

# The TRunnion

TR Register Lea Valley Group

2015 Issue 4 (Jul/Aug)

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## MEETINGS VENUE

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

This is a 'lunchtime meeting', not specifically a 'lunch meeting'. Food is optional, so no need to book. Plenty of parking space behind pub.

## 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)

LVG: [www.groups.tr-register.co.uk/lea-valley](http://www.groups.tr-register.co.uk/lea-valley)

Facebook: "**TR Register Lea Valley Group**"  
[www.facebook.com/leavalleyTR](http://www.facebook.com/leavalleyTR)

**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@mybtinternet.com](mailto:bjmole1-trlvg@mybtinternet.com).

## 2015 EVENTS CALENDAR

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 that I hear about.

# **BIG-4**

**Four major events which we encourage all members to attend.**

**May.17: Peter Muncer's Tulip Tour to Shuttleworth**

**Jun.14: Luton Festival of Transport, Stockwood Park**

**July.11: Fun on the Farm, Oundle**

**Sep.18-20: Triumphant Welsh Classic Tour**

(Other events continued below)

Disclaimer -

The TR Register wish to state that, whilst we are pleased to assist our readers/members by providing technical information, this is given on the strict understanding that no legal liability of any sort is accepted in respect thereof by the club, company, or its servants. Neither the club nor its technical advisors can be held responsible for the consequences resulting from the advice given. Any products recommended are used at the owners own risk and are not endorsed by the club.

## Other Events

**Note: Monthly lunchtime meeting dates are now moved to the third Sunday.**

### 2015

Jul.18: STMD, Shelsey Walsh (Saturday)  
**Jul.19: LVG Sunday Lunchtime Meeting**  
 Jul.22: Classics on the Common, Harpenden  
**Aug.5: LVG Wednesday Evening Meeting**  
 Aug.1: Classic & Custom Car Show - Coach and Horses, the Green, Stotfold  
 Aug.6: RNLI Vintage & Classic Vehicle Meeting (Pirton) - from 4:00pm  
**Aug.7-9: TRR International Weekend, Malvern**  
**Aug.16: LVG Sunday Lunchtime Meeting**  
**Sep.2: LVG Wednesday Evening Meeting (Last one of the year)**

### Sep.18-20: [BIG-4] Triumphant Welsh Classic Tour (LVG event, open to other clubs)

Sep.19-20: Kop Hillclimb, Princes Risborough  
**Sep.20: LVG Sunday Lunchtime Meeting**  
 Sep.25-27: CACCC Falling Down Tour  
**Oct.3: LVG Committee Meeting**  
 Oct.7: Nostalgia Forum Film Show (Vanwall)  
**Oct.18: LVG Sunday Lunchtime Meeting**  
**Nov.15: LVG Sunday Lunchtime Meeting**  
**Dec.20: LVG Sunday Lunchtime Meeting**

*This calendar will be updated in TRunnion and also on the website, so please check online regularly for latest information.*

## EDITORIAL

I got a bit of a surprise when I opened TRaction #283 and saw LVG's report attributed to me. For clarification, if anyone reading it was confused, Julian wrote it and I simply edited, updated and submitted it with a photo! However, as Julian is in Sweden and not been able to do a report for this issue, you are stuck with me, although I will be brief.

We have been very active in the last few weeks on tours and at local events, including our second BIG-4 event - the Luton Festival of Transport at Stockwood Park. Many thanks to Peter Lewis for letting us share the TSSC area again. I think we put on a good joint Triumph display and attracted a lot of visitors. Supported by other local groups and TR Forum members, there were so many cars and people in our joint TSSC/TRR area that many TRs and other Triumphs couldn't get in, so maybe next year we will have to ask for a larger area. I suspect we even outnumbered the Vauxhalls, which takes some doing in Luton. Some of us also went into the arena for a brief chat about our cars, giving Triumphs some good exposure and demonstrating the benefit of collaboration.

At the time of writing, we are well into the busiest time of the classic car year and I am looking forward to a full weekend with the next of the BIG-4 - "Fun on the Farm" and also the SBMC Kimbolton Fayre.

In addition to the International Weekend, local shows and social events, we will have Chris and Pat Glasbey's Triumphant Welsh Classic Tour in September, completing our BIG-4 series and promising to be a highlight of the year, and the CACCC Falling Down Tour.

Wednesday evening meetings have been variable but enjoyed by those that have attended so will continue to move around the area until September. The July meeting was relocated to Luton Hoo for the annual Classics in the Walled Garden event. This was the first time Lynda and I had been and we thoroughly enjoyed a very relaxing evening. There was lots of variety and some nice cars there, including plenty of TRs and other Triumphs. I especially enjoyed the ratty but supercharged Morris 1000 Convertible, a very original and well-patinated MGTC and a very nice Standard Super 10, identical to my first car apart from colour and condition! We also saw many friends, too many in fact to talk to everyone, so apologies to anyone we missed. We felt this was much better than Classics on the Common and many other park in a field events, so we will probably go again although it may make sense to plan ahead and arrange to park LVG and other TRs together instead of all over the place.

I have included a couple of advertisements for a couple of local events - the Classic and Custom Car show in Stotfold on 1st August and the RNLI Vintage and Classic Meeting on 6th August. Both of these are evening events which we have been to before, so I hope to see a few of you there (otherwise on Facebook!)



**BrianC**

**TRunnion Deadlines [Late contributions accepted by prior agreement]**

Please note the following easy-to-remember dates for 2015 TRunnion contributions.

**Tuesday 1st January**

**Sunday 1st March**

**Friday 1st May**

**Wednesday 1st July**

**Tuesday 1st September**

**Sunday 1st November**

## Scuttlebutt

In my first edition of TRunnion (January 2011) 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. This eventually morphed into "Scuttlebutt"†:

### †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!]

### From Phil Titchner

*Today's Tulip Run was very good, and thanks to Peter Muncer for his very good organising. I thought that you might like a few pictures; I made a special effort this time and took pictures of cars and not aeroplanes.*



*Shuttleworth is always a good place to visit but the model flying was pretty boring as most of the models were small and you could not get very near to the flying. If you want to see really good model flying I went to the Large Model Flying Show last year at Little Gransden Airfield and the models were huge and you were very near.*

*This year the event is on 25/26th July and if the weather is kind I shall be going again. As usual I have attached a couple of pictures of the models flying last year.*



Many thanks Phil. On subject of Little Gransden, I understand that tickets are very limited for the full-size flying display this year - see message from Howard Pryor below.

~o0o~

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##### From Chris Glasbey

[Re: T4 Tour] Thanks again to Pete for the route planning + Paul, Pierre and team. A grand day out which considering it was one of the BIG LVG events should have been supported by many more members of the group. So much time is spent organising tours ..... for only 8 entries! Perhaps some LVG members should sell their TRs if they are no longer able to drive them. (sorry ....feelings of an organiser ..... Pat and I will see most of you in Wales, September). Meanwhile, a few pics..

TRust me Chris - you are not alone in wondering why some people have TRs or join a club. It's a topic that comes up at every committee meeting (and probably not just ours).



Look closely, at this one →→→ but you will probably have to ask Chris what this is about.

Also from Chris:

Last Friday and Sat we stayed at a B&B near Ross on Wye so that we could take part in "The Bluebell Run":-

The Bluebell Run ..... a 60 classic car event which started in the Forest of Dean. We were car number 2 in our TR3A, following a minute after a lhd TR2. We did not drive that fast because most of the roads were of the narrow 'white' variety and some were gated. Pat did not enjoy leaping out to open and shut gates. At every rest halt we found ourselves about 15 minutes ahead of the rest of the pack. The tour was organised by the Ross & District Motor Club and they certainly wanted to involve many members. We had about 12 passage controls with Marshalls signing our Route Card to prove we had not cut any corners off the route plan. Great roads and scenery through the Forest, Bluebells everywhere with a huge carpet of them on the slopes of the Malvern Hills. 2 x TR6s, a TR4A, TR7 and TR7V8 were amongst the entry ....plus Morgans, Porsche, Lancia, Mini Cooper, MG, Jaguar Mk2 and more. We finished with a meal at the hotel in Ross on Wye. Photos attached.



We had a framed souvenir pic at the end →→→

~o0o~

**From Howard Pryor**

*Good News for some*

*The Little Gransden Airshow has been in somewhat of a turmoil up to now , with the closure of Panshanger Airfield most of the Aeroplanes went to Gransden which meant the building of more hangers which in turn will adjust the available space for Classic car clubs at the Airshow.*

*The good news is that I have managed to get 20 tickets, a little down on the 30 I usually get but we have them.*

*So on a strictly first come (with a little bias towards the regulars) first served basis:*

*Who would like a ticket? The date is the 30th August, Bank Holiday Sunday, early start , meet at Baldock services and convoy to show.*

*Tickets last year were £10 per car, I will check if they remain the same but all proceeds go to 'Children in need' Charity so if we do overpay it goes to a very good cause.*

*Don't delay - taking money Thursday night at 'Shiny Car Night'*

*Little Gransden Airshow is the best airshow you will ever go to and the very last flying year of the Vulcan Bomber which will feature there.*

*RSVP ASAP for your ticket  
Best Regards , Howard Pryor*

Note that this message was sent to North London Group members and hangers-on like myself. Some of us have joined them in previous years, so if you have trouble getting a ticket it's worth contacting Howard to see if there are any spares or cancellations.

I doubt Lynda and I will go as we have been so many times before and would prefer to do some different events this year. We will probably settle for a drive out, pub lunch and park up to watch the flying for a while from where I did last year.

Link for anyone wanting to book individually <http://www.littlegransdenschow.co.uk>

~o0o~



**THE CLASSIC CAR SHOW**

**COACH AND HORSES STOTFOLD**



**SATURDAY 1<sup>ST</sup> AUGUST  
CLASSIC AND CUSTOM CAR SHOW**



**A MEETING OF VINTAGE & CLASSIC VEHICLES**



at  
**Pirton Recreation Ground**  
Walnut Tree Road, Pirton, Hitchin SG5 3PX  
directions from [www.leafsports.com](http://www.leafsports.com)



**Date:** Thursday 6 August 2015  
**Time:** From 4pm onwards

Licensed Bar and Refreshments  
**Attractions include:**  
A Display of Veteran Cycles  
Music, Tombola & RNLI Souvenirs  
Offley Morris Dancers (weather permitting)

**Free Entry but donations welcomed to:  
The Royal National Lifeboat Institution**



All Veteran, Vintage & Classic cars, motor cycles, small vans & other interesting machines welcome.  
Please come along & support the work of the RNLI  
Picnics welcome!

**All Enquiries**  
Mike Frisby: Tel: 01462 433716  
Email: [Frisby1963@hotmail.co.uk](mailto:Frisby1963@hotmail.co.uk)

Sponsored by:



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AUTOLYM

## **Members' Stories...is (are?) back!**

*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 (long since, 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.*

**&**

*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**.*

Many thanks for these stories from Pierre and Pat Miles (especially Pat - it's very rare that I get a contribution from the ladies and perhaps this will encourage others).

### **Our Holiday in Provence – Pat's Story**

I admit that I had some initial concerns about our holiday plans for France in the TR, knowing we would be travelling for over 2200 miles and staying in 10 different locations – but I loved every minute and would gladly repeat the experience.

My main concern was back pain during the longer journeys – something I experienced during last year's holiday to Scotland. Pierre's had work done on the TR to improve the suspension, but some months ago I took up Pilates and when travelling, I focused on always sitting up straight. I also invested in a wedge-shaped seat cushion to tilt my pelvis forward. These actions, combined with regular breaks on the longer days of travel resulted in the absence of any real problem.

Pierre had used a highlighter pen on our map book to mark out all our routes, so I always knew exactly where we were, which would have been really useful if we had needed assistance at any time. We also used detailed written instructions to cover the more complicated routes in cities.

I was pleasantly surprised to find that French sanitation has improved considerably; even in very rural areas all facilities were good, often better than we experience in the UK.

Food was always good, whether eaten in an expensive restaurant or a roadside café, we were never disappointed.

Communication was never a problem, my pidgin French was sometimes answered in pidgin English along with an exchange of smiles. (I learnt my French in school over 50 years ago.)

There were hair dryers in all of the accommodation we used (also great for drying washing) and most places now provide tea/coffee making facilities.

One of my big concerns was running short of petrol and although a lot of petrol stations close on Sundays, this was never a real problem at any time. Most of the bigger supermarkets have 24 hour facilities – although you need a credit card to use them.

My favourite hotel (all those we used were sourced via the 'Lonely Planet' guide) was the converted water mill 'Hôtel du Poète' at Fontaine-de-Vaucluse and my favourite town was L'Isle-sur-la-Sorgue, with its collection of antique and bric-a-brac shops, together with its colourful riverside restaurants.

My favourite experience was seeing the gorgeous array of wild flowers – fields of red poppies and blue cornflowers, fields of lavender, yellow broom and blue lupins along the



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roadsides, and beautiful orchids, lilies and many other fabulous flowers on our walks through the amazing countryside.



Surprisingly, I also very much enjoyed the experience of staying on the farm at Le Petit Ségriès, near Moustiers-Sainte-Marie, sharing breakfast and evening meal with 10 other guests of various nationalities.

There were two minor annoyances throughout the holiday. The first was the struggle to reach the pay machines at the toll stations on the autoroutes, having to open the car door to stretch to insert the ticket or pay the fee. On the first occasion, I dropped my purse outside the car and caused a minor holdup. The second annoyance was at the tiny hamlet of Reilhanette where there was a stream outside our room (very nice) and the resident frogs had an all-night croaking party, making noises like ducks being strangled (not so nice). I found it hard to sleep – or maybe it was the giant profiterole that I ate for dessert that kept me awake!



I can't wait for the next adventure.

### TR to the South of France – Pierre's Story

In 2014, Pat and I took our TR6 to Mull on a quick trip to look at some goats. Well, we not only found the goats but we also found lots of rain and the backache that can result from hard suspension on a small car on bumpy roads. One year later, with the suspension now modified and some cushions on the seats, we decided to embark on a trip to the south of France. So in mid-May, we set off for Dover with a boot full of clothes, map book in hand, sat nav loaded with all stopping points and a pocket full of Euros – plus I have to say, a little bit of apprehension. We did have some backup, in the form of 6 spark plugs, a pint of oil and the AA European Breakdown insurance!

We stopped overnight at the Swingate Inn at the top of the cliffs at Dover, where we had an excellent Indian dinner but no breakfast before our 9:40am sailing, as the staff didn't turn up in time. However, the breakfast on the boat more than made up for it. The first 2 days involved mostly autoroutes to get around Paris and down through the Massif Central to the Tarn region. We had the hood up for these 2 days as there were frequent showers throughout the journeys.

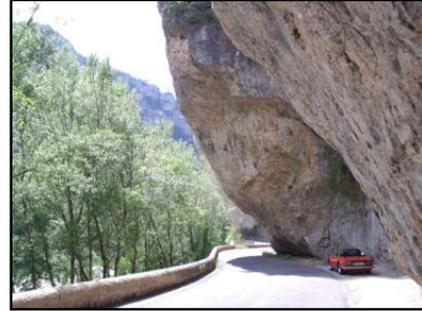
It was on the first day in France that we suffered our one and only car problem – if you discount pulling the knob off the near side window winder handle. We had to call into the town of Melun to get petrol and unfortunately arrived at the evening rush hour. This is a town through which a river passes and there are very few bridges, hence you can get stuck in slow or stationary traffic for long periods. A rising needle on the temperature gauge was a little surprise, especially as switching on the electric fan appeared to have no effect. A short time later, steam from under the bonnet meant we had to quickly get out of

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the traffic and we were lucky to find a turn off in to a side street just as it got critical. The root cause of the problem was simple – the blade-style fuse in the fan motor supply line had at some point simply fallen out of its holder. So, beware – the little red light that shows you've switched on the fan might indicate simply that you've moved the switch and no more.

We have stayed previously at the Tarn Gorge on walking holidays but only in the autumn and wanted this time to visit in the spring to see the wild flowers. We were not disappointed.

Driving up and down the gorge over the next couple of days with the hood down was also not disappointing. It is amazing how much more you can see and experience compared to a saloon car – and the exhaust noise is very rewarding (in a very laddish sense!).



After the long days getting down to the south, the next 10 days were pure driving enjoyment, with dawn to dusk blue skies, fantastic scenery and very little traffic. Most of our journeys during this period were at speeds of 35-45 mph, and all with the hood down. The biggest hazard was sunburn on the face, hands and knees. During this time, we travelled across to the area between Avignon and Nice, calling in at the Pont du Gard, that magnificent triple tier Roman aqueduct construction. It was during this transfer that we experienced the Mistral cross-wind, recorded on the day as being at 93 kph – it made for interesting driving conditions, to say the least and meant keeping a firm grip on any headgear.



The region we toured is known as 'Provence-Alpes-Côte d'Azur' and contains some truly spectacular scenery and driving roads. The countryside is full of small vineyards and cherry tree orchards. There were numerous places to buy not only cherries but also honey, mainly of the lavender flavour, of course. The road surface ranged from quite bumpy through to billiard-table smooth – most probably as a result of the Tour de France cycle race that often gets down this way. Unsurprisingly, we did see many MAMILs\* while driving around, most of whom appeared to be really

struggling. At one of our hotels, we met 3 doctors from Belfast who were having a long weekend holiday to cycle up Mont Ventoux, one of the iconic stage finishes of the TdF. On their first day, they went up it in one direction and then the next day, went up it from the other side! Now that was impressive.

[\*Middle Aged Men In Lycra]



It was interesting just how many British classic cars we saw during the holiday, ranging from half a dozen Morgans going up the Gorge du Tarn to about 20 assorted classics, including a couple of TRs, travelling near Avignon but in the opposite direction, resulting in much arm waving, tooting and flashing of lights! The TR attracted a lot of interest, usually with many compliments being made. On one occasion however, an English holiday maker who had seen the car in the corner of the hotel's car park though it had been

abandoned there! He had previously owned a TR6 and judged it to have been by far the least reliable car he had ever owned. He asked how we kept ours going and smiled when I responded 'money'.

Our return journey to Calais was again through the Massif Central but using a different route to view the 'puys', those very tall towers that remain from the volcanic action in years

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gone by. All of this return leg was with the hood down until we got to about 30 miles from Calais, when it started to drizzle a little. The only other incidents we encountered during the holiday involved underground car parks. The first incident meant we had to rely on a bunch of German motorcyclists to show us how to open the exit doors. The second was at Calais, where we used a Holiday Inn. Access to the car park involves driving into a car lift and going down a level. Well, that's no problem – but means doing the reverse to get out. Manoeuvring in underground car parks is usually an energetic exercise as space is limited but was OK. The problem arose when in the lift, because after the doors shut, they refused to open again! Fortunately, the emergency phone worked and we were free after a slightly worrying 10 minutes – and we were still able to catch our ferry in good time.



A few points to conclude:

- driving standards in France are better than in the UK in my opinion, as long as you accept that the French have not forgotten how to overtake on single carriageway roads;
  - lots of motorbikes on the roads, usually from Germany;
  - autoroute toll booths are a long way up when sitting in a TR – be prepared when collecting the ticket and when paying the fee;
  - if you expect to do a lot of autoroute driving or are on your own, consider getting one of the SANEF Liber-T automatic payment tags that fit to the windscreen and speed you through the tolls;
  - 98 octane super unleaded was about 10p per litre cheaper than in Dover – and Lidl petrol even cheaper;
  - consider using Skype to make very cheap phone calls back to the UK;
  - Les Gorges Du Verdon in Provence is more spectacular than the Gorge du Tarn, in my opinion;
  - depending on how you have selected the options on your sat nav, you may find yourselves travelling along some very challenging and surprising roads (be brave!).
- Finally, for those interested in numbers: door-to-door, we covered 2200 miles at approx. 29 mpg. The fuel consumption varied from about 32 mpg on autoroutes travelling at 65-70 mph, to 24 mpg winding our way up and down some very winding and steep mountain roads

Overall, we had a fantastic time and would both do it all again without hesitation. Undoubtedly, the superb weather was a big factor, as we spent the large majority of our travels with the hood down so we could really appreciate the countryside.

So, what to do next year? ? ? ? ?

~o0o~

Coincidentally, whilst discussing Pierre's impending holiday, I mentioned that we were also contemplating staying at the aforementioned Swingate Inn for a brief trip down memory lane with our daughter. As a result we discovered that Pierre and I had been at the same school (Dover Boys' Grammar) at the same time without knowing each other. Anyway, we subsequently stayed at the Premier Inn near Dover's Eastern Docks and can unreservedly recommend it for an overnight stay en route across the channel. Although we weren't in the TR, there were plenty of classic cars in the car park, so clearly a popular choice.

Music lovers may be interested in the Broomstock Real Ale and Music Festival on 25-26th July at LVG HQ (aka The Cock at Broom). Details at <http://www.broomstock.co.uk> but please be aware that admission is limited and the pub will only be open to ticket holders, so call or phone to check availability. Nothing to do with cars, but this was an excellent event last year and Nick and Michelle deserve as much support as we can give them.

## Last few places - going, going, ...



# Triumphant Welsh Classic Tour - supported by Racetorations

**18 - 20 September 2015**

*...with donations to "Hope House Children's Hospice*

*30 cars entered so far ....max now limited to 35*

**RACETORATIONS**



A non-competitive **SCENIC TOUR** ...following in the tracks of road rally drivers of the 1960s and **Classic Car enthusiasts of today**. You will enjoy some of the best classic car driving roads in Britain and enjoy spectacular views (as above) of the **mid-Wales mountains and valleys**. This social tour will be limited to cars, many will be Triumphs + other classic cars and a few modern sportscars. Areas on the route will include **Cambrian Mountains and the Elan Valley**. An easy-to-follow "tulip" style format will be used to drive the MSA approved route with **stops for scenic views and refreshment**. Although cars will start off at intervals ....in reality you will be travelling with a group of other cars much of the time.

**This is a TR Register organised event** + invited clubs incl: **Historic Rally Car Register**, Morgan, Austin Healey, Club Triumph, TSCC, Stag OC and other classic car clubs. You will be staying at the **Metropole Hotel**, in the Victorian Spa town of Llandrindod Wells ...which has enough rooms to cater for all tour entrants. A **4 star hotel with a special rate for TRIUMPHANT WELSH CLASSIC** ...cost here little more than a good standard guest house.

### THE TOUR PACKAGE INCLUDES :-

\*4star hotel with **SPA** (Eve dress: smart-casual)  
Friday eve: Welcome Dinner in the Powys Suite  
Car Park .... Night Security Guard  
Rally Plate + Programme / Road Books  
Saturday: touring Cambrian Mountains, Elan Valley + See Devil's Punchbowl + Coffee/Tea and biscuits  
Tour to lunch: Soup and Sandwiches  
Afternoon coffee stop at scenic viewpoint  
Saturday eve: more fine dining and relax in lounge  
Sunday: the mountains & valleys ....a devilish tour  
Going for Gold .... + Coffee/Tea and Bara Brith  
Return to Metropole .....for a late Finale Lunch

**Entry Fee for CAR + 2 persons : £120.00**  
*(not including Dinner, B&B ...book with hotel)*

*Special Offer for last places, discount £15 ..... Total : £105.00*

### AFTER CONFIRMATION OF YOUR

**ENTRY** ...you will be given a Reference Number to make Hotel reservation :- 2 persons, 2 nights, Dinner B&B @

**£260.00** Sunday night (if booked at same time as above) : £100.00

**Check hotel website and compare normal charges. Donations from this event will go to 'Hope House Children's Hospice'**

**Total cost for TOUR and HOTEL, including all meals: £365 (2nights) or £465 (3nights) if booked before end APRIL**



FOR FULL DETAILS & ENTRY FORM, Email :-

**triclassicwales.44@btinternet.com**

Event Organiser : Chris Glasbey  
TR Register—Lea Valley Group

T: 01223—833700

**...and note the final discount!**