

The TRunnion

TR Register Lea Valley Group

2012 Issue 6 (Nov/Dec)

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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

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.*

Dec. 2: Group Lunchtime Meeting/AGM
[See 'Stop Press' on page 2]

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

OK – 2012 is nearly over, so let's have some early ideas for 2013!

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.

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.

EDITORIAL

For many members the TouRing season is now well and TRuly over, confirmed by the passing of the 'Last of the Summer' and 'Falling Down' tours. The good news is that we are already receiving confirmation of dates for some of next year's events, including the CACCC 'Springing Up' and the MK Classic 'Drive It Day' tours plus a couple of Sporting Bears tours. We've already booked for most of these, so it looks like

another busy year for the 3A – maybe the 5,000 mile insurance limit needs increasing. On the sporting front, I enjoyed the Kop Hill Climb so much on the Saturday that I went back for a second dose on Sunday. Alas, the weather could not have been more different and the Hill was closed early due to torrential rain, but not before Graham Wade on his Ariel Red Hunter and several North London and Chiltern TRs had been up. Thanks to the excellent hospitality of Peter Bowden's

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Chiltern Group, we were able to keep up our spirits with tea and hotdogs whilst admiring the varied display of TRs. I can thoroughly recommend this event and hope to see many of you there next year, perhaps with a few LVG TRs on track.

Unfortunately, Team Triumph TR wasn't ready in time for the BMH Four-Hour Relay Race at Snetterton. Perhaps with some early planning and support from local groups, this could be a focus for an Eastern Groups end-of-season gathering next year?

For anyone interested in motor sport, the Nostalgia Forum Motor Sport Film Shows are always an excellent day out. In addition to the films, there is always a guest speaker or two, and the theme for the day was about racing car designers, featuring Frank Dernie and Neil Oatley being interviewed by Murray Walker. Needless to say, one learns a lot from these live chat-shows that would not be disclosed in any TV interview!

Lynda and I have missed a few local meetings recently due to touring and the TR Register AGM. Whilst we did make it to the October meeting, along with Graham Wade, it seems everyone else went to the All-Triumph Day at Duxford, although I haven't received any photos (hint, hint). Much as we have enjoyed the All-Triumph Day for several years, I personally would like a change of venue. However, we did make our annual pilgrimage to Duxford on Remembrance Sunday and enjoyed a sunny and dry Autumn run, as did hundreds of bikers who always turn up in force to support this event.

The weather couldn't have been more different from that en route to Gaydon for the TRR AGM but I'm now getting the hang of driving the TR though torrential rains and flooded roads. Was it worth it? Well, I won't cover it in detail here as there will be a full report in TRaction, but it was the quietest, least contentious AGM I've ever attended. No serious issues raised for debate but at least the club seems to be weathering the financial storm fairly well. The slideshow of the year's events was excellent and I hope someone posts it on the website for everyone to enjoy. It was nice to see Jean and Simon there to present the Eddie Holden Trophy for 'Spirit of the Register' which went to Terry Blake, although Terry was unfortunately

unable to attend in person due to health problems.

It is disappointing to see so few TRs at the AGM nowadays. I know it's a bad time of year and many owners wrap their cars in cotton wool and tuck them up for the winter, but I only saw 3 other TRs there and even I felt guilty at having the top up for once when I saw the two guys from Yorkshire in a TR5 Surrey with only a broly to keep them dry when stationary.

The recent TRGB Autojumble event usually brings out the hard-core TR drivers, but this year the TRs could be counted on fingers. I've been going to this annual event for many years now and always enjoy rummaging about in the spares loft and chatting to the guys that rebuilt our car. It was nice to see some big poster-size photos of it in mid-restoration on the walls. Although there were not many TRs there, my far from concours car always attracts a lot of interest from owners who are still in the process of rebuilding cars so it's useful to have a car that is very close to standard as a reference.



BrianC

REMEMBER: All recent TRunnions are available on the website, but if you are not already receiving them directly, it's probably because I don't have your current email address. To keep in touch via TRunnion (or to contribute letters, articles or photos), email me at bjmole1-trlvlg@yahoo.co.uk.

*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 **rebuiders**, **racers**, **rallyists**, **tourists**, **concours specialists** and especially **partners** and **new or even prospective TR owners***

STOP PRESS: Due to the imminent change of owner/publican and possible closure of 'The Cock', ***please check the website for change of venue and rescheduling of the AGM.*** Current information is that the pub should still (just) be open for our December meeting but don't count on a full menu being available!

Kop Hillclimb

As mentioned in my editorial, I thoroughly enjoyed my first-ever visit to the Kop Hillclimb. This is one of the oldest hillclimb venues in the UK, used from 1910 until racing on public roads was banned in 1925. With the exception of a commemorative run as part of the Risborough Festival in 1999, the hill wasn't used again for sport until the first Revival meeting in 2009, since when it has become a regular event and is growing in popularity and quality of entries.

Lacking my Trusty navigator (sic) I fell foul of major road closures on my carefully researched cross-country route, firstly in Dunstable and then, after re-routing, in Leighton Buzzard. Even so, after the 40 mile round-TRip turned out to be 70, I was still one of the first spectators to arrive and was marshalled to a reserved area for cars of 'special interest' right alongside the covered wagon viewing platforms adjacent to the start line and lower section of the hill. I'm not sure quite what they meant by 'special interest' but hopefully it was good and I was certainly in fine company with classics ranging from a Mini Marcos and MG T-Types to Jaguar E-Types and Ferraris.

As I was early I had plenty of time to visit the paddock and wander at will amongst the vehicles awaiting their run up the hill. Just about every category of car and bike was represented – veteran, Edwardian, vintage, post-vintage thoroughbreds, post-war classics and some modern exotics. The atmosphere was extremely laid-back and owners were quite happy to chat and show off their vehicles. There were plenty of motor company and club stands to look around and eventually I found the TR Register display organised by Chiltern Group in quite a prominent position.



One of the main attractions of the paddock was the display of Dick Skipworth's Ecurie Ecosse transporter and several of the Scottish racing team's cars including Jaguar C-Type and D-Type, Le Mans Sprite, Tojeiro-Jaguar and Tojeiro-Buick raced by Jackie Stewart (although apparently he was considerably less enamoured with the Buick than the Jaguar version!). I'm very much looking forward to visiting the Dick Skipworth Collection shortly with the Chiltern Group and I know Peter Lewis's TSSC Herts and Beds group spent a happy evening there recently.



Spectator access is restricted to the start-line and the lower part of the Hill, so you cannot see the steepest section. However, from the woodland walk path through the woods, there are several interesting viewing points with subtle bends and some entertaining, unexpected uphill braking points for the Ecurie Ecosse cars and some of the exotics.

For me, possibly the highlight of the day was the lunchtime Spitfire flyover which seemed to make approaches and manoeuvres from every conceivable direction and angle.



Having enjoyed myself so much, I couldn't resist going back on Sunday, but using a longer but much simpler route! Despite the gloomy weather and forecast heavy rain and storm conditions, Chiltern Group managed a

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display of different TRs from the Saturday, including Steve Rockingham's TR7 V8.



Apparently, after we had helped him park his trailer, Steve then went home in the rain to bring back his WRC Ford for display on another stand. A very generous effort, but I wonder how he got both cars home afterwards. It's a pity that neither car was entered for the Hill, but at least members of Chiltern and North London Groups got some runs, including Ian Cornish in 4VC with Peter Bowden in the navigator's seat – just reward for his efforts in flying the Register flag. The predicted rain just got worse, so spectacular as some of the runs were through the starting straight puddles, especially the Chevy Corvette Stingrays and some of the supercars, the Hill was closed early.

I'll certainly be back next year and it was stated at the AGM that there would be greater TR Register support as, with such a large and varied attendance, there is huge potential to raise the club's profile and attract new members.

Congratulations

To Susie Scofield for her Story of Moo featured in the previous TRunnion. This so impressed the Traction editor that it was subsequently given a prominent spread in TRaction #261.

CACCC 'Falling Down Tour'

This year's event was based at Weston Hall Hotel, Bulkington, Coventry. TRavelling up on the Saturday, several of us detoured via Donington to visit the Grand Prix Collection. This houses the largest collection of McLaren and Williams racing cars in the world (outside of their respective factories), and the only complete collection of Vanwalls.

Lynda and I last visited this in 1975 and well remember getting done for speeding outside the village on the way home – I blame it on the effect of a few hours in close proximity to these cars, but promised to be more careful this time. Since our last visit, they have added the Wheatcroft Collection of World War II vehicles, motorcycles and weapons, so there was plenty to see and we spent a very pleasant morning there before joining Pete and Sue Muncer in a 2-TR mini-convoy cross-country to the hotel. I was relieved to discover that, despite his well-earned reputation as 'Routemeister', even Pete makes the occasional navigational mistake, but unlike me, manages to recover rather than compound the error.

As ever, there was a good turnout of TRs and other Triumphs and we even managed to get a few grouped together in the hotel car park before all the other classics arrived.



Alas, the beautiful yellow Stag of one of the event's organisers and sponsor John Tarbox

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had far too close an encounter with a tractor en route so he had to revert to something less classic and arrived just in time for the Saturday evening's proceedings. The hotel was well up to the usual standards and the dinner and raffle got everyone into the spirit. Despite the late night (for some at least), everyone was up bright and early for breakfast and a quick rub-down of their cars.



I was particularly interested in this TR3A with hardtop, as I've been debating whether to paint mine white, black or green to match the car if I ever fit it. Unfortunately I was too late to speak to the owners before they set off on the first stage of the tour and never caught up with them en route. Does anyone recognise the car – I assume it must be fairly local to LVG?



The short 18 mile first section took us via English Civil War battlefield sites and many hump-back bridges over canals to the headquarters of the Battlefield Line Heritage Railway at Shackerstone station. For such a little known preserved railway, I was amazed how much rolling stock they have awaiting restoration.



Despite the early-morning mist, the railway route promised to be very scenic so Lynda and I decided to spend time to do the round-trip and miss out on some of the later checkpoints. Unfortunately, this beautiful visiting GWR Prairie Tank engine was playing up and we eventually declined to ride on the much-delayed 'diseasal'-hauled departure, so cashed-in our tickets and set off to catch up with the rest of the tour.



After a 49 mile country road route passing more battlefield sites and Bruntingthorpe Proving Ground (if only we could have had a play in there!), we arrived at Sywell Aviation Museum. This is a popular stopping place for classic car tours, but not only is the museum well-stocked with interesting exhibits, but the aerodrome's Art Deco Aviator Hotel is well worth visiting in its own right. The bar food is good and who can resist a pint of Shepherd Neame's Spitfire or Thwaites' Lancaster Bomber at an airfield?

After a leisurely break at Sywell, we made our way to the next checkpoint only 12 miles away at Castle Ashby. By this time, it was a little late for a walk round the gardens and even the tearoom was closing early, so we pressed on via a scenic 61 mile route to the Carpenters Arms. It never ceases to amaze

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me how Pete manages to find variations on the route back within the well-trodden local area. We resisted the temptation to sneak home early as we passed so close to Stotfold, but the lure of a pint of Doom Bar at the pub kept me going to the bitter end!

Many thanks to the organisers for another excellent tour and especially to Pete Muncer for first introducing us to the Carpenters' adventures. We really have enjoyed all of the CACCC events since we started on the FD2011, so we are now looking forward to the Springing Up Tour next year and trust the Stag will be back in action.

And for anyone interested in touring events, there will be two Sporting Bears MC tours next year (Cumbria and Wales). These are of a similar friendly atmosphere, wide-range of classic and modern sports cars and usually some challenging roads and all in aid of children's charities. Membership of the SBMC is required but not expensive. If you would like details and dates of these events, please email me at the usual editorial address or visit the club's website

<http://www.sportingbears.co.uk>.

Nostalgia Forum Film Show

We have learned to arrive early for these events and this time managed to get a good parking space, albeit as a rose between two thorns!



As always, it was a full and very entertaining day, best summed up by organiser, Richard Hinton.

Dear All

Film show Saturday 20th October with Frank Dernie Neil Oatley & Murray Walker

Many thanks you to all of you who came yesterday a full house - without your

continued support we would be unable to continue - so thanks for all making the trip in damp if not actually wet conditions some of you I know come vast distances - lovely to meet Ralph and Tim for the first time from Bristol one of our most loyal supporters Roger Lund from Cardiff, - Tom Hewitson who every time makes the journey by train from Durham, Nigel Varney, many thanks for your kind assistance Nigel, from the Christchurch area and indeed most of you come from a long way away - these really are amazing efforts and are much appreciated.

Thanks to my sister Jane, husband Bill, Tom and Will for fantastic food and brilliant service they truly work wonders in a tiny kitchen for close to 100 people - really brilliant effort, - to Christine, who's ruthless efficiency (no one ever expects the Spanish inquisition!) with documents, admin, time keeping and a thousand other things keeps it all on track and makes it all happen great thanks to her vital role.

To Geoff Hawkes who has been such a help in the last few days with a huge amount of physical effort in all the loading transport setting up and taking down that now goes in to it as well as his largely unseen efforts in the kitchen serving etc he really is a massive help all our thanks to him.

To Doug Harper & Tony Shaw who arrived from Cambridge at 7.00am to help with tables and chairs and all day long in the back fabulous effort chaps.

To Murray - who has just been on the phone to thank me - it is him we thank, it is a long trip for him, Friday afternoon was a traffic nightmare 5 1/2 hrs in the car many thanks to Will for collecting him they had a really tough time. - Totally professional and brilliant job as always from him.

Murray, Neil and Frank were just wonderful - were they not? 90 mins went like lightning all three were wonderfully entertaining all really most enjoyable.

Murray's farewell from commentating film - can we really believe it was 11 years ago was so moving brought a tear to the eye for everyone - certainly me.

Did you also spot in the audience Maurice Hamilton, Fred Gallagher, Hugh Chamberlain, Peter Hall.

So great to see all of you. The next is

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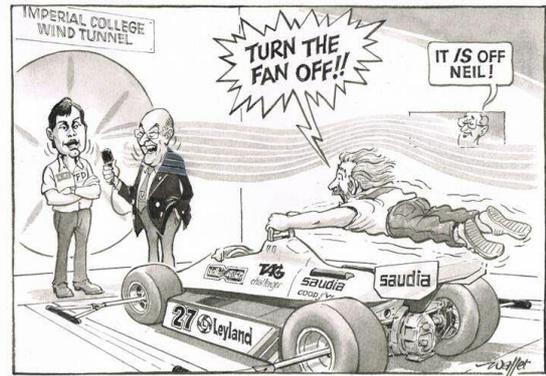
booked for Saturday 19th January 2013.
Put it in your diaries now we hope to see you
all again then



Me, Murray Walker with enameled metal Manx Norton sign, Frank Dornie and Neil Oatley (picture Glyn Parham)



With kind regards and grateful thanks.



Frank, Murray and Neil at Imperial college with Williams FW07 in 1980 cartoon by Rod Waller

Three great guest speakers.
Richard

LVG – Genesis

No, nothing at all to do with Prog Rock, but I thought this might be an appropriate time to reprint the following from the first ever Lea Valley Newsletter – were you there?

JANUARY 1973

TR REGISTER
LEA VALLEY GROUP
NEWSHEET

Well, we've done it, our first newsheet and our first meeting. Thirty three enthusiasts including eleven TRs and Minis etc. roared up at The Station Hotel on Thursday 4th January, for a noggin and a matter. This was very encouraging.

We were very pleased to see Terry Simpson, Ian and Peter Cornish and John Davies, of Thames Valley Group fame, who travelled from Thames Ditton. It was also good to see T. Jones and G. Smith from Aylesbury, although they had a slight conflict with the Buckinghamshire Police. Thank-you all those who turned up and made an enjoyable evening.

John Biddlecombe from Buntingford, John Parry from Watford, G.H. Tunstill from Cambridge and R.H. Starkey from St. Albans (what's all this about selling TR?) all sent apologies for their absence. We hope to see you all at the next meeting.

I feel sure that everybody who turned up at The Station would agree that this was the ideal meeting place with the very large lounge bar prepared for us. We had to walk to the saloon bar for a pint but it did keep prices down. The Lounge Bar will be our usual meeting place as it is large enough to hold film shows etc. Meetings at the Comet are now cancelled. All future meetings will be held on the first Friday of the month. The next meeting being held Friday 2nd February, at 7.45.

What we intend in future is to send a newsheet only to those who have either attended a meeting or have written expressing an interest. We must have good attendance so that we can organise some good activities. At our next meeting we hope to have details of a film show, so please attend.

Any suggestions or queries regarding the Lea Valley Group please contact:
Paul Howell, Telephone: Shillington 431
Conifers,
Shillington Road,
Gravenhurst,
Bedfordshire.

TR CLUB TIES.

TR Register official club ties will now be available in February. They are most attractive with a red TR motif and laurel leaf on a dark blue background. Price is to be approximately £1.35 each plus postage, but as we have to make an initial order of 50, and pay in advance, orders and cheques would be appreciated as soon as possible to:

John Davies,
Flat 5,
33, Westville Road,
Thames Ditton,
Surrey.

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.

I am grateful to Julian Hensman for the following article and pleased to hear that his TR6 has been rerieved. I hope that this and previous articles by other local group members will encourage more of you to put pen to paper or finger to keyboard. Everyone with a TR has a story to tell!

TR6 Interior Improvements – Julian Hensman

Wow, what a summer. 30 degrees of heat for 3 months, not a drop of rain, and hours of incredible top-down motoring in the 6, punctuated by many excellent shows, tours and events. Some of the more perceptive of you may have realised that none of this sentence is true. Not only because of the temperature and the rain, but also because, heartbreaking as it has been, our beloved 6 has been up for sale all summer owing to financial difficulties. This has meant a distinct lack of motoring and a serious reduction in shows, just to try to keep the car looking nice for viewings. As it turned out the advertisement in Auto-Trader got 2,500 views, but unbelievable as it may seem, I only got 3 phone calls and 1 viewing the whole summer. The car was well priced and I was open to offers but none of this helped. It wasn't even that the car was up for a silly price. Still I am not going harp on about it as by good fortune, the financial panic is over and we still have the car and will continue to do so hopefully for the foreseeable.

The above also meant however that the good intentions of writing regularly for TRunnion had to be put on hold, for saleability purposes as well as sanity. So my apologies Brian for the interruption to service; normal service is now resumed.

My intentions for these ramblings were to write a narrative of my work on the car, and indeed I will continue where I left off way back in April. Last time I wrote about the fun and games with my rear suspension upgrade. Part of this article talked about the rear wheel geometry and the dramatic difference between the two rear wheels in terms of their lateral position. Since then, I have seen an excellent article on rear wheel camber and how to adjust it, so I will be exploring that at some point in the future and will detail the results here once done. This edition however is going to be about some stuff my son Joe and I did inside the car.

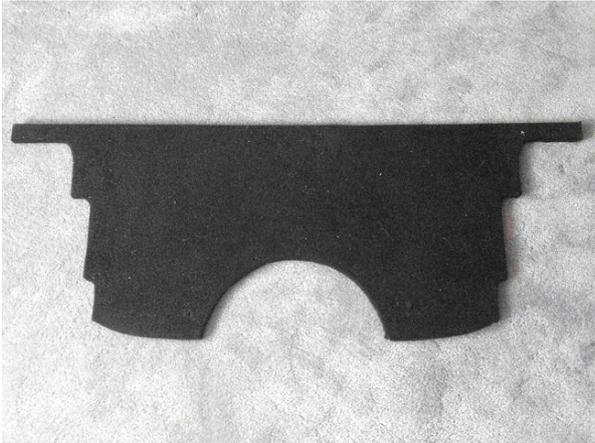
Creature Comfort

It having been some years since I had owned my last TR6, I had forgotten all the tricks and techniques I learned to increase comfort, not that I found that many of them in the first place. I quickly remembered however the position I have to put my left foot in, in order not to get RSI and my habit of resting my left hand on the passenger seat (normally only when driving alone) soon returned. Despite these idiosyncrasies, comfortable my TR definitely was not.

Then one day, it struck me. When I say "it", I mean the floor of the car and when I say "me", I mean my posterior – I was sitting on the floor! So new seat diaphragms in both seats and the comfort was transformed. Unfortunately, this didn't happen before my posterior, having gone through the old diaphragm, also went through the seat cover. New seat covers remain on the list of things needing doing but it is amazing how comfortable Duct Tape can be.

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Next up was some comfort for the dogs. I have always thought that the "parcel shelf" in a TR6 would be ideal for dogs, but I was worried that they may slide forward under braking and disappear behind the seat. So I decided to make a shelf out of MDF which simply rests on top of the existing shelf. It took some crafting to get it to fit around the roll over bar but it now fits snugly behind the seats and even provides an overhang from which I can suspend some hi-fi equipment nicely out of sight. Here it is out of the car:



Note that I remove the tunnel courtesy light and mount it directly onto the front of this shelf.

Being young at heart, hi-fi was the next important thing. MDF was my saviour again for the speaker boxes which sit nicely up against the rear bulkhead behind the rollover bar, secured to the new parcel shelf. All the MDF is covered by a black sticky backed felt which complements the interior very nicely.

The final effort of this particular day's work was to build and install some power sockets (a la cigarette lighter). Part of the hi-fi allows me to plug in my iPhone for music playback, but this takes some juice. We also use the Sat Nav a fair bit so there was the need for not one but two power sockets. Joe and I made a nice little wooden bracket out of ply and covered that with the felt too. All in all, not a bad job to help bring the car into the new millennium slightly.

Next up was a lovely Motolita steering wheel and boss which I received from Magda for Christmas, although I will cover this in another article as I had some interesting problems post fitment, which deserve some mention!

Seeing the light

One more thing I do want to mention in this article though is the brightness, or complete lack of it, of the dashboard instruments. Yes I know this is an age old problem and I know that many have substituted LED bulbs to try to brighten things up a bit, but I understand these do not work with the rheostat, so I wanted to try something else. I also thought I would try on one instrument first, so that I could really compare the results against the others. So I picked the dimmest instrument on my dash, the tachometer, and the result is shown in the picture below:



If you have eaten nothing but carrots all your life, you may just be able to see the speedo on the right. To give a perspective and to try to provide a real insight into how much difference there is, the speedo brightness is probably what I would call a normal brightness for a 40 year old TR6. When driving, you can see it but probably have difficulty picking out the numbers – in other words, a bit brighter than this photo suggests. Clearly then, you can see just how much brighter the tacho now is. I am very, very pleased with this and offer it as an official tip! How was it done? Quite simply, take the tacho mechanism carefully out of its case (note there is a "stop" wire near "0" that stops the needle – great care must be taken not to break or bend it) and give the whole thing a good clean with a child's paint brush. I was amazed at the amount of rubbish which came out. Then a good clean and polish for the glass and the front of the dial. Finally, give the inside of the case a light rub down and paint it everywhere with Hammerite smooth white. The painted case interior is shown below, together with the reflector that goes next to the glass.



Let it dry and reassemble. It's as simple as that and I'm sure you'll agree, well worth it. And now I have a confession to make. This was not my idea but inspired and documented by the brilliant 74 TR6 website which can be found here: <http://www.74tr6.com>. This guy went quite a bit further than I did but the principle is the same and I thoroughly recommend it as it has good links and interesting articles.

OK, that's it for now. Hopefully by next time I'll have more gauges done and can show photos of those too!



Julian Hensman

Many thanks for that Julian. I'm having trouble visualising the shelf in situ but then I'm not intimate with the interior of a TR6! Have to admit I'm very impressed with the improvement in gauge illumination. Mine could definitely do with similar treatment.

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

TR7 Haynes Workshop Manual
Triumph TR7 1975-1982 All Models 1998cc
Workshop Manual. As new, clean condition. **£12**

TR4-4A Spares

Offers invited for the following surplus items:

- * Smith's 12V +ve earth rectangular clock (tested working Jan 2010). I bought this with the intention of fitting it in the ashtray aperture so could easily be insulated and used on -ve earth cars.
- * Set of 4 Kevlar heater hoses (Adaptor to heater valve, adaptor to block, under dash inlet & outlet) (new)
- * S/S water return pipe (TR2-4A) (new)
- * Vent flap rod (611117) (new)
- * Vent flap lever knob (615888) - marked 'B' so not exactly as original (new)
- * Smith's voltage stabilizer (NOS from Dave Glead)
- * Horn-push plunger/brush (142534 - 2.6" long) (new)
- * Spare wheel retaining hooks, wing-nut and disk assembly (used)
- * Ignition switch and key (used but recently tested).

Brian Chidwick (Contact details as on page 1)



Sunday 21st April 2013

7th YEAR!

Dear Supporter,

ENTER NOW! DON'T DELAY - ENTRIES ARE NOW OPEN!

The 7th MK Classic Tour will again start from Frosts' Garden Centre Woburn Sands MK17 8UE, and we will be using the numbered parking slots which worked really well in 2012 - this is a great help when handling more than 200 entries.

We are again able to include Millbrook's Alpine Circuit, for anyone who has not driven this course - it's a great experience! Speaking of which we will again finish the run - which has a new route at Porsche Driving Experience - Silverstone.

The coffee stop will be at **SYWELL AERODROME'S - AVIATOR HOTEL**.

For the first time in 4 years we have raised the entry fee by £5.00 due to increased costs at the venues, we hope you understand the necessity of this increase and see the event as good value for a great cause.

The support for the 2012 event allowed us to purchase more much needed monitoring equipment for **LITTLE LIVES APPEAL**, and we are again supporting the neo-natal unit in 2013.

Regards

Alison & Michael

01525 290117
mkclassictours@aol.com



LITTLE LIVES APPEAL CHARITY NUMBER 1048297

(See next page for entry form)



Sunday 21st April 2013

PLEASE PRINT CLEARLY IN CAPITAL LETTERS

Participants Name			
Address			
			Postcode
Tel / Mob		Email	
Drivers Name		Co-Driver	
Additional Passengers			
Vehicle Make		Model	
Year	CC	Colour	Reg No

Previous MK Classic Entrant 2012 2011 2010 2009 2008 2007

Declaration Of Indemnity

I agree to be bound by the supplementary regulations for the event in consideration of the acceptance of this entry form and my being permitted to take part in the event, in respect of any parts of the event not being held on publicly adopted roads. I agree to save harmless and keep indemnified all MK Classic Tour organisers, and any other company or organisation directly linked with this event and any such person, persons or body as may be authorised by the promoters to promote or organise this event and their respective agents, officials, representatives from and against all actions, claims, costs, expenses and demands in respect of death or injury to or damage to the property or myself my drivers, passengers, mechanics or associated personnel arising out of or in conjunction with this entry or my taking part in this event. I declare that the use of my vehicle hereby entered will be covered by current MOT / insurance as required by law which is valid for such part of this event as shall take place on roads as defined by law.

Entry fee £70 for driver and co-driver / additional passengers £5 each

Total payment due £

Cheques payable to MK Classic Tour
 Please send completed forms and cheque to:
 MK Classic Tour, 37 Timber Lane, Woburn, MK17 9PL
 Tel: 01525 290 117 | Email: mkclassictours@aol.com

I declare that the information on this entry form is correct :-

Signature (driver / co-driver)	Date:
Official use only: Cheque / Cash	Paid Date:

