Car Club Falling Down Tour 29-30 September 2012

Hi everyone.

I know it's a bit scary but Pete, John and myself are planning the FD and Pete has mapped out a route which will be very interesting and with different places to call in to along the route.

Those folks travelling to the Hotel on Saturday and would like to call in to the Donnington Historic Racing Club Museum at Donnington please contact Pete Muncer on peter.muncer@mypostoffice.co.uk who will make the arrangements for you. The museum is about 30 miles away from the hotel.

Our hotel has been provisionally booked and is located in Bulkington, about six miles from Coventry.

The hotel is the Weston Hall Hotel, Weston Lane, Bulkington, Coventry. Warwickshire. CV12 9RU

www.westonhallhotel.com

tel. 02476 312989

I have attached the entry form and would you be kind enough to complete the form in the usual way and enclose your cheque for £135.00.

Please can you make the cheque out to the Carpenters Arms Classic Car Club.

Would you please post the completed form and cheque to
James Hobson. 16 Stewart Road, Harpenden, Herts, AL5 4QB

It would really help me if you can send your forms back by 26 July 2012.

We do hope you can make the FD and we look forward to seeing you all on the day.

Kind regards

James, John, Pete.

The Carpenters Arms Classic Car Club - Entry Form

Event: Date:	Falling Down Tour 29-30 September 2012	
	Driver	Navigator
Surname		
First Name		
Address (Inc Postcode)		
Email address please include if possible (legible)		
Telephone: Daytime		
Mobile (on event)		

Car:	Make	
	Model	
	Year	
	Registration	

Indemnity:

I agree to be bound by the Regulations that are issued for this event. In consideration of the acceptance of this entry or my being permitted to take part in the event, I agree to save harmless and keep indemnified such person, persons or body as may be authorised by the organisers or The Carpenters Arms Classic Car Club to promote or organise this event and their respective officials, servants, representatives and agents from and against all actions, claims, costs, expenses and demands in respect of death or injury to myself howsoever caused arising out of or in conjunction with this entry or my taking part in this event, and notwithstanding that the same may be contributed to or occasioned by the negligence of the said bodies, their officials, servants or representatives or agents. Furthermore, in respect of any parts of this event on the ground where third party insurance is not required by law this agreement shall in addition to the parties named above extend to all and any other participant/s and their servants and agents and to all actions, claims, costs, expenses and demands in respect of loss or damage to the person or property of myself, my driver(s), passenger(s), or associated personnel. I declare that the use of the vehicle hereby entered will be covered by insurance as required by the law which is valid for such part of this event as shall take place on roads as defined by law.

Driver Signature _____ Date _____
 Navigator Signature _____ Date _____
 Passenger(s) Signature _____ Date _____

Fee enclosed:	Please tick <input checked="" type="checkbox"/>	
Standard Entry - 2 crew members <i>Rally Plate, Roadbook</i>		£ NIL
Hotel Accommodation - 2 crew members (D,B&B) <ul style="list-style-type: none"> CACCC will endeavour to book preferred room choice if available. The hotel does not offer single rooms. 	Double <input type="checkbox"/>	£ 135.00
	Twin <input type="checkbox"/>	
Payment <ul style="list-style-type: none"> Please include payment with return of the application form for this event. 		
Total		£ 135.00

Please make cheques payable to 'The Carpenters Arms Classic Car Club' & return by post with the application form ASAP to:-

James Hobson 16 Stewart Road Harpenden, Herts AL5 4QB
 jhhobson@btinternet.com Mob. 07802 310712