

The TRunnion

TR Register Lea Valley Group

2013 Issue 2 (Mar/Apr)

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-trlvg@yahoo.co.uk

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.

A full menu is now available at The Cock, so we will be continuing monthly meetings there, at least in the short-term, pending any decisions made at the forthcoming AGM. Please check on our website for possible alternative dates/locations.

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

2013 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.*

A new Events Calendar will be published in the next issue of TRunnion and also on the Future Events page of our website.

However, much depends on the outcome of this combined meeting, so please TRY to come and ensure that the types of events you would like to attend are included:

Mar. 24: AGM & 'Gaining TRaction' Meeting
(see page 3 for details)

Apr. 7: Group Lunchtime Meeting

Apr. 13-14: CACCC Springing Up Tour

Apr. 21: MK Classic Tour (Drive It Day)

May 3-6: SBMC Caper Revival Tour

May 4: Nostalgia Forum Film Show

May 19-21: STAR90 Weekend

Please note that this issue of TRunnion contains several lists and advertisements for events which may interest members. Some of these will subsequently be adopted as 'official' LVG events **BUT it's up to you to let us know now which you would support.**

LVG 40th Anniversary in 2013

The group was officially 40 years old on 4th 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

The past couple of months have been quiet due to the weather and changes at The Cock. I missed the February meeting as I went with Jon to the Group Leaders' Meeting, but I heard that those who did go found that food was still not available and the new landlord less than friendly. Fortunately, those that persevered were relieved to find at the March meeting that the pub has already had another change of management and is much busier, with an altogether better atmosphere. There is a full menu of hot food and snacks once more and an extended choice of beer (including Guinness, Pete!). In fact, it's clearly on its way back to its old self (even Gerry and Jean dropped in whilst we were there), so will remain our regular monthly meeting place for the foreseeable future (subject to any changes proposed and agreed at the AGM). This should please most of the regulars and also the visitors from neighbouring groups who always comment on how lucky we are to have such a unique meeting place.

Confirmation that the pub's future is looking brighter comes in the following extract from our local East Beds CAMRA newsletter:

"The Cock at Broom is now in new hands and we welcome Michelle and Nick to this architecturally important village pub. The pub is now open all day, every day and the stillage has more than just Greene King IPA and Abbot as they are now being supplemented by other ales from the Greene King supply list and they are still all being served direct from the barrel. Michelle has experience in the trade as she previously worked in a pub in Ickleford. Trade is picking up and we wish them every success for the future."

Away from the topic of food and drink, April and May look like providing a busy start to the TR driving season with several of us out again on the CACCC 'Springing Up' and the MK Classic 'Drive It Day' tours, plus a couple of cars on the first of this year's Sporting Bears tours in Cumbria.

As agreed by those present at the March monthly meeting, Julian has booked the room at the Cross Keys for a combined AGM & 'Gaining TRaction' Meeting on Sunday 24th March. For the benefit of new members and anyone who missed the announcement about the 'Gaining TRaction' meeting in the

previous TRunnion, I've deliberately included it again in this issue (so the repetition is not an indication of Editorial Alzheimers!). This is an important meeting aimed at ensuring the long-term survival of an active Lea Valley Group - we do not want to go the same way as the Vale of White Horse Group as sadly reported in TRaction #264.

We hope the mid-month date will be OK for everyone but we needed to find a date when our Group Leader was available and also felt that both the AGM and the 'Gaining TRaction' meeting needed to be held before the main TR season starts. Given our financial reserves, we ought to be able to fund a buffet for about 20 as usual, regardless of whether or not we try to claim it out of our 2013/14 grant. I sincerely hope more than that will be present, so it is important that you let me know if you expect to attend as we don't want anyone going hungry!

This issue is being published earlier than usual in order to publicise the rescheduled AGM and 'Gaining TRaction' meeting. consequently, there will be a slightly longer gap until the next TRunnion, so please keep an eye on our website Future Events page as our calendar takes shape and let us know of any other events worth considering or locations suitable for group visits.



BrianC

At last...the LVG AGM and 'Gaining TRaction' Meeting - 2 for the price of 1:

Mar. 24: AGM and special 'Gaining TRaction' meeting at The Cross Keys, Gustard Wood, Wheathampstead (12:00)
(<http://www.cross-keys-pub.com/>)

All members and prospective members very welcome. See page 3 for details.

We have booked a separate room for this and some of us have already test-driven the beer and food, both of which are excellent.

We intend to provide the usual AGM buffet, so to ensure no-one goes hungry, please let me know as soon as possible if you expect to attend.

If you cannot make it on the day, then please email me your comments and ideas for how the group should develop and the types of events that you would like to attend BEFORE the 24th March. (bjmole1-trlvvg@yahoo.co.uk)

I just hope we don't get another lot of snow!

Gaining TRaction Meeting - Sunday 24th March 2013 (12:00)

All members and potential members of the Lea Valley Group are invited to an additional, special meeting at *The Cross Keys, Gustard Wood, Wheathampstead* (<http://www.cross-keys-pub.com/>) where we have arranged for a separate room to be available to us. This will be the start of an initiative entitled 'Gaining TRaction' aimed at rejuvenating and growing the Group in its 40th Anniversary year and we will discuss ways in which we can best engage with and meet the needs of all members, especially those new to TR ownership and the TR Register. We will also be seeking suggestions to celebrate our 40th Anniversary. This is an opportunity to put forward your ideas for future events and to get you started Julian Hensman has created the following consolidated list of ideas from recent discussions.

- 1) **Technical Events and Support.** As previously mentioned, I think there may be merit in these, especially to new members, but there is quite a lot to be considered in connection with them, not least of which is a need to ensure the club and any individuals offering help cannot be held liable for any damages etc.
 - 2) **Identification of an Experts Group**, perhaps with "specialisms". This is to support the suggestion above as well as to be a resource for use by group members and to be used in any marketing exercise (as an attractive proposition). Experts should be able to make certain commitments in terms of a limited amount of availability to speak on the phone, answer emails, meet face to face etc. This does not have to be a lot but may need organisation.
 - 3) **Targeting of new members and specific car owners.** The new members campaign we touched on briefly on Sunday and it does seem like a sensible idea. Obviously we cannot force people to join and take part but focussing on involving new members is maybe a good idea. We should emphasise that cars of all conditions are welcome and also that technical advice (as in 1 and 2 above) is available to help new members "get off the ground". I also wonder whether the register records the condition of cars at any given time? If it does not, perhaps it should? This could be very helpful in targeting offers of help and involvement to those car owners who need it?
 - 4) **Events.** Whilst I have enjoyed most of the events I have attended, I do think some of them are a bit "samey". We drive there, we park, and we often then go off and do something else. Maybe I just haven't attended the right events. This is a difficult one though as we cannot invent "something from nothing" but I did think the barbecue idea was a good one. Perhaps we could also offer our cars as an attraction to other non-car events like we did at the mini-dog show in Broom?
 - 5) **Route to Lunch.** In connection with 4 above, I wondered whether our first Sunday meet could be spiced up a bit by preceding it with a short "Route to lunch" (20 miles max?) where we may take it in turns to select a route to lunch. We could meet at different places each time, and see who can find the best route to the pub!
 - 6) **40th Anniversary.** An extension of 4 above also but thought I would write it down as it will need specific thought and planning.
 - 7) **TRaction.** I agree that we never seem to get much publicity in TRaction and whilst your excellent report always appears, I can't help feeling a little disappointed each time I read the rest of the magazine. Perhaps our initiative for revitalisation, or the individual actions (TRactions?!!) might be a topic the magazine would be interested in and may gain us some greater publicity?
 - 8) **Alliance Partnerships.** I don't know if these have been tried before but it may be worth trying to set up any events mentioned in 1 in association with specialist garages. The basis might be that we use their premises for these events, including lifts and tools etc and also have members of staff available. Perhaps a Saturday or Sunday event. We may have to pay (and even charge) but that is down to negotiation - hopefully not. What they will get out of it is a good endorsement from the group and any materials used of course would be paid for. We would get the obvious benefits but hopefully also recommendation from them to their customers to join us and attend the group. We should be able to get a nice balance where all sides are winners.
 - 9) **Partner Groups.** I think this has also been done before but organising events with other groups is a great idea. If we are successful in our technical events, perhaps we can become a centre for same by offering them also to neighbouring groups?
 - 10) **Social.** In light of events at The Cock, and despite its obvious appeal as a venue, it does have its downsides, in particular space. I was wondering whether we should use the current situation as a catalyst to find a slightly nicer and roomier venue?
- Additional idea from forum: Get map of area and locate all members. move meeting to better location to suit.

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11) [Jon] **Convoy Runs** to events, places of interest, pubs for lunch..... other ideas?

We haven't done much of this for a while. The last run I remember was to Duxford – 15 months ago. We used to have a run to the International in the days when we had a good turn out – either camping or in B & B - with a barbeque on the Saturday night. Last year (or the one before) I suggested the place in Essex with the big steam engine, but I didn't follow it up. We did the Mosquito museum many years ago. If we have convoy runs to a pub for Sunday lunch, would this be as well as our regular 1st Sunday?

12) [Jon] **Activities:**

- We've been gliding at Dunstable.

A few years past, I suggested a visit to a skid pan – but got no interest

The karting place in Letchworth (I think this was tried – I couldn't make it).

Autoglym in Letchworth used to put on demonstration evening – how to wash and polish your car. (dare I suggest – send your other half??)

Barbecue – I mentioned that Graham Howes used to let us hold one at his farm. Graham doesn't come any more and we've lost touch with him. Any ideas for an alternative venue?

Treasure Hunts – Pete Muncer has offered to organise one. Many years ago he did one around Bedfordshire, ending up at the pub at Ridgemont which (at the time) had a small camping area and a B & B a few doors away. We had a barbeque afterwards. I don't know if the pub did this or let us do it. Pete will probably remember. Anyone know anything about the area behind the Cock's car park? That seems to be a camping area.

Again, many years ago we organised, in successive years, a TR4/4A meeting, a TR5/6 meeting and a sidescreen cars meeting. These were at Old Warden.

13) [Jon] **Evening Events:**

- Quiz evenings

Video/DVD. I believe Didcot have some TR videos/DVDs we could borrow. I have an Aston Martin DVD and Senna. I've also got a Top Gear and a Clarkson DVD. (These last two were presents – I didn't buy them). [Note from JH: I have a history of Grand Prix racing I could put on a DVD. This is an excellent series I downloaded from You Tube originally sponsored by Shell I believe).

Table top rallies

The Letchworth club meets on the first Monday of the month at a pub near Weston. They had a visit from the local Austin Healey group this summer.

14) [Jon] **Longer Events:** Other groups organise major events lasting a weekend or more – Classic le Mans, Lakes Tour, Ireland etc. I've never been on any of these. About 20 years ago, before I got the 4A on the road, Lea Valley had a weekend in Boulogne – depart Friday morning, return Monday morning. Diana and I took her Polo. We were the meat in the sandwich – 3 TR's, the Polo, then another 3 TR's. Great fun. The event continued for a number of years but always in October when (at the time) I was always busy. I really would fancy doing something similar again.

14) [Brian] **TRunnion List:**

- Preserved steam railways
- Motoring museums
- Bressingham Steam & Gardens
- Thursford Collection
- Race meetings (Silverstone/Snetterton)
- Drag racing at Santa Pod
- Track days (own car or circuit car)
- Group barbecue/picnic
- New members day
- Mid-week/evening runs
- Visits to other local groups & car clubs
- Technical meetings
- Hill climbs/sprints
- Film shows/quizzes
- Ten-pin bowling

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Indoor karting
Inter-group games challenge
Classic car gatherings (Hertford Heath/Stony Stratford/Barrington)

15) Photo Shoot:

Another idea, not so much for Gaining Traction but as an aside which may assist promotion along the way. Magda has very kindly offered to produce some photos. She is a great budding photographer and has some really good ideas in terms of subject matter and style. The idea would be along the lines of a photo-shoot, although in reality it may be spread over several events or meets, and the theme would be along the lines of a "fashion model" approach (I can already think of some good subjects!!!). In other words, to try to get some really nice pictures of our group members, with their cars, but which don't look like every other photo ever taken. We can at least try it and see where it goes. Being our 40th, it might be nice to publicise them in celebration too, maybe even as a calendar or something? Further development of this idea welcomed!

[Brian] I still have on loan Jean Holden's photo albums covering many years of LVG activities and so we might be able to match some photos of long-term members and their cars with current images - should be good for a laugh. Lynda and I also have a load of photos pre-dating Eddie & Jean's involvement but most of these are on 35mm slides, so any advice on scanning these would be appreciated. I suspect I will have to beg, borrow or steal a slide scanner or attachment as it doesn't seem to be possible with my flatbed scanner. I had intended using some of this material to put together something for the 40th Anniversary and to go in the LVG Gallery (<http://www.groups.tr-register.co.uk/lea-valley/gallery.html>) which is somewhat bare at the moment. Help and additional photos from people who were active during our personal spell in the wilderness would also need to be sought.



Since the above was originally published in the last TRunnion, I received the following letter from Phil Titchner which I feel is worth including here for discussion at the meeting. For the benefit of newer members, Phil was Group Leader for 13 years, prior to Jon taking over.

Hi Brian,

Not certain if I will be at the meeting this weekend so just in case (and to give you time to read my comments) here are some thoughts.

- 1. Item 4 refers to "samey" events and this can be true and I think re-iterates the need to have a mixture to please as many tastes as possible. we also need to vary the events each year. For example to give variation, a few years ago we took out the regular Knebworth Show and replaced it with Little Gransden which offered aircraft as well as cars. This has now become as regular as Knebworth. We have a bad habit of just regurgitating the programme from the previous year. It is better to vary the programme even if we do this by rotating events.*
- 2. Item 5 route to lunch. Not a bad idea but, I think, far better to have meetings at different venues so that we have both a different route and a different pub. Having different routes to the same pub will be difficult when we are so scattered in where we are coming from.*
- 3. TR Action. I do not think there is a problem with publicity as we have our column in social scene and can advertise particular events (as we have done with success in the past). The issue is that we are not holding events that are appropriate to advertise.*
- 4. Alliance partnerships could be a good idea.*
- 5. Partner groups also a good idea. We have had successful and not so successful events in the past. (we were embarrassed to have more Sunbeam Alpines than Triumphs at one event). If we do this, we must run a three line whip on attendance, which then would hopefully make the event more successful and give encouragement to doing it again.*
- 6. Social. Yes we should do much more as from past experience it was the social side that got the highest attendance. The skittle night at The Cock was always popular, and we usually had a good attendance from North London and Nene Valley plus a few from Cam Followers. We probably made the event too regular but I think it would be time to do it again. We also used to have a three way darts match, for which there is a trophy, with Nene Valley and Cam followers. Group runs to non car events may be another way, particularly*

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if they are places that are not normally visited; Chicksands Priory is available for group visits and in the past I have been on a group visit to the Shuttleworth Collection's Workshops.

Regarding the venue for club meetings I think that we should be cautious before we give up The Cock. Yes it can be crowded but at least we are all together and can all talk to one another. Some of the bigger pubs result in us being in different parts of the bar, where ever there is space, or in a separate dining room and this can isolate members from one another. It is only in the winter months that there is a problem as the rest of the year we are outside, hopefully peering under bonnets.

5. We cannot criticise members for not attending if we are not offering them anything. I have looked at our "programme" for the last couple of years and there is no group identity. Almost all of the events are organised by other organisations, Tibbles Tours, TSSC etc and this is supported by the articles in TRunnion which also feature these events. This is further supported by the number of members we have lost to North London Group. The main cause of this is of course our inability to attract new blood to active roles in committee or in organising events. I well know the difficulty and applaud the efforts put in, particularly by yourself and Jon Marshall but we probably will not move forward until a willing, active Group Leader and Deputy who are prepared to take the work load off the older willing horses.

6. Having said all this in a somewhat negative way I still believe that we can and should progress. Some people like myself no longer want the longer runs in the cars and would prefer a more social side to the events. A mixture of events is probably the best approach but there must be some choice. I think we should separate our programme in TRunnion and show our activities separately to our own.

7. You mentioned that Peter Muncer had organised a Treasure hunt and you mentioned the BBQ at Ridgemont. I can throw light on this. In 1999 we organised a weekend event called the Tudor Trail centred around the Rose and Crown at Ridgemont. We had a camping area at the back of the pub and on Saturday the landlord organised a BBQ at a fixed cost per person. In the evening I ran a quiz. The following day Peter Muncer organised a tulip run which started and finished at the pub. We had special T shirts and a sponsored rally plate.

8. We have held a number of quizzes on club nights, sometimes by asking questions and sometimes by giving out quiz sheets. Usually there was a bottle of wine as a prize. These were organised by Phil Jones, Peter Muncer or myself and could easily be done again. Usually they were not just car related but contained general knowledge allowing all to have a chance of winning. I did a picture quiz a couple of times based on identifying the racing driver (the second time they were very hard as Peter Muncer got 100% first time!)

9. We have done Sunday afternoon treasure hunts with some success. The rule was that whoever won organised the following years event. Peter Cranwell, myself and I think Peter Muncer organised these.

10. We used to have an annual mystery run, which started in a pub (although this is not necessary) and convoyed to a pub where we had a buffet. I know that it was necessary to get an RAC permit for these convoys and I no longer know what are the restrictions that this now imposes. One way round this is possibly a tulip with a staggered start or more than one starting place with an appropriate tulip.

11. Film nights etc are also possible but we need a suitable venue.

12. Graham Howes may still be amenable to allowing a BBQ on his farm but I did hear that he may have sold some of the land. There are of course a number of pubs that would offer this facility. I suspect that The White Horse at Tea Green would for example.

I will try and be there on Sunday Brian but if I am not I hope this helps.

All the best

Phil

Many thanks for such comprehensive and constructive input Phil.

I'm also of the opinion that The Cock is an ideal venue for basic 'Noggin and Natter' meetings, plus the games facilities and possible option for use of the camping field for inter-group events.

Future viability depends very much on the new landlord and the brewery, but I suspect that we will be there for the next few months at least, unless anyone comes up with a better idea on Sunday.

I've started TRawling through all the TR Register newsletters/TRactions as preparation for a 'History of LVG' saga and I'm coming across some of the past events in the group reports. So far I'm up to the early Titchner years! Unfortunately Lynda and I missed out on most of the very active LVG period during Eddie's and your reigns. Pity I don't have the old LVG newsletters/TRunnions as well, as there are periods when no report was submitted. There would be a lot more detail in the local newsletters.

Paul's Events List 2013

I've received this from Paul Richardson at the 11th hour and must include his comment:
 "List of events - hadn't done before until I got ideas from other members..."

Many thanks for this Paul - it looks like you have found some new events and locations (some of which will involve a decent drive), so I'm including your list in full as supplied, along with others I've received and we can discuss on Sunday. If anyone didn't manage to send their suggestions to Paul in time, it's never too late!

24 Mar	AGM/Gaining TRaction	4 August	Glos Railway, Toddington
31 Mar	Old Warden	9-11 August	Malvern
7 Apr	Lunchtime Meet	18 August	Shelsley Walsh
21 Apr	MK Tour	25 August	Brill Show/Great Train Robbery
28 Apr	Prescott Hillclimb	25 August	Little Gransden
		26 August	Knebworth
4-5 May	Donington Historic	26 August	Blenheim
5 May	Lunchtime Meet	1 September	Lunchtime Meet
5 May	Spirit of Dacorum Tour	1 September	Kensworth
5 May	Duxford	1 September	Elgood's Brewery, Wisbech
5 May	Shelsley Walsh	5-12 September	Euro Meet, Norway
6 May	Woburn	7-8 September	Beaulieu
12 May	Wallingford	7-8 September	Haddenham (Cambs) Steam Rally & Classics
12 May	Gaydon Spring Classic	14-15 September	Goodwood Revival
18-19 May	STAR90	15 September	Glos Railway, Toddington
19 May	Chiltern Hills	15 September	Whittlesey Festival Car Show
25-26 May	Spa Classic	22 September	Brooklands Breakfast
25-26 May	Enfield	22 September	Kettering Rally, Cranford
27 May	Ragley Hall	27-30 September	Hagerty SBCM Classic Challenge
1-2 June	Jabbeke	28 September	Northampton & Lamport Railway
2 June	Lunchtime Meet	28 September	Pistons & Props, Sywell Aerodrome
2 June	London-Brighton		
2 June	Stony Stratford	6 October	Lunchtime Meet
8 June	Letchworth Picnic	6 October	Duxford
8 June	Ace Cafe Triumph Meet		
9 June	Stockwood Park	3 November	Lunchtime Meet
11 June (6pm)	Lordship Arms, Benington		
16 June	Marsworth	1 December	Lunchtime Meet
16 June	Glos Railway, Toddington		
23 June	Old Buckenham Airshow, Attleborough, Suffolk	Alternative Pub Meetings:	
23 June	Haynes 100		Fancott, Chalton (nr. Luton)
29 June	Bloxham Steam Rally, Banbury		Plough, Wingfield (nr. Leighton Buzzard)
30 June	Bletchley Park		White Horse, Husborne Crawley, Beds
6 July	Newport Pagnall Carnival	Other Suggestions:	
7 July	Lunchtime Meet		Inter-group activities
7 July	Barleylands Farm, Billericay		Ladies Day - 40 mile run, Lunch at National Trust house or similar
9 July (6pm)	Lordship's Farm, Benington		RAF Hendon
14 July	Kimbolton		Weston Birt
21 July	Chiltern Open Air Museum, Chalfont St. Giles		Foxton Locks
21 July	Mallory Park		Lubbenham Scarecrow Festival - September?
27-28 July	Silverstone Classic - Group Stand/Run?		Brooklands Breakfast Club -
28 July	Duxford - Spitfires, Merlins & Motors		15-16 June Double 12 Festival
4 August	Lunchtime Meet		
4 August	Woburn		

Letchworth Garden City Classic & Vintage Car Club

I am including this Event List provided by Jon Marshall in TRunnion as there could be some events which we may like to support, either individually or as a group. Perhaps something to discuss at the 'Gaining TRaction' meeting?

Below FYI is the list of events published by Letchworth Classic Car Club. Some events we know about and attend regularly, others we don't.

The Rising Sun is the pub at Halls Green (between Weston and Stevenage) where the club meets – 8 p.m. first Monday in the month with extra meetings during the summer.

LGCCVCC EVENTS 2013

Monday 4th March. Club meet. The Rising Sun

Sunday 31st March (Easter Sunday) Classic Rally & Autojumble. Shuttleworth Aerodrome. Old Warden. Classic Motor Shows

Monday April 8th. Club AGM 8pm. (N.B. This is the second Monday in the month due to the Easter Bank Holiday falling on 1st April)

Sunday 21st April. DRIVE IT DAY. Morning run from Arena car park Letchworth. Lunch at the Rising Sun. Must pre book with Mike Hayward

Saturday & Sunday April 20th & 21st. VSCC Spring Start Meeting. Silverstone. See Tony Hodson.

Sunday/Monday 5th & 6th May. Bedfordshire Classic Motor Show. Woburn Abbey. Classic Motor Shows

Monday 6th May. Club meet. The Rising Sun.

Sunday 12th May. VSCC Hill Climb. Wiscombe Park, Devon. VSCC

Saturday & Sunday 18th & 19th May. Beaulieu Spring Autojumble. Beaulieu

Sunday 19th May. Chiltern Hills Rally. Aston Clinton. Chiltern Hills Rally

Sunday 19th May. Walsworth Festival. Hitchin. See Peter and Stuart Saunders.

Saturday - Monday 25th - 27th May. Enfield Pageant. Whitewebbs

Monday 3rd June. Club meet. The Rising Sun.

Saturday June 8th. The Club Picnic at Halls Green.

Sunday 9th June (TBC). Luton Festival of Transport. Stockwood Park. Chiltern Vehicle Preservation Group

Sunday 16th June. Fathers' Classic Day Out. Knebworth. Classic Motor Shows

Monday 17th June. Club mid-month meet. The Rising Sun.

Saturday/Sunday 22nd & 23rd June. Le Mans 24 Hour Race. Le Mans

Sunday 23rd June. Cottered Village Day. All classic cars welcome. See Nick Salmon.

Sunday 23rd June. Croydon's Classic Car Show. Croydon Village, Cambs. See Croydon's Village Car Show or call 01223 208027

Monday 1st July. Club meet. The Rising Sun.

Sunday 7th July. VSCC Hill Climb. Shelsley Walsh, Worcs. VSCC

Thursday - Sunday 11th - 14th July. Goodwood Festival of Speed/Moving Motor Show. FOS

Sunday 14th July. Sporting Bears. Kimbolton

Monday 15th July. Club mid-month meet. The Rising Sun.

Friday - Sunday 26th-28th July. Silverstone Classic.

Saturday/Sunday 27th & 28th July. Dacorum Steam & Country Fair. Potten End nr Hemel Hempstead. Dacorum Steam Rally

Saturday/Sunday 3rd & 4th August. VSCC Hill Climb. Prescott, Glos. VSCC

Monday 5th August Club meet. The Rising Sun.

Wednesday 7th August. Classics on the Common. Croxley Green.

Monday 19th August. Club mid-month meet. The Rising Sun.

Sunday/Monday 25th & 26th August. Knebworth Classic Motor Show. Classic Motor Shows

Sunday 25th August. Little Gransden Fly-In and Car Show. Car & Air Show

Monday 2nd September. Club meet. The Rising Sun.

Saturday/Sunday 7th & 8th September. Beaulieu Autojumble. Beaulieu

Friday - Sunday 13th -15th September. Goodwood Revival.

Saturday 14th September. VSCC Hill Climb. Loton Park, Shropshire. VSCC

Saturday/Sunday 21st & 22nd September. Kop Hill Climb. Princes Risborough. Kop Hill Climb

TSSC Herts & Beds Area

I am including this Event List provided by Peter Lewis in TRunnion as there could be some events which we may like to support, either individually or as a group. Perhaps something to discuss at the 'Gaining TRaction' meeting?

Some of us joined Peter's group for events last year and were made most welcome.



SUPPORTED EVENTS 2013

MARCH

- 2ND BRING YOUR CAR TO AN OPEN DAY AV CLASSICS, Nf GLIDING CLUB DUNSTABLE
- 3RD STONELEIGH TRIUMPH PARTS DAY 10-4PM
- 24TH VISIT TO JIGSAW RACING OPEN DAY COFFEE AND NIBBLES
£2 GOES TO CHARITY
<http://www.jigsawracingservices.co.uk/>
- 25TH 3 MOORHENS PUB MEETING 8PM

APRIL

- 7TH LUNCH AT 12 TESCO/MORRISONS THEN WELWYN ROMAN BATHS £2.50 FOLLOWED BY MILL GREEN MILL AND TEA ROOMS FOR CREAM TEA £3.50
<http://www.welhat.gov.uk/index.aspx?articleid=723&contactid=1010>
- 21ST NATIONAL DRIVE IT DAY START 9.30 AM BREAKFAST AT TESCO BALDOCK AND 40MILE DRIVE TO RUSHDEN TRANSPORT MUSEUM
<http://www.rhts.co.uk/>
- 22ND 3 MOORHENS PUB MEETING 8PM

MAY

- 5TH 3 MOORHENS TO WALTHAM CROSS DRIVE VISIT THE SECRET ISLAND GUNPOWER MILLS PARK
<http://www.royalgunpowdermills.com/plan-your-visit/admission-prices/>
- 18TH STAR 90 VISIT PRODRIVE TESTING FACILITY PRE BOOK DRIVES VIA TR REGISTER

- 19TH STAR90 HERITAGE CENTRE GAYDON DISPLAY £5 PER CAR MUSEUM £8 EACH TR REGISTER

<http://www.tr-registershop.co.uk/star-90---standard-triumph-anniversary-rally-47-c.asp>

- 27TH 3 MOORHENS PUB MEETING 8PM

JUNE

- 1ST-2ND NORTHANTS WICKSTEED PARK WEEKEND FAMILY FUN DAYS
- 9TH LUTON FESTIVAL OF TRANSPORT STOCKWOOD PARK 20 PASSES PRE BOOKED
- 23RD 3 MOORHENS TO RAF HENDON RUN FREE , PAY FOR PARKING

JULY

- 14TH KIMBOLTON CHARITY CLASSIC 15 DISCOUNT PASSES BOOKED AT £8 PER CAR TO PAY ON THE DAY. WONDERFUL CARS AND LARGE CRAFT AND HOME STALLS, SOLDIERS, MUSKETS FERRETS AND SHEEP
- 22ND 3 MOORHENS PUB MEETING 8PM BEST AREA CAR AWARDS

AUGUST

- 11TH PANSHANGER AIRFIELD REVIVAL DAY DRESS UP AND HAVE A RELAX FREE , OLD CARS OLD PLANES SINGING AND DANCING
- 18TH-19TH TSSC STAFFORD FAMILY WEEKEND , OR DAY TICKET
- 26TH BUCKINGHAM RAILWAY PRE 78 CLASSIC £2 DONATIONS PER CAR ON THE DAY FULL SITE AND FREE STEAM RIDES <http://www.bucksrailcentre.org/>
- 26TH 3 MOORHENS PUB MEETING 8PM

SEPTEMBER

- 15TH OUR 20TH ALL TRIUMPH DAY AT DUXFORD IWM
- 23RD 3 MOORHENS PUB MEETING 8PM

OCTOBER

- 28TH 3 MOORHENS PUB MEETING

NOVEMBER

- 25TH 3 MOORHENS PUB MEETING AND OUR AGM.

DECEMBER

- 6TH CHRISTMAS DINNER AT THE ANCHOR **HITCHIN PRE BOOK ONLY**

Nostalgia Forum Motor Sport Film Show

Saturday 4th May - Mike Costin

If you are not already aware of the 'Nostalgia Forum', I suggest you visit the website at <http://forums.autosport.com/index.php?act=SF&s=&f=10>. Anyone can view, but to post you just need to follow the free registration process guided from top of the page.

I will post details of forthcoming shows in TRunnion and on our website, but in the meantime, please make a note of the next date - 20th October.

From Richard Hinton:

Dear All,

*Very pleased to announce that our next film show event will be on **Saturday 4th May** and our guest speaker on that day will be **Mike Costin** trained qualified and worked as aircraft design draftsman 1950 – 1956 at De Havilland Aircraft Co, Hatfield, (part time at Lotus 1951-56 Hornsey) then Technical director of Lotus Cars 1956- 1962 Cheshunt, and joint founder of Cosworth Engineering from 1962 became Chairman in 1988 up to retirement .*

Talented winning, racing driver, practical design and development engineer, flying enthusiast in gliders and light aircraft and sheet anchor to every Cosworth project conceived, brilliant problem solver and production design engineer, balancing every Keith Duckworth design idea for more than 30 years with practical workable solutions.

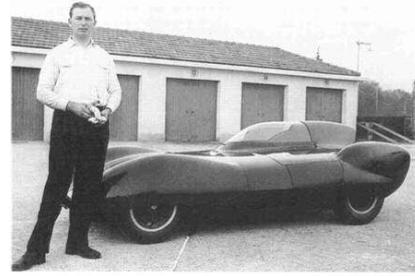
***and Bob Dance** Chief mechanic under Mike Costin at Lotus from starting in 1960 and senior technician with Team Lotus thought the 60 -69, a spell with STP & Brabham then back with Chapman's team in 1976, right through to 1994 with all their greatest drivers , Clark, Hill, Andretti, Peterson, Senna, Reuteman and Hakkinen until they withdrew from Grand Prix in the mid 90s - from then to date Bob has worked with Classic Team Lotus with Clive Chapman on restoration and running of the teams collection of racing cars with a wealth of practical technical knowledge and experience– Bob continues to do 3 days a week now well in to his retirement !*



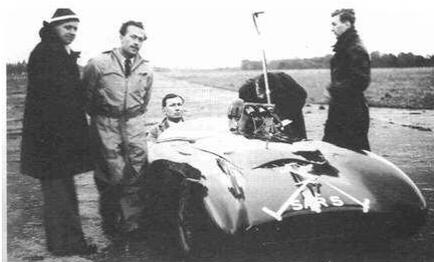
First test of the Cosworth DFV powered Lotus 49 1967
Duckworth, Hill, Costin, Chapman



Dyno testing the DFV



Mike with the bubble top Lotus 11 record car



Airfield Aero testing Mk 8 - Mike in car with Brother Frank at the instruments 1955



The Cosworth 4 wheel drive car - Mike at the wheel testing



Mike Costin

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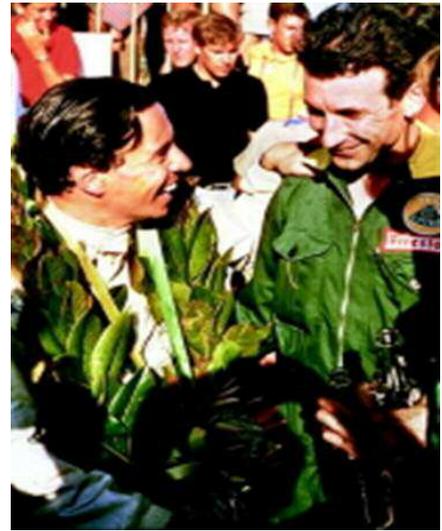


[Andrew Kitson picture classic team Lotus works Jan 2013 with Lotus 12]

Bob Dance holding the lifetime achievement award he received at last month's Autosport awards evening in the Classic Team Lotus works with a F2 Lotus 12



Bob Dance



Jim Clark with Bob in mid 1960s



Murray presenting Bob this January 2013



With Mario Andretti



With Nigel Mansell

We have the world premiere of 8mm colour films shot by Peter Ross from 1954 – 1963 as he worked part time at the Hornsey works with Mike and following Team Lotus for the next decade. Peter also at DeHavilland (introduced Mike to Colin Chapman and hence Keith Duckworth) sadly passed away in December last.

Extraordinary film previously only ever seen by Peter's family and friends.

All the days usual features an outdoor Barbeque on the terrace overlooking green fields at lunchtime, the quiz, afternoon tea and cakes and 3 hours of lovely old archive films both illustrating Mike's career and Bob's time at Lotus plus a few surprises. £30 ea fully inclusive - food, everything.

Films, food, talk and friends all day 9.30 – 5.00pm

Having held the price static since 2010 in that 3 years our rent has now gone up 3 times along with food and all the other costs regrettably we have had to set the price for the whole day's entertainment inc all catering at £30 ea

*If you would like to be there please **email me as soon as you can to book** your places, we were very oversubscribed last time and many people were disappointed, £30 each whole day everything included lunch & tea Sat 4th May 2013*

Only 90 places - do please let me know as soon as you can space is limited.

Hard to believe as it is so cold at present but it should be warm by then and lunch will be a locally sourced high quality BBQ sat outside

Don't delay on this one if you want a place you will need to reply at once. Over 90 we go on to the reserve list – in January that was + another 25 most of which we had to disappoint sadly.

*Kind regards, hope to see you there
Richard and the team.*

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, the fourth of what he has promised will be regular articles on improving his TR6. 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 Overdrive – Julian Hensman

In the words of Sally (as in "When Harry met ..."), yes, yes, yes, yes, YES!!!! I am of course referring to the successful restoration of my overdrive to normal use! First things first, let's have a mini-quiz and see whether anyone can figure out what on earth was happening. It all started when

Well in fact, it started before I bought the car. I noticed during the test drive that the overdrive was slow to engage but as I was getting a bargain, I let it go. I actually felt sorry for the guy selling the car as I really thought he should be charging more but anyway...

So my first real long drive of the car, on the way home after purchase, confirmed that the overdrive did indeed take a long time to engage. In fact, I found out during the next winter that the colder it was, the longer it took to engage. I knew the unit is not straight forward in its operation and that an electric solenoid and some oil was involved, but I have to confess to not having taken the time to find out how it works at that point.

The symptoms were as follows. When the engine and gearbox were cold (remember the overdrive uses the same oil as the gearbox) I would flick the switch and nothing would happen. So the first thing I learned was to wait for some heat in the gearbox. Once I had some, things were only marginally better. I would flick the switch and after about 10 to 30 seconds, if I took my foot off the accelerator the engine revs would go

down to tick over, but if I pressed the pedal again, I could still accelerate in "direct drive". Weird. This would continue for anything between 30 seconds if I was very lucky to about 5 minutes (or on a really cold day, never), after which the overdrive would very slowly engage, bringing the engine revs down to where they should be. Once engaged, the overdrive would never slip back out. That's it. Any ideas?

This odd behaviour inspired me to find out, once and for all, exactly how the unit works. In a nutshell, you flick the switch which operates the solenoid. This pulls a lever attached to a shaft which travels through the box to another lever on the other side which opens the actuating valve. This actuating valve opens a flow of oil fed by a pump run by a cam at the bottom of the overdrive box, via an accumulator. The flow of oil is sent to some pistons which push against some pretty heavy duty springs to push the double-sided clutch away from the direct drive and up against the sun wheel, which in turn, connected to the annulus, gives about 25% more revolutions to the prop shaft than come out of the engine, hence "over" drive. Phew!!! I should also mention that in addition to all this, there is also a one-way clutch inside the annulus to ensure load is maintained to the rear wheels during engagement of the overdrive. There are other bits too - in fact Moss list 134 in total, but don't worry, I won't list them here!

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Give up? OK, this is what was happening. As said, on flicking the switch, the overdrive (usually) engaged, albeit very slowly. Because it was happening very slowly, this meant that after the clutch had disengaged from the direct drive, but before it engaged with the sun wheel, it was in a process of travelling between the two - a kind of "in limbo" if you like. In this state, despite the fact that the clutch was not connected to the direct drive, the one-way clutch made sure that there was in fact a connection in the drive train, which is why it was possible to accelerate. It also, however, was the reason why when I took my foot off the gas pedal, the one-way clutch would allow "free-wheeling", such that the engine speed could reduce to tick-over. Once the clutch eventually finished its epic journey to the sun wheel, the overdrive was of course then engaged and because the clutch was good and oil pressure then maintained, it did not slip.

Having established all this, here is the cause, by reason of deduction. I always find it easier to figure such things out in reverse so I started around the annulus, if you'll pardon the expression. The thing is, because the overdrive usually engaged and did not slip out, this meant that the unit was in fact working, albeit slowly. The second hint was that on the odd occasion when the overdrive would not engage at all, it was very cold outside - sub-zero. As we know, oil is thicker when it's cold and it occurred to me that the most likely cause of the very slow engagement was a lack of oil flow to the pistons. I knew there probably wasn't a leak because once the unit engaged, it stayed there. This did not rule out problems with the accumulator which, if not working properly, may also be the slow flow of oil. However, it did mean the pistons themselves and any other area where there could be leaks were probably fine. As the unit never slipped once engaged either, it also probably meant the clutch was fine.

So, slow oil eh? This could be caused by a knackered pump, a blocked oil filter, a dodgy accumulator, blocked oil channels OR a problem with the valve. Having had Robsport manually check the oil earlier in the year, and them having said it was "golden and new", I decided I wanted to check other things

before draining the oil to check the filter and pump. However, it was prudent at this stage just to make sure the solenoid was working OK, so that is what we did first. When I flicked the switch, the solenoid clicked loudly at it should. A few quick checks under the car also suggested that it was fine. It was clean and uninhibited; I could not hold the plunger out with my fingers when it was actuated, nor could I pull it out with my fingers after it was actuated. This second check is important as the solenoid actually contains two coils, one strong one to pull the lever in and one less strong, which draws less current, to keep it there. So, solenoid OK. Actually, I was pretty sure the solenoid was OK. In theory at least, the unit would not engage at all if the solenoid was not working. The only exception would be if it was not pulling the lever up far enough, which is why we checked it, but given that it did not seem to be able to pull in any further, this meant the problem had to be further down the production line.

Back to the oil flow then. At this point, it was clear we had to get to the box and the car having a replacement gearbox tunnel with no inspection covers fitted meant it had to come out. In fact, the tunnel is very crudely crafted and fitted and so ill-fitting that it was only bolted to the floor with half the number of bolts it should be. This will be replaced in due course (like the look of the Racetorations one, bit pricey though). Still working backwards through the system, the theory now was, if the filter, pump and accumulator were fine (and that was only an assumption at this stage), then the flow of oil through the valve must be inhibited somehow. This could either be owing to a gungey valve, although I thought that unlikely given Robsport's assessment of the oil, or that the valve simply wasn't opening far enough. The first job then was to check the valve to make sure it was scrupulously clean. This is easily done by carefully undoing the bolt holding the valve in and removing the assembly inside. All the manuals state that you should actuate the solenoid 5 or 6 times (with the engine off) before doing this to release any pressure that may be remaining. This I did and did not notice any built up pressure when I removed the bolt. At the bottom of the valve is a ball bearing which will need either a magnet or some Blu-Tack on the end of a

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pencil to remove it. Obvious to say but do not lose any of these small parts and make sure you get them back in in the correct order! This disassembly performed, no gunge or imperfections of any kind were noticed so the valve went back in. The next thing to check therefore was the level that opens the valve, to see whether the valve was indeed being opened far enough.

There is a check that can be performed by lining up a lever on the side of the box with the box housing. I must confess that I wanted to take a photograph of this (there are VERY few photos of the right side of the gearbox on the internet for some strange reason) for inclusion at this point but I forgot. To prove I am human, I was going to include a picture of our dogs instead, but then I found a stock photo hidden away on my computer. (I cannot remember whose photo this is but I have a strong feeling it is from Buckeye Triumphs whose TR website is truly excellent so thank you!).



The lever in question is the black lever at the bottom of the picture (arrowed). The arrow points to the moving end which moves downwards as the solenoid is actuated. This end actually has a hole through it and the idea here is that when the solenoid is not engaged, you can insert a 3/16 inch drill bit through the hole and it should line up with an identically sized hole in the side of the casing. You can just about see the area of casing standing proud behind the lever in which this hole is located. The thing here is that whilst this is a good technique to use when first setting up the overdrive for general alignment, it may not work perfectly owing to worn parts or even a simple lack of fine engineering tolerance, so you need to set it here and then "suck it and see". So, as my feeling was that the valve was not opening far enough, I decided to adjust it so that the

lever moved a bit further downwards when the solenoid was actuated, on the basis that this would open the valve further.

To do this, we operated the solenoid and slackened the pinch bolts on the other side of the box near the solenoid. Then we manually pushed the lever downwards to ensure the valve opened further when the solenoid was "in". It was interesting to note that, in fact, the lever would not really go very much further than it did originally - the adjustment we made was really quite small and we achieved it in fact by pushing the lever down as far as it would go, after which we re-tightened the pinch bolts.

At this point it was time to test to see whether the adjustment had made a difference. There are various ways of doing this. You can lift the rear wheels off the ground (in fact owing to the action of the differential you should be able to lift just one of them but I didn't fancy this!), or you can disconnect the propshaft, or much easier in my view, you can simply drive the car! I opted for the last option but if you do this with the gearbox tunnel off, please note the following safety information: Be EXTREMELY careful that no articles of clothing or anything else has any chance of catching on the propshaft. A scarf for example or even the ends of a shirt or jacket getting caught up in a spinning propshaft can result in very serious injury or even death. You have been warned!

Off I carefully went round the streets of Broom and to my joy, at 30 mph in 4th gear the overdrive kicked in within a second, hence my first sentence of this article. The rest as they say is history, which included quite some battling to get the gearbox tunnel back in!

There are a couple of things to note as I finish up here. One is the noise that comes from the gearbox and overdrive as you drive along. Many years ago I had the privilege of working for a while for Paul Grist who is an authority on historic racing cars. One of his own cars at the time was a 1932 Alfa Romeo 8C Monza, which in my opinion is probably one of the greatest car of all time. Anyway, one of the many attractions of this car is the noise it makes, and even at full acceleration with the exhaust growling, you can still hear very clearly the whining of the supercharger,

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the cams and the gearbox. It was this same whining that I heard from my little TR with the gearbox tunnel removed and it was music! It was, however, also very loud! So, to anybody who says that a TR is noisy and that the sound proofing is no good, I argue that in fact the sound proofing is very good! Going back to the adjustment of the overdrive valve, the other thing to note is that disengagement of the overdrive now takes slightly longer than it did before at about 2-3 seconds, so in truth, I have probably adjusted the lever slightly too far but it is much better than before. You would not however want to adjust so far that the valve never closed as this would mean constant engagement of the overdrive. This is obviously undesirable, but if you don't know already, engagement of the overdrive in reverse will probably have catastrophic consequences as the direction of the propshaft would be against the operation of the one way clutch, so you would if you were lucky simply go nowhere, but if unlucky, completely destroy your overdrive!

Many thanks to the sound advice once again given during this task by David Dawson and the very capable extra set of hands provide by my son Joe.

To finish, if you are interested in the aforementioned Alfa, check out the following YouTube articles, and turn the sound up!

<http://www.youtube.com/watch?v=XtfkETcw-XY>

<http://www.youtube.com/watch?v=Czj9ITkt7dI>



Julian Hensman

Many thanks for that Julian. Overdrives are both the jewel in the crown and PITA of TR driving! So many problems and opinions on everything, especially types and grades of oil. Furthermore, confusion reigns when discussing A-Type and J-Type overdrives and whether or not there should be a relay between switch and solenoid. There is one on the A-Type when fitted to early cars and it is often the relay that causes problems. Apparently some later cars with J-Types have a relay and some don't!

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

Chiltern Group Summer Drive Out Sunday 7th July 2013 Coventry Transport Museum

As the DiD run out in 2012 was so successful Chiltern Group have decided to organise a summer run to the Coventry Transport Museum on 7 July 2013.

*This is advanced notice of the event
but it will include*

- A planned scenic Tulip run from Oxfordshire to the museum with a mid-morning stop for refreshments
- Parking in front of the museum in Millennium Place
- Free entry to the museum
- There will be a small charge to cover the MSA Exclusion Certificate
- Closing Date for reservation :- 5th May

**To book a vehicle on this run please email
Geoff Wooldridge on gw.chilt@talktalk.net**

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 bjmole1-trlv@yaho.co.uk.



...Sunday 24th May!

Hagerty SBMC Classic Challenge



Classic Car Insurance™

UPDATE - HAGERTY SBMC CLASSIC Challenge ... 27-30 September 2013



A touring adventure for Classic Cars + modern Sportscarsdriving the mountain roads of mid-Wales, following in the tyre tracks of an International Welsh Rally Champion. The **Hagerty SBMC Classic Challenge** is a social tour. Each car will have a **crew of three** - Driver, Navigator and teddy BEAR ! The Challenge for each crew will be to obtain charity sponsorship for their Bear to complete the tour (in aid of **Hope House, Eden House and East Anglia's Children's Hospices**). *However, IF you want to enter THE TOUR but cannot face the fundraising challengeno problem, a small personal donation will be OK At present we have space for 20 more entries ...ideally to be received before end of April*

On the tour itself, it's all about driving the route, some of which featured in the 1964 International Welsh Rally, which was won by SBMC patron and guest entrant : **Barrie "Whizzo" Williams**, who will be driving the same Mini Cooper 'S' in which he competed all those years agobut this time enjoying the scenic drive .

A packed event of two full days of driving and visiting places of interest en-route & three evenings of fine dining and socialising at our 4 star hotel. Panning for Gold, lunches at seaside hotel & mountain railway station, caves, devil's punchbowl, a pre-classic experience and more

Types of car entered so far include: Austin Healey 3000, Porsche 911, Triumph TR3A, Morgan, Mini Cooper, Mazda MX5, Audi TT, Toyota MR2, Jaguar SS100, MGB, BMW Z4, Lotus Elise, Jaguar Mk 2, Jensen Interceptor and Swallow Dorettia wide variety. Aston Martin entries are anticipatedalong with a few more Mini Coopers to support "Whizzo" .

Barrie will also be our Guest After Dinner Speaker on 2nd eveningwith the last night finale including dancing to a live six piece band. **With thanks to Hagerty Insurance for supporting this event.** **For further info + ENTRY FORM, email the car you wish to enter + your postal address to Chris at : classicbear631@btinternet.com**

THE TOUR PACKAGE4 star hotel with Spa/Car Park night Security Guard/Rally Plate/Prog.Road Book/Fri & Sat Dinners (3 course) teacoffee/Sat:Going 4 Gold+ CoffeeTea&BaraBrith/Lunch @seaside hotel,cliff edge walk/coastal drive goodviews/ SatPM:coffeetea+entry devils punchbowl/ Sun:caves,pre-classicX,coffeetea/Lunch @mountain rail station/Autoglym (polish for all finishers) ...Teacoffee & Welshcakes at hotel/ Sunday Dinner & Dancing to band (smart casual)

Total cost of above for Sporting Bears Motor Club Members (Car+2persons+Bear): £226. 00 + hotel B&B
Entrants will be given Hotel details to book at special rate. Double or Twin, 3 nights B&B : £312. 00 (over £60 less than normal rate)

Special cost for Non-Members includes 12 months SBMC membership: £238. 00 + B&B for Car + 2 persons + Bear

classicbear631@btinternet.com

Name badges will also be issued. The "BEARS" are a friendly club. **IF YOU** have never joined a social SBMC touring event before, this one is for you !

***The International
Welsh Rally win-
ning Mini Cooper
'S' of Barrie
"Whizzo" Williams***



Fuelling the passion
Octane
MAGAZINE

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Gemini Events 2013 Show Calendar

I'm including these dates for (mostly) local shows, formerly operated by Greenwoods Exhibitions, as many members have attended in the past.



Dear Fellow Enthusiast

We hope that you will consider joining us again at one or more of our shows planned for 2013.

2012 is a distant, wet and expensive memory and we look forward to a sunnier and drier 2013!

Our season opener is brought forward to Easter Sunday at Old Warden Aerodrome in Bedfordshire as we hold our 2nd Classic Rally & Autojumble. We have moved from Old Warden Park this year and hope that the earlier date will see more autojumblers in attendance as well as inviting you all to have a garage clear-out and bring along a boot full of items to sell on the day – all for a very reasonable £10 per pitch!

For those of you who are competitive we will have our judges on site and will be presenting some beautiful individually commissioned awards, presented on the day, with full arena and professional commentary all day - all we need is the sunshine!

Please find below a full list of all our 2013 events and thank you for your continued support.

2013 Show Calendar

31st March Easter Sunday- Classic Rally & Autojumble. Old Warden Aerodrome, Biggleswade, Beds SG18 9EP

An established show at a new venue. An enthusiasts' paradise at the historic home of the famous Shuttleworth Collection, with lots of jumble and trade stalls, judging and award ceremonies. Commemorative classic-style tax disc stickers and discounted entry to the Shuttleworth collection for all pre-booked exhibitors.

5th & 6th May Bank Holiday Sunday & Monday – The 16th Bedfordshire Classic Motor Show.

Woburn Abbey, Woburn, Beds MK17 9WA

Set in the beautiful 3,000 acre deer park the show will feature a live arena with club awards on the Sunday and concours' judging on the Monday. A truly splendid setting with something for all the family.

16th June - Fathers' Classic Day Out.

Woburn Abbey, Woburn, Beds MK17 9WA

For classic and performance cars and motorcycles. General trade stands and family entertainment.

7th July - Festival of Transport

Barleylands Farm, Billericay, Essex CM11 2UD

Back on the calendar by popular demand this transport extravaganza features camping and entertainment for

all clubs, exhibitors and traders. All classes of vehicle welcome.

18th August – The 2nd Hampshire Classic Motor Show. Breamore Countryside Museum, Nr. Fording-bridge, Hants SP6 2DF

A great location with live arena, trade and autojumble stands, concours' judging. Featuring the Standard Car Club national rally. Camping available.

25th & 26th August – The 23rd Anniversary of the Annual Knebworth Classic Motor Show

Knebworth Park, Nr Stevenage, Herts SG1 2AX

This is the original and biggest Knebworth Show! Exciting new layout and new awards. Club day on the Sunday with concours' judging on the Monday. Motorcycles welcome too!

Due to increasing costs it is unlikely that our normal annual mailing will take place this year, so if you could pass on the show list to any friends or club members who may not be receiving electronic mail it would be appreciated.

Regards
Stephen D Smith
Events Director
Gemini Events
23 The Strand
Bromsgrove
Worcs
B61 8AB

Tel: 01527 863770 Fax: 01527 471662

www.classiemotorshows.co.uk



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 104807

(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:

