

# The TRUnnion

TR Register Lea Valley Group

2013 Issue 5 (Sep/Oct)

## LEA VALLEY GROUP COMMITTEE 2013

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## MEETINGS VENUE

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

(Plenty of parking space behind pub).

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

## WEB SITES

TR Register: [www.tr-register.co.uk](http://www.tr-register.co.uk)  
TR Forum: [www.tr-register.co.uk/forums](http://www.tr-register.co.uk/forums)  
Lea Valley Group:  
[www.groups.tr-register.co.uk/lea-valley](http://www.groups.tr-register.co.uk/lea-valley)

**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-trlvg@yahoo.co.uk](mailto:bjmole1-trlvg@yahoo.co.uk).

## 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 others I hear about, as well as 'official' LVG events.

This calendar currently contains suggested 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 which you would support. Please phone the Events Co-ordinator for further details.

**Sept 18: Group Evening Meeting  
Jolly Coopers, Wardhedges, Silsoe**

Sept. 21-22: CACCC 'Falling Down' Tour

Sept. 21-22: Kop Hillclimb

Sept. 22: Brooklands Breakfast

Sept. 22: Kettering Rally, Cranford

Sept. 28: Northampton & Lamport Railway

Sept. 28: Pistons & Props, Sywell Aerodrome

**Oct. 6: Group Lunchtime Meeting**

Oct. 13: Autumn Air Show, IWM, Duxford

Oct. 19: Nostalgia Forum Motor Sport Film Show, Albury, Herts. (See details below).

**Nov. 3: Group Lunchtime Meeting**

Nov. 3: TR Register AGM, Gaydon

**Dec. 1: Group Lunchtime Meeting/AGM**

Alternative Wednesday Evening Pub Meetings:

Fancott, Chalton (nr. Luton)

Plough, Wingfield (nr. Leighton Buzzard)

White Horse, Husborne Crawley, Beds

Queen Adelaide, Croydon (nr. Royston)

Other Suggestions:

Inter-group activities

Ladies Day - 40 mile run, Lunch at National Trust house or similar

RAF Hendon

Weston Birt

Foxton Locks

Lubbenham Scarecrow Festival September?

## EDITORIAL

This issue may turn out to be 'TRUnnion Lite' as with so many tours and other events recently and continuing every weekend up to the end of September, I have had very little time to write anything until the last minute.

Despite the holiday absentees, Sunday and Wednesday monthly meetings have been reasonably well-supported and many of us have been out and about at public events including the SBMC Kimbolton Country Fayre, Silverstone Classic, an evening classic car gathering at Willington Dovecote and Stables and other regular local events. Although a few hardy souls, including our leader Jon Marshall, camped at the TRR IWE Malvern, the majority opted for the comfort of B&B. There is a lot of discussion about the location and format of the IWE but some of us feel that Malvern is like a second home as we've been going there for so long and we always stay a few extra days to walk the hills and visit our favourite pubs.

The Tiger Moth Rally is another event which used to be a regular fixture in our events calendar and after a gap of several years it returned to Woburn and we joined Chiltern TRs there on rehearsal day. The weather was at least dry but we were impressed by the skill of the pilots in the windy conditions. An open cockpit in a 1930s biplane certainly puts driving a topless side-screen TR into perspective.

There were plenty of events over the August Bank Holiday weekend and although we missed the Brill Festival, those that went enjoyed the day, especially the 'Great Train Robbery' exhibition. However, we did go to the Pre-78 Rally at Quainton (Bucks Railway Centre) and the turnout of cars and bikes was much better than last year. I was particularly pleased to see a pair of well restored Royal

Enfield Crusaders there, one absolutely mint and a far cry from the Crusader Sports I owned in the Sixties. Classic cars, bikes and trains - what more could you ask for on a rare sunny Bank Holiday? Obviously a barbecue and we got that at the TSSC meeting that evening. Thanks, as always, to Peter Lewis for allowing us to gatecrash their event.

Most of the major outdoor events are over, including our own 40th Anniversary 'TRot 2 TRees' tour and, if all goes to plan, there should be a report somewhere below.

Nevertheless, we still have two tours coming up in September - the CACCC 'Falling Down Tour' in Norfolk and a one-off 'MetroBears Tour' in Wales.

Traditionally, Winter is a time for reflection, and after 40 years it really is time for our group to reflect on what members want from the club now. We have tried to include all current and potential members in the Herts and Beds area in the forward planning by inviting everyone to complete a survey form. Response so far has been disappointing, so if you haven't returned a form yet, please email me or download a copy from <http://www.groups.tr-register.co.uk/lea-valley/newsletter.html>. Your input would be greatly appreciated and will undoubtedly determine the future of the group.



**BrianC**

*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*

## Communication Breakdown & Déjà Vu

I do love using song titles<sup>‡</sup> don't I? In putting together this issue of TRUnnion, I had a distinct sense of Déjà Vu as I included the following exactly a year ago in TRUnnion [#20125 Sep/Oct 2012]. Worth another play?

"...it did set me thinking about the best way to communicate with members, especially after looking at how other groups do it. Some merely produce a minimal one-page monthly news-sheet or email, but I'm especially interested in North London Group's use of Yahoo Groups to provide an interactive service in between more formal newsletters. This is an email-based system to which anyone can subscribe (free of charge) simply by registering an email address with the group's moderator. If accepted, you will then receive emails informing you of new events, changes of venue, meeting locations and times, etc., and most importantly, to respond or comment instantly, rather than having to wait for the next newsletter or scan the website. This does mean you will receive more emails than normal from the group, but as each has a clear subject title, you can decide which to read or simply delete without reading. Please let me know whether you would prefer a more basic news-sheet or would be interested in trying something along the lines of the NLG model."

Other ideas welcome! [<sup>‡</sup>Led Zeppelin & Crosby, Stills, Nash and Young, in case you hadn't recognised the titles]

## A Tremendous TRail of Tranquility and Transportation

I must admit, I am not the world's biggest fan of the "TR" capital letters at the beginning of words that begin with "tr" Trait (sic!), but on this occasion, it seemed kind of appropriate. Thaxted, Little Sampford, Cavendish, Kersey, to name but a few. If you've never been to these delightful villages then you have surely missed out and definitely should have joined the LVG TRot 2 TRees tour, celebrating 40 years of the Lea Valley Group. True, it wasn't

in our area. True, it was a full day's driving. But my goodness it was worth it!

An early start was called for on Sunday 8th September. We intrepid and dedicated followers met in brilliant sunshine at Birchanger services at 8.15 for a coffee and a bite. Just 8 TRs adorned the car park, naturally disappointing in terms of numbers but nonetheless good to see.



*[Photo ©Julian Hensman]*

Quickly there were admirers snapping away and posing in front of the cars as the excitement built. The usual suspects were there, some of them members from very early on indeed, if not the very start of the group.

At 9.38 sharp, we were away, dogs in tow, loving the anticipation as much as we were. The first half of the trip took us immediately through Elsenham, which is where I spent the first five years of my life. Already nostalgic, we quickly arrived at Thaxted, a village whose beauty I had forgotten with its multi-coloured houses in perfect keep. Village after village it seemed was prettier than the last, as if all were in competition. Better and better they got with immaculate village greens and best kept pubs; we could have stopped at every single one of them and at Kersey ford, I just wanted to get out and paddle for a while. Even the locals waved as we drove through. Eventually we arrived at Jimmy's Farm for a well-earned rest to find a plethora of campers (VW variety) on their way to Lowestoft. Our

group of TRs were no match I'm afraid for the 50-60 buses in the overflow car park but still some of their number came over to socialise. Two coffees, two burgers and one delicious brownie later, and stocked up with Essex sausages, we were ready for part 2.

From Jimmy's Farm we went out round the Shotley peninsula and meandered our way back along the Stour towards Essex, taking in Nayland on the way, another fine and picturesque village. At some point during the afternoon session, there was a little rain, enough to have to stop and "hood-up", but it did not detract from the occasion in any way. I am also glad to say that it had stopped (or possibly had not started yet, can't remember which) when Paul suffered a puncture and discovered that his spare wheel was a different size to all the rest, which meant the road wheel would not fit under the car! The luggage rack, bungee and some rope saved the day and there were no further incidents.

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[Photo ©Julian Hensman]

We ended up in Marks Hall, where the Arboretum escaped us, courtesy of the dogs who were not allowed in. Instead we did the woodland walk, a jaunt of about 2 miles and a perfect leg stretcher before the journey home. I know I am not the first and I know I won't be the last, but I would like to say a very sincere THANK YOU to Chris and Pat whose efforts in planning and arranging the tour were greatly appreciated and I have to say, completely justified, despite the limited number of participants. This tour was every bit as good as any other I have been on and as it turns out, it absolutely was not in the wrong area or too long, it was perfect. It's a shame so many missed out but hopefully

these words may encourage those who were unable to join, to take part in the future and do what the whole club is all about, and that is to drive the socks off our TRs, almost literally in Paul's case.



2011 © mmaikowak Julian Hensman

Many thanks for that Julian as I know you are really pushed for time. I would be very grateful for any additional comments, anecdotes and especially photos from other members as we would like to get an article in TRaction (deadline 9th October).

I am always asking for photos from members, of their cars or events they have attended, not only for TRunnion, but also to help promote the group via TRaction and our own website, so I'm very grateful to Dennis Bartle and Keith Scotchford for the following photos taken on the tour.

#### TRot 2 TRees Tour Photos by Dennis Bartle



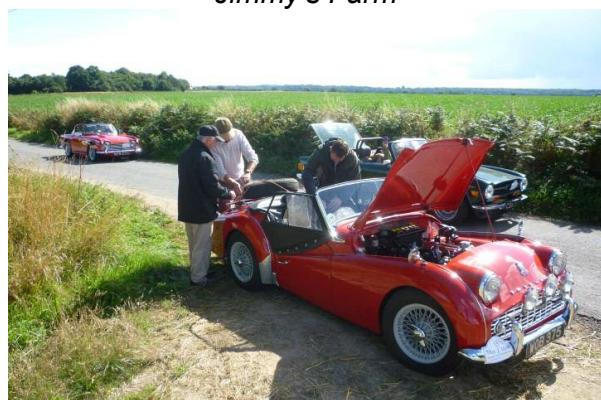
Birchanger paddock



Jimmy's Farm



Are we there yet?



Tyre change pit crew!

## TRot 2 TRees Tour Photos by Keith Scotchford



### Scuttlebutt

TRUnnion is supposed to be a newsletter, so in my first edition (was it really only 3 years ago?) I included a column under the heading 'News, Rumours & Gossip' inviting members to let everyone know what they have been up to or are planning to do with (or without!) their TRs.

After morphing briefly into "Scuttlebutt"<sup>†</sup>, it sadly lapsed, but if at first you don't succeed, TRy, TRy and TRy again. So, here we go again and, coincidentally, the first contribution is once again from Phil Titchner:

#### The 1947 Gransden Lodge Motor Race

Hi Brian,

I was reading the Saturday Telegraph today which has a separate paper on the Goodwood Revival meeting. In one article there was reference to the first motor race meeting that was held in England after the finish of the second world war. The meeting was in 1947 and I was amazed to see that the venue was Gransden Lodge Airfield. As I am sure you know Gransden Lodge is/ was an airfield about 1.5 miles further from Gamlingay than Little Gransden airfield, where we go regularly to the air shows, and was used in the second world war mainly for bombers, latterly Lancasters and Mosquitos. It still exists and is home to the Cambridge

Gliding Centre. The main runways have gone but the perimeter track and some of the buildings still exist.

Anyway I Googled to find out a little more about the 1947 race and below is a link to a site which I think you will find interesting.

<http://www.500race.org/Period%20Results/Gransden%20Lodge%20Report%20130747.htm>

Regards  
Phil

Very interesting Phil and some entertaining links to follow now that Winter seems to have returned! Coincidentally, when Lynda and I went to our first Little Gransden Air Show, we inadvertently went first to the Gliding Club.

Phil subsequently added the following:

Yesterday we went to the Little Gransden Airshow and we met a chap we know who lives in Great Gransden. He had a show of local archive material with him. I asked him about the race meeting at Gransden Lodge and to my surprise he produced an original race programme for the 1947 meeting and one for a meeting in 1946. This is consistent with the information on the VSCC link which reads as though the work to get signatures for the 1947 meeting was in fact the second meeting. He went on to speculate that if there had not been continued opposition to

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*further race meetings by the land owners the aerodrome could have been developed instead of Silverstone.*

I guess that living where you do, you must be thankful that Gransden didn't turn out to be like Silverstone with all the road upgrades and traffic jams, although someone told me recently that locals get free tickets for some large events such as the Grand Prix and Silverstone Classic as compensation for the disruption.

~~~

### **Knebworth Eastern Groups Non-gathering**

As a few members have commented, we had intended to support an Eastern Groups Gathering at the August Bank Holiday Classic Car Show and make it one of our 40th Anniversary events. I've also been reminded that mention was also made of a celebration cake and reinstating the LVG cup but it just didn't happen. However, this email from Ian Freeman explains why we abandoned the idea.

*Brian,*

*I was hoping to run a club stand at Knebworth on the 26th - it now looks like I am getting very little support from my groups. Sadly, we will be without the "TR Register Roadshow" with all the changes within the office and Brian Sparrowhawk's new responsibilities, so I have had to let that idea drop for this time – I will make more effort next year to holding a full inter group meeting.*

*All the best  
Ian*

Most of the long-term members have been to Knebworth many times and have opted for a change in recent years, as have North London who used to attend en masse!

However, I suspect quite a few members would be interested in supporting a large regional gathering at the major classic car show in our own area, especially those who have recently joined. Fragmented attendance at events this year has proven that we need to decide on our main group events early on to avoid conflicts and holidays, so would anyone that would be likely to support an Eastern Group Gathering at Knebworth (or alternative location/event) next year, please email me.

~~~

### **Rolling Roads**

Several members have asked me recently about whether there is a rolling road in our area. There are probably several but this guy was recommended by Chris Glasbey after Chris Connoley had failed to sort out his highly tuned TR3A Weber setup and he certainly did a good job on my more modest engine with SUs. I wrote a report in the attached issue of TRunnion #20123 (May/Jun 2013) which you can download from our website or email me for a copy.

Peter Baldwin 01223 207217  
Wilsher Garages Ltd  
18 Cambridge Road  
Wimpole, Cambs SG8 5QE  
<http://www.wilshers-garages.com>

Incidentally, a couple of points I didn't mention in my previous report. Firstly, when asked to floor the accelerator and hold it there, it maxed out well below the redline (5000 rpm, as the bottom end is standard - balancing somehow dropped out of the engine rebuild programme). After several "*No, really floor it*" instructions from Peter, he peered into the footwell and said "*Get hold of the pedal and pull it back as far as you can*". The lever had obviously gradually bent since the rebuild so had been hitting the floor far too soon. Restoring it to its correct position level with the others resulted in a massive improvement and also faster throttle response at low revs. I don't think I have a particularly heavy right foot, so I guess the pedal shaft must be made of monkey metal, although I don't know if it is the original or a modern repro. For those of a similarly nervous disposition, Peter did ask what my redline was so that he could limit the engine speed regardless of my right foot!

Secondly, see the item on points under 'Minor Mods'.

~~~

Some good news from Rob Hebditch:

*Sorry I have not been in touch - I'm still very keen to come to a meeting. I'm just out of hospital today (Friday 13th! - editor) and hope to catch up with things ASAP.*

*Love to all Rob Hebditch*

So glad to hear from you Rob. We missed you at Malvern and several LVG members have been asking about you. I did email June in July - that sounds weird ;) but not sure if the email address was still current. I TTrust you are feeling much better having escaped the House of Pain (to quote

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Badfrog, a long-suffering French member of the TR Forum) and we hope to see both of you at a LVG meeting very soon

~~~

### Trot 2 Trees Tour

From Pete Muncer:

*Just wanted to say thanks again to Chris & Pat for today's tour - good start / halfway / finish venues, excellent route (we seemed to cover all the picturesque villages in Suffolk & Essex), and the weather was fine (just avoided the rain until the run home when I took the soft option at Stansted Services & put the hood up).*

*As a fellow organiser of routes for classic tours, I can appreciate the effort that Chris & Pat put in to today's event. A pity that the turnout was small, but I'm afraid that my response to those who didn't enter is "your loss, our gain!" At the risk of being controversial (who me?), some people need to realise that there is more to TR ownership than parking your car in a field & spending the day looking at it!*

Pete Muncer

(Brian - please use the above for TRUnion if you so wish).

*I agree 100% with Pete's comments but I believe there are several newer members that do want to use their cars and several have already begun to enjoy touring with us.*

*Many thanks to Chris & Pat for this one and to Pete & Sue for 'Toe in the Water'. I really hope you all continue to support the group.*

*Thanks also to all who supported this tour, especially Peter Dadson and Simon Judge, the only non-LVG tourists, representing the rest of the Eastern Area! It may not have been the mega event we had hoped for but 16 people and 2 dogs enjoyed a 'Grand Day out' so all Chris and Pat's hard work was very much appreciated.*

*I did wonder whether Paul and Dave made it home without any more punctures. We didn't see them stranded on our common route home, but then we did make yet another unplanned scenic detour after taking the wrong exit off a roundabout on the A120, so missed a section (story of our day!). But fear not, I received this from Paul Richardson:*

*Dave & I really enjoyed the Tour. We got home safe without anymore punctures!!! A BIG thank you must go to Chris & Pat for all their hard work to make it a success. Just a pity it wasn't better supported.*

*It was a long day(12 hours) & 278.2 Miles, but well worth the effort. I did sleep well Sunday night!!*

*Just going back to punctures, just check your spare is the same overall diameter as the rest. It appears mine isn't!!! Not a problem on the front axle but maybe on the rear.*

*Thank you all for your company on Sunday & see you soon.*

*Best regards,  
Paul*

#### **<sup>†</sup>Scuttlebutt - definition from Wikipedia:**

Scuttlebutt in slang usage means rumour or gossip, deriving from the nautical term for the cask used to serve water (or, later, a water fountain).

The term corresponds to the colloquial concept of a water cooler in an office setting, which at times becomes the focus of congregation and casual discussion. Water for immediate consumption on a sailing ship was conventionally stored in a scuttled butt: a butt (cask) which had been scuttled by making a hole in it so the water could be withdrawn. Since sailors exchanged gossip when they gathered at the scuttlebutt for a drink of water, scuttlebutt became Navy slang for gossip or rumours.

[N.B. Not to be confused with "scuttle-shake" which will be familiar to drivers of chassis-based TRs, especially sidescreens!]

## **Members' Stories**

*This feature is intended to encourage members to introduce themselves by way of TRUnion, so to set an example, I began by including the story of my current TR3A (long since, thankfully finished). As I have received no contributions for this issue, you will have to make do with my 'Minor Mods'.*

*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.*

## Minor Mods

Minor Mods? No, I haven't acquired a Moggy (we already have two of the feline variety, although a well-modified Morris Minor Traveller is on my reserve list if I don't find a usable Vitesse or Herald Estate soon). But I digress.

We all have to do odd small jobs to keep our TRs on the road, so I thought I'd mention a few of my recent minor modifications, fixes and bodge and hope it will encourage others to send in details of theirs.

~~~

### Brake light switch

The switch on my TR3A became intermittent last year and after a morning of testing it and all associated wiring, I gave up and fitted a spare 'electro-mechanical' TR4A switch in the end of the master cylinder bracket. I can switch back if, or whenever, I get around to fixing/replacing the original. In fact, I much prefer the mechanical switch as I can adjust it to flash the brake lights with a light dab on the pedal as a warning to discourage and confuse 'tail-gaters' without actually activating the brakes.

It just needed one hole to be enlarged and I was also able to use the existing wiring, just re-routing it from the chassis switch to the bulkhead area. I've used an original TR4A switch, but you can buy good quality modern switches on eBay for about £8 - as used on Porsche, Mercedes, etc.

You may have to enlarge the hole as I did, depending on the diameter of the threaded part of the switch.



[Note that some cars have pedal limit screws in the two holes at the end of the master cylinder bracket but mine didn't/doesn't have these fitted.]

I have left the dodgy switch in place to avoid bypassing it and bleeding the brakes, but I believe it's possible to replace the switch with a new one or blanking plug without losing fluid (if you are quick and the threads on the replacement don't turn out to be metric!).

There is no need to cover the terminals of the hydraulic switch as they are never going to be live once you've reconnected the existing loom to the new switch, although I did

actually put sleeving over the terminals to keep them clean in case of emergency reinstatement. If you later fit a new hydraulic switch, you will have a choice of which to use and also backup in case of failure.

One day I'll have another go at solving the original switch problem ... maybe.

~~~

### Mind the gap

Before taking my car to the rolling road, I fitted new plugs and points but could barely get the points gap open to the minimum of the prescribed 14-16 thou. I mentioned this and Peter confirmed that they were just on the limit, so the car was tuned and performed well for several thousand miles. Gradually, as the points became worn, a very slight misfire began to creep in at low revs, so I decided to clean the plugs and points. Even after re-facing the contacts, I could still only just get a 14 thou gap. Eventually, I realised that the end of movable plate was hitting the rivet holding the low tension wire to the fixed base plate, preventing further opening.

Comparing the unbranded repro contact set with a genuine Lucas set, I noticed that the metal at the end of the moving plate beyond the adjusting slot (shown arrowed in the example photo below left) was quite a lot wider on the repros than on the Lucas ones. Photo below right shows a modern Lucas set similar or identical in profile to the originals.



[Photos are actually from internet, not my car]

Although alternative solutions have occurred to me since, the solution on the day was to file the moving plate to allow maximum adjustment. I now have a good gap giving easier starting, better idling and acceleration. In fact, performance is better than when originally set up on the rolling road.

Who would have thought such a simple problem could strangle a TR? Next time I'll fit a set of NOS Lucas/Unipart contacts and hopefully have it right from the start.

Whilst on the subject of gaps, I still have the very common and annoying running-on or

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dieseling problem, despite the tuning. This is not a major problem and there are several 'work-rounds', including Ian Cornish's preferred method of preventing it on 4VC by selecting second gear and braking to stall the engine on switching off. Allowing the engine to idle at a low tick-over for 30 seconds or so

before switching off also works sometimes. However, I've recently been informed that opening the plug gaps to 30 thou instead of the standard 25 thou should help. I haven't tried this yet, but will certainly give it a try next time I change the plugs, if not before.

## LVG's Current Home

I thought you might be interested to see this article in our local CAMRA magazine. In an age when traditional pubs are closing at a frightening rate, this just reinforces how fortunate we are that our Sunday meeting place has been saved and is in good hands.

This is one of less than a dozen 'pubs with no bar' in the country, so best wishes to Michelle and Nick. More information online:

<http://www.heritagepubs.org.uk/pubs/national-inventory-entry.asp?PubID=2>

<http://www.bedfordshire.gov.uk/CommunityAndLiving/ArchivesAndRecordOffice/CommunityArchives/Broom/TheCockPublicHouseBroom.aspx>

The Casket  
Campaign for Real Ale  
FREE  
September 2013  
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www.eastbedscamra.org.uk casket@eastbedscamra.org.uk

Historic Cock Inn saved from closure - see page 4

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Help Charity - There is no charge for the Casket. If you enjoy reading the Casket and/or take a copy home then please consider putting a donation in the Pub's charity box.  
Issue number 3 Volume 9 2013

## Cock, Broom

Great news for a change, following a press release from Camelot Inns, a small pub company with 8 sites in the Beds, Herts and Bucks area. Director Mike Kane has confirmed that Camelot Inns have completed negotiations with Greene King for the sale of the Cock Inn at Broom.

Contracts were exchanged on the 31st July and current tenants Michelle and Nick will continue to operate the pub on behalf of the company. They plan to ensure this heritage pub remains a thriving freehouse, beginning with a range of great national and local ales, plus Potton Press cider.



They want it to be "*a pub that does great food*" not "*a restaurant that sells drinks*" and will rely heavily on local suppliers. Some redecoration and improvements have not affected any of the character and charm of the old inn. The freehouse is currently being tested for Cask Marque accreditation and there will be a mini beer festival in late August. East Beds CAMRA say "**Thank You**" to Camelot Inns for saving this historic pub from closure.

[Photos and article © CAMRA]

## Nostalgia Forum Motor Sport Film Show

From: Richard Hinton:

Subject: Next Motor Racing Film Show and guest speaker- Sat 19th October 2013 (Village Hall, Albury, Herts, SG11 2JL)

*Dear All,*

*Hopefully you are all back from the summer break and some unusually hot weather fully refreshed and raring to go.*

*I am very pleased to announce that our next film show at the usual venue in Herts will be on Saturday 19th October and our guest speakers on that day will be...*

**...Paddy Hopkirk:-**

*Paddy from Belfast started his winning career in professional racing and rally driving in 1955. Alongside Henry Liddon he won the 1964 Monte Carlo Rally in a Mini Cooper S car number 37, in 33 EJB. They are the most recent all-British crew to have won the event.*

*Paddy Hopkirk also travelled to Australia during his career to drive for the BMC Works Team in the annual Bathurst 500 race for standard production cars at the Mount Panorama Circuit. He drove at Bathurst in a Morris Cooper S from 1965–1967, obtaining a best result of 6th outright and 3rd in class in the 1965 Armstrong 500 when paired with another great rally driver, Timo Mäkinen of Finland. In 1965, Hopkirk also won a Coupe d'Argent at the Alpine Rally.[1]*

**...& Alec Poole:-**

*Alec is an Irish racing driver from Dublin. He competed successfully in saloon and sports car races in Great Britain throughout the 1960s.[1] In 1969 he won the British Touring Car Championship in a privately entered Mini Cooper S. In 1968 he managed a fifteenth place in the 1968 24 Hours of Le Mans, driving for BMC in an Austin-Healey Sprite.[2] He managed a third place finish in the 1978 24 Hours of Daytona. During the 1990s he was manager of motorsport for Nissan Europe.[3] He still competes in historic events such as the Goodwood Revival and the Silverstone Classic. As well as driving, he works as commercial director for the Tour Britannia historic racing event organisers.*

*Also.....in the afternoon the return of the very popular double act of **Fred Gallagher and Maurice Hamilton***

*Those of you at the January show will have seen part 1 of "Mad for the Road" Tales from*

*Northern Ireland and indeed all over the world as they both pursued early days of their careers in different branches of motor sport. So they are back to entertain us with part 2.*

*All the day's usual features - at lunchtime, the quiz, afternoon tea and cakes and 3 hours of lovely old archive films both illustrating plus a few surprises. £30 each fully inclusive.*

*Films, food, talk, friends all day 9.30–5.00pm If you would like to be there please email me ([richard@hinton1.fsbusiness.co.uk](mailto:richard@hinton1.fsbusiness.co.uk)) 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 19th October 2013.*

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

*Paddy is a great supporter of the charity SKIDZ – a nationwide Motor Project that gives young people a chance to gain vocational skills in motor mechanics in an adult work-style environment so that they have a better chance of finding employment.*

*So we will be holding a charity auction in the afternoon in aid of SKIDZ.*

*So can we please appeal to you to donate any items that we could auction on the day to raise money for this most worthwhile cause. Please let me know in advance if you have anything you are prepared to donate.*

*Don't delay on this one if you want a place (even if you have already told me before) - you will need to reply at once. Over 90 we go on to the reserve list – in January and May that was + another 25 most of which we had to disappoint sadly.*

*Directions nearer the day.*

*Kind regards, hope to see you there*

*Richard and the team.*

### **Final Reminder**

*The next LVG mid-monthly meeting will be Wednesday 18th September, from 7:00 p.m.*

*The Jolly Coopers, Wardhedges, Flitton.*

*<http://pubandrestaurantbedford.co.uk>*

*This may be the last outdoor evening meeting of the year, although some of us are planning to continue meeting up through the winter.*