

The TRunnion

TR Register Lea Valley Group

2016 Issue 3 (May/Jun)

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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.

Plenty of parking space behind pub. This is a 'lunchtime meeting', not specifically a 'lunch meeting', so food is optional. However...our monthly lunchtime meetings are well supported, so **it would be appreciated if those intending to eat could please contact The Cock so that they have an idea of numbers.** The kitchen is very small and cannot cope with a sudden influx of people wanting to eat, especially if they have other customers booked or campers in the adjacent field. Most people stay for a couple of hours and are happy to wait, so it shouldn't be a case of everyone needing food on the table at the same time. Hopefully we can avoid anyone going hungry and also overloading the kitchen!

WEB SITES

TR Register: www.tr-register.co.uk

TR Forum: www.tr-register.co.uk/forums

LVG: www.groups.tr-register.co.uk/lea-valley

Please see Editorial as this is moving to:
www.tr-register.co.uk/group/lea-valley

Facebook: **"TR Register Lea Valley Group"**
www.facebook.com/leavalleyTR

2016 EVENTS CALENDAR

BIG-4 Events

Please read the Committee Minutes for information on proposed 2016 BIG-4 Events (major events which we encourage all members to attend)

Jun.12: Luton Festival of Transport, Stockwood Park

Jun.26: CACCC Tibbles Tour

Jul.3: Bicester Flywheel Festival

TBA: Social TRip to a venue of interest to drivers and passengers

(This year's events continued below. Nominations for 2017 BIG-4 and other events welcome now)

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

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.

Please contact Paul Richardson if you have queries about any of these events.

"We don't expect members to do all of the events, just good to give them the choice!!!"- Paul

Note: Monthly lunchtime meeting dates are always on the third Sunday.

2016

May 15: LVG Sunday Lunchtime Meeting

May 15: Chiltern Hills Rally)

May 22: Bicester Heritage Scramble

May 29-30: Classics in the Park - Knebworth (Gemini)

Jun.1: LVG Evening Meeting (Venue TBA)

Jun.5: HRCR Derbyshire Dales Tour

Jun.11: [BIG-4+?] Ace Cafe Triumph Car Day

Jun.12 [BIG-4] Luton Festival of Transport, Stockwood Park

Jun.18: LGCCVCC Transport Picnic - Halls Green

Jun.19: LVG Sunday Lunchtime Meeting

(Route to Lunch with Paul)

Jun.26: [BIG-4] CACCC Tibbles Tour

Jun.26: Haynes Village 100 Festival of Motoring

Jul. 2: LVG Committee Meeting

Jul.3: [BIG-4] Bicester Flywheel Festival (www.flywheelfestival.com)

Jul.3: Classic Motor Show, Hatfield House

Jul.6: LVG Evening Meeting - Classics in the Walled Garden, Luton Hoo

Jul.9-10: Chateau Impney Hillclimb - Droitwich

Jul.10: SBMC Classic Cars - Kimbolton Fayre

Jul.15-17: TRR International Weekend - Lincoln

Jul.17: STMD at IWE - Lincoln

Jul.17: LVG Sunday Lunchtime Meeting

(Route to Lunch with TBA)

Jul.23: Revs & Rythms - Shefford (Classic Car Show and Live Music)

Jul.24: HRCR Lavender Run (Warks/Worcs/Glocs) (Paul & Wendy)

Jul.30-31: Silverstone Classic

Aug.3: LVG Evening Meeting (Venue TBA)

Aug.4: RNLI Vintage & Classic Meeting - Pirton

Aug.7: HRCR Villages/Valleys Tour (Wilts) (Paul & Wendy)

Aug.14: HRCR Welland Valley Wander - Northants/Leics/Rutland (Paul & Wendy)

Aug.21: LVG Sunday Lunchtime Meeting

(Route to Lunch with TBA)

Aug.22: LGCCVCC Meeting - LVG are invited. Rising Sun at Halls Green (between Weston and Stevenage) from 7: 30. Car park fills up quickly on evening meetings.

Aug.28: Brill Beer Festival

Aug.28-29: Classic Motor Show, Knebworth (Gemini)

Aug.29: Blenheim Classic Car Show

Sep.3: Cars in the Claydons, Middle Claydon, Bucks

(<http://www.claydonestate.co.uk/whats-on/>)

Sep.4: HRCR Regis Tap - W.sussex/Hants (Paul & Wendy)

Sep.7: LVG Evening Meeting (Venue TBA)

Sep.11: Toddington Railway Car Club Day

Sep.16-18: CACCC Falling Down Tour

Sep.17-18: Kop Hillclimb, Princes Risborough

Sep.18: LVG Sunday Lunchtime Meeting

(Route to Lunch with TBA)

Oct.1: LVG Committee Meeting

Oct.2: HRCR Tour of Kent

Oct.2: Bicester Heritage Scramble

Oct.15: Nostalgia Motor Sport Forum Film Show (Ladies in Motor Sport)

Oct.15-16: HRCR Autumn Leaves Tour - Mid-Wales (Metropole Hotel, Llandrindod Wells)

Oct.16: LVG Sunday Lunchtime Meeting

Nov.20: LVG Sunday Lunchtime Meeting

Dec.18: LVG Sunday Lunchtime Meeting

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.

Please remember to complete and return your Gaining TRaction Survey Forms.

These are downloadable from either of our website pages:

www.groups.tr-register.co.uk/lea-valley/newsletter.html

or www.tr-register.co.uk/group/lea-valley/social-report/2016/05/0262/2016-Member-Survey-Gaining-TRaction

TRunnion Deadlines [Late contributions accepted by prior agreement]

Please note the following easy-to-remember dates for 2016 TRunnion contributions.

~~Friday 1st January~~

~~Tuesday 1st March~~

~~Sunday 1st May~~

Friday 1st July

Thursday 1st September

Tuesday 1st November

EDITORIAL

This issue of TRunnion is full to bursting so it will be a great relief to you all that I have to keep this editorial brief! We have the mini-biographies/profiles of our two new committee members and next issue, I hope to bring you the eagerly anticipated Part 2 of Jon Marshall's profile, the sequel to "*Jon Marshall and TRs – the early years.*" - who knows, by the time we get it he may be well into Part 3. I am extremely grateful to all who make the effort to keep me supplied with reports, stories and photos, without which it wouldn't be worth doing the job. I hope it encourages others to contribute. For my sins, the Editorial job also entails maintaining our website and more recently, our Facebook page. In the previous issue, I explained the problems and frustrations of maintaining our website. In trying to get some changes made it seems that due to a breakdown in communications from the TRR to this group's webmaster, I have been maintaining an obsolete website for some time. To cut a long story short: I am maintaining the previous website as published on page 1 until I have had time to transfer everything across to the new website or it disappears (we are apparently on borrowed time but I have no idea how long that time is!!!). Meanwhile, I have copied previous issues of TRunnion across to the new website at <http://www.tr-register.co.uk/group/lea-valley/social-reports>. Newer members may find some of the previous Members' Stories, technical articles and tour reports of interest. I am also maintaining an Events Calendar on the same page. AGM and Committee Minutes, etc will follow in due course. There is a separate Gallery page to which I will try to upload photos currently on the old website but this is a manual process so I can't simply transfer them straight across at the click of a mouse button. In TRuth, it's probably more important to put current photos up but I personally think that Facebook is a lot more instant and easier to use so I hope most of our members will take advantage of the offer below.



BrianC

Facebook - Fear not, help is at hand!

We have had a Facebook page ("TR Register Lea Valley Group" www.facebook.com/leavalleyTR) since December 2014 and despite many visits from Triumph enthusiasts from the UK and abroad, we still seem to have very few LVG members using Facebook and even fewer posting on our page. I know many are concerned about privacy and security but there is nothing to fear provided you restrict the information about yourself to a minimum. The major benefit of using Facebook is the wealth of information, photos, videos and advice available, not only about cars but also other hobbies and interests. The screenshot below is just an example of the kind of rare photo that pops up from fellow TR owners. If you need advice or help to start using Facebook, please contact me.



BIG-4

1. Luton Festival of Transport - 12th June

Entry tickets have been received and distributed. More can be obtained if necessary. A little closer to the date, we will liaise with the TSSC to assist in setting up the allocated area at Stockwood Park.

2. Tibbles Tour - 26th June

The following information on this event has now been received from CACCC. Book direct with CACCC.

As before, this Tulip tour will start at Harpenden Golf Club and end at the Carpenter's Arms, Harpenden.

This long standing and always successful one day event will run to our established format.

8.00 am Full English breakfast at Aldwickbury Golf Club – Piggotts Hill Lane – Harpenden.

9.00 am Tour Start – Peter has again designed his usual excellent route which will take in interesting stops. **There will not be an official lunch stop this year so lunch will be DIY.**

6.30 – 7.30 pm – Meet back at the Carpenters Arms Pub for our traditional Fish and Chip supper.

7.30 pm Raffle and prize giving.

£67 Standard fee includes Rally Plate, Road Book, Breakfast, Tour and Fish & Chip Supper for crew of two.

Entry form is on LVG website in both Word and PDF formats. Please complete and return ASAP to CACCC.

3. Bicester Flywheel - 2/3 July (We will be attending as the LVG on Sunday 3rd July).

Paul has registered our interest in attending this as a club event and said that bookings should be made direct with the organisers (<http://www.flywheelfestival.com>), quoting the TRR as the club of interest, in order to fully register and obtain a car pass. Cost of attending is £11.50 per person, which is half the normal price.

4. Social Event

A list of possible options for a social event in September/October will be sent to all LVG members and especially to their 'other halves' to be annotated with first, second and third choice preferences.

LUTON FESTIVAL of TRANSPORT - SUNDAY 12th JUNE 2016

THE FIRST of OUR BIG-4 EVENTS

This event is organised by the CHILTERN VEHICLE PRESERVATION GROUP & is held at STOCKWOOD PARK, LUTON, LU1 5NT. The event is in its 25th year.

The event regularly attracts around 1200 entries including 50 CLUB STANDS & AUTOJUMBLE STALLS. As well as the show itself the MOSSMAN collection of HORSEDRAWN VEHICLES will be on display at the STOCKWOOD PARK MUSEUM. Also the CRAFT CENTRE & DISCOVERY CENTRE will be open.

We appreciate that not everyone wants to display their TR at shows; however it does enable us to promote the TR Register at a local event which is fairly central in our catchment area.

We team up with the TSSC & have a joint stand to promote all things TRIUMPH.

ENTRY IS BY TICKET ONLY FOR YOUR TR PLUS 2 PEOPLE and is FREE!!!!

This is a GOOD DAY OUT & WE WOULD APPRECIATE YOUR SUPPORT.

PLEASE APPLY FOR TICKETS to PAUL RICHARDSON...email pr124@hotmail.co.uk or phone 07860414840.



The poster for the Luton Festival of Transport 2016 is set against a yellow background. At the top, it features the Chiltern Vehicle Preservation Group logo on the left and right, with a central graphic of a vintage car and the text 'LUTON FESTIVAL of TRANSPORT'. Below this, it reads 'The CHILTERN VEHICLE PRESERVATION GROUP Invites You to the Family Event of the Year! The 25th LUTON FESTIVAL of TRANSPORT in support of local charities Stockwood Park Luton LU1 4BH Sunday 12th June 2016 10.00 am to 4.00 pm'. A central text block states 'OVER 1000 HISTORIC AND INTERESTING VEHICLES ON DISPLAY'. To the left is a photo of a vintage car (number 604233) and to the right is a photo of a vintage bus (number M10 544). A list of activities includes 'Arena displays', 'Craft Stalls', 'Charity Stalls', 'Autojumble stalls', 'Fun fair', 'Variety of Hot Foods, Drinks, Ice creams'. Below this is the headline 'A SPECTACULAR EXTRAVAGANZA FOR ALL THE FAMILY!' and the admission prices: 'Public admission: Adults 5.00 Children £1.00 Family £10.00'. It also mentions 'Ample free Parking' and 'Pre-booked Exhibitors FREE'. At the bottom, there are three small photos of vintage vehicles: a bus, a car, and a car. The footer text reads: 'The LUTON FESTIVAL of TRANSPORT is organised and run entirely by the CHILTERN VEHICLE PRESERVATION GROUP. www.CVPG.net Tel:07852 948868'.

FLYWHEEL FESTIVAL – SUNDAY 3RD JULY 2016

A celebration of historic motoring, aviation and military endeavour



Bicester, England, February 2016 - Enthusiasts of historic motoring, aviation and military vehicles are in for a treat, as the Flywheel Festival returns to Bicester Heritage on Saturday 2nd and Sunday 3rd July 2016. This prestigious event, now in its second year, will be showcasing an eclectic mixture of exceptional wheeled and winged vehicles for a weekend of nostalgia and excitement.

Featuring spectacular vintage flying displays and historic motorsport demonstrations, Flywheel takes place at the UK's best-preserved Second World War bomber station, Bicester Heritage, in Oxfordshire. Hundreds of classic cars and bikes will also be on show and visitors will be able to experience the atmosphere in the open-access paddock, along with watching historic road and racing cars in action on the demonstration track.

Responding to the keen and growing interest for all things retrospective, other treats include traditional fun fair rides, military re-enactors, a vintage trade

fair, period music performances and some top quality food from local producers. A true celebration of engineering, manufacturing and the great British spirit of endeavour, Flywheel has something for everyone.

In recent years, Bicester Heritage has become a focal point for historic motoring, aviation and military vehicles. There is plenty to become fully immersed in on site at the event, with the opportunity to explore and view the remarkable buildings – backdrop to the 2014 film, *The Imitation Game* – which are being restored to their former glory. Adult (16+) single-day advance discounted tickets for Flywheel 2016 are £23, and adult two-day weekend tickets are available for £41. All adult tickets include a copy of the official Flywheel souvenir programme, worth £5.

Child (aged 5-15) advance tickets are £7 for a single day and £12 for the weekend. Single day family advance tickets (two adults and up to three children aged 5-15) are just £52, while a family weekend ticket is on offer for £92. Children under five are admitted for free.

Parking on site is free for ticket holders, and visitors arriving in a pre-1966 vehicle can also book a free display parking space. Advance discounted tickets are available now online, visit:

www.flywheelfestival.com.

[See TRR half-price booking details on page 4 - Ed.]

Meet the Committee

As we are gradually acquiring new members, I suggested at a committee meeting that it might be useful to introduce the current committee and I'm grateful to everyone for taking the time to each write their own 'mini-profile' which appeared in 2014 Issue 2 (Mar/Apr) - still available on our website. I hope this will make attending a local group meeting for the first time a little less daunting and encourage other members to tell us a little bit about themselves. Prior to the recent AGM, other than a few positional changes, we have had one change and Pierre kindly joined the self-exposure group in 2015 Issue 5 (Sep/Oct)! However, Pierre has now taken over as Group Leader and we have two new committee members.

Chris Glasbey (Deputy Group Leader)



A keen reader of 'Motorsport' magazine through my teens, my first car was a 1959 Austin-Seven Mini, which was red but I soon customised it by spraying the roof and bonnet black and taking off the wheel caps to paint the wheels bright silver with black centres.

My second car was a new 1275 GT Clubman Mini (1972). The close ratio gearbox on this mustard coloured car was excellent. Top speed was an indicated 94 mph (identical performance to a friend's 998 Cooper) and I still remember a unique occasion on the M5 where a Triumph

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Spitfire was ahead of me in the outside lane and an MG Midget was behind me identical engines and we were all going flat out with neither gaining on the other.

Also in 1972, another friend had as his new company car a red TR6 with the optional painted wire wheels. It looked so perfect with the 165 x 15 Dunlop SP Sports and on accelerating the rear would squat down in typical standard TR6 fashion. I was only allowed to drive it once because I crunched the gears. TRs cannot be rushed compared with the GT Mini!

By late 1973 it was time for another complete change and I paid £250 for a 1948 Land-Rover. It was the 14th vehicle produced with the first owners being 'Ministry of Fuel & Supply' I used to take off the canvas hood, frame and top half of the doors which made it very jeep-like. I ventured off-road, got bogged down up to the axles and had to be winched out. With others on board I would shout for everyone to lean forward as I once attempted an incline where it felt we might just flip backwards. On another occasion I was not able to reach the top of a gravel hill but had to keep all 4 wheels driving forwards as I slowly went backwards down the hill!

At that time I was working as the materials Buyer for a manufacturing company who supplied parts to the major car companies including Triumph HQ at Canley, Coventry and nearby Jaguar and Chrysler (originally Rootes factory). I still remember the day our delivery driver was away and I was trusted with the task of driving the 3 tonne lorry to these companies and reversing it into the loading bays alongside the giant trucks. The most interesting company was Triumph. This was 1975 and there were lines of cars waiting for export. TR6s bound for the USA with fat bumper over-riders, steel wheels with chrome embellishers. Also lines of Stags and Spitfires. We also supplied parts for pre-production cars and this included the "Bullit". Yet to be launched, I asked about the new TR and was pointed towards a factory door for a quick look. I only dared to stay for a minute but saw a wedge shaped vehicle across the far side of the factory. Although the TR7 was launched in 1975 there was still demand to complete orders for the TR6 into 1976.

I bought my TR3A for the sum of £250 in June 1975 and jointly founded Stafford & Warwick Group in 1976.

Easy to forget but the TR7 was not popular amongst TR Register members in its first few years of production, which led to the formation of the TR Drivers Club. The Stafford & Warwick Group shirt design included a TR2 and a TR6 with the dates 1953 - 1976 (it was later changed to a TR7). The report in Motor Sport magazine concluded that the TR6 was the end of an era. However, I did support the new TR in 1976. At the time of the UK launch I organised a Saturday for a selection of our TRs to be exhibited in the local dealer showroom alongside the new TR7. Bob Train also brought along a rare Triumph.

One of our group members was also a member of Club Triumph and I was invited to enter one of the C.T. Autotests by making TR Register Stafford & Warwick Group an associate member of Club Triumph. (I can't remember all the details of this). Club Triumph was still closely linked with the factory and I remember attending their committee meetings in the works social club at Triumph, Canley. Bob Train was Secretary, Malcolm Warren was in the Chair + I also remember Derek Pollock and David and Irene Tydeman.

Bob had a working link with the factory and the car he brought to P.J.Evans, Sutton Coldfield that Saturday was a TR7 Sprint and he gave me the keys. I gave it a 10 mile road test, the only TR7 I have ever driven.

For S&W Group, I hired a skid-pan with instructor who was amazed that in straight line braking on the oily surface the TR3A behaved better than other cars. Best experience was a second occasion when I brought the Land-Rover along. Driving it in a circle sideways was brilliant, then select 4 wheel drive and drive sideways at twice the speed!

Before the video age, I was able to hire films for S&W Group club nights (we had our own room which was free) including all the old Triumph films narrated by Raymond Baxter. We were lucky to have a member with 35mm projector. Bob Train also helped when I organised RAC Rally film nights each November (church hall, 200 people from local car clubs). We showed about 3 hours of films, including the previous years RAC Rally.

Some of you may remember Reg Woodcock who raced his TR3A in the 1970s, some years before the TR Register Race Championship was born. He accepted the invitation to give us a talk, which

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included the topic of tyres. Choice was limited in those days and many TR6 members were fitting tyres designed for the Jaguar XJ6, either Dunlop SP Sport or Michelin XAS 205 x 15. In Reg's opinion the whole footprint was not being used and extra strain was being put on the steering. He advised ideal size: 185 x 15. He must have been right because today's TR owners not staying at 165 x 15 now often select 185/65 or 195/65 sizes.

This was all a TR lifetime ago. I still have the same TR3A which has been improved over the years. Pat and I look forward to much touring in 2016 and attending as many Lea Valley Group meets as possible.

~o0o~

Phil Sanford (Treasurer)



As a young lad I was always interested in things mechanical. Maybe this was due to growing up in an era when we had to make do and mend. The idea of throwing something away just because it had stopped working was an alien concept to many of my generation; we got on and repaired it. I think that this led to my lifelong passion for all things mechanical.

My love of cars was fostered by my late brother-in-law who was always tinkering with his cars and was building a Ford Special when I first knew him. I was keen to help him and gained a lot of firsthand knowledge assisting with his repairs. Our journeys to the scrap yard for parts was in those days a very different experience than it is today. You had to crawl in and under the cars to take your own bits off - no "off the shelf" parts.

On leaving school at 16, I did an apprenticeship as a Scientific Instrument Maker. To help augment my meagre wage, my brother and I did part time car repairs. We even went so far as full re-sprays and I can still imagine the smell of cellulose paint, much akin to pear drops. No great health and safety regulations to bother us in those days. It was during this time that I bought my first car, a Ford Anglia 105E, white with a good staining of rust. I borrowed the £50 from my brother-in-law and joined the motoring ranks. Most of my weekends seemed to be taken up with keeping it running until the next weekend. I thought the set of rally seat covers were the bee's knees - no aid to performance and reliability though. This was followed by a Triumph Vitesse, which I thought was a lovely car with a bit of "poke" after the Anglia. Again lots of work including a complete engine rebuild.

Various cars followed including a MGB GT which unfortunately had to go with the imminent arrival of the second of three children. Getting one toddler in was a struggle but there was no room at all for more. There was a succession of fairly boring but practical cars including, dare I mention, an Austin Allegro.

In 1986 I started my own business in Cambridge making printed circuit boards. This meant many long working days and weeks but allowed my choice of car to become slightly more exotic, including a Cavalier SRI and an Alfa Romeo 156, a car that felt as if it were on rails. After 28 years, early retirement beckoned so I passed the business onto my sons and started to get on with enjoying retirement. No more alarm clocks, what bliss. I had wanted a classic British sports car for years, so I took the plunge at an auction of classic cars and came away with a TR4A. I had not gone to buy, just have an initial look, or so I thought. I had ignored all the rules of buying at auction as I found to my cost. Once the car was bought I joined the TR Register and went along to my first meeting just over a year ago. This turned out to be a very packed AGM but I was made to feel very welcome and have always found the members to be most knowledgeable, very helpful and most friendly.

My TRing had a bad start when a rear hub broke and the car ended up in a ditch. Luckily I was able to climb out via the hood without a scratch. The long road to repair was then underway and I am looking forward to many happy years TRing and tinkering.

Group Leader's Report - 29th May 2016

Well, it's been a busy few weeks since the previous TRunnion and a quick look at the calendar shows that it's not going to slow down anytime soon. So, what's been going on in the world of LVG TRs? First thing to report is that at the committee meeting early in March, kindly hosted by the Dawsons (thank you both), Phil Sanford offered to take on the role of Treasurer – something that will have been noted by those at The Cock for our April Sunday meeting. He's clearly the right man for the job, judging by the roaring trade in selling raffle tickets. We also confirmed Chris Glasbey as our new Deputy Group Leader. If you know anything at all about his TR life history, you will know that we are extremely lucky to have someone in the group with such a rich background in TRs and how the TRR operates. Alongside him of course, is his wife Pat, who as we know provides great support both to him and to the club – have a look at TRunnion Issue 5 of Sept/Oct last year, for example. My wife tells me that Pat is the best (probably) Brown Owl in the world and she wants to be in her pack.

So, what else has been happening? Well, we welcome two new members to the LVG: Geoff England and Leigh Holden who came along to our Sunday meeting and from what I understand, will be coming along in the future and joining in our events. I have a sneaking suspicion that these two gents know a lot about TRs and I'm sure there will be lots of discussions about widgets, gubbins, etc.

We had an excellent turnout for the first 2016 'First Wednesday' evening gathering over in Pulloxhill, with 15-20 people turning up, including two young men whose ages put them at about half way towards being old enough for a driving licence but who nonetheless seemed far too knowledgeable about electronic devices of one sort or another. Actually, I was a bit concerned at the beginning of the evening about how many people would turn up, having been there for the best part of half an hour and seen nobody I knew coming in – and then I found out about the big room at the back of the pub!

'Route to Lunch' was resurrected for our April Sunday meeting and comprised 8 TRs and an interloping Cobra. Julian led the way from Stagenhoe Park through Hitchin, Shillington, Henlow and Stanford before arriving at The Cock and somehow we all managed to stay together! A very interesting ride through nice countryside and a good taster for subsequent 'routes to lunch'. The next on will be on 15 May, starting at the Baldock Services, with navigation being courtesy of Brain. [*Stet - not sure if that is a typo or a compliment so I will assume the latter! - Ed.*]

The April Sunday meeting was very well attended with about 20 people turning out on a day of changeable weather. Lots of raffle tickets sold, lots of chatting about setting the world to rights and a bit of a discussion about our 'new' Bright Spark Trophy. This will be awarded on an 'as applicable' basis to the person who has personally just done some work of merit on their TR, using real tools, such as spanners, screwdrivers, hammer, etc. Drawing blood while working on the car will almost guarantee winning the trophy! The initial winners of the trophy were Archie and Anita Marler, in recognition of their struggles with their TR3A's roof. They have the trophy until someone comes up with a good story of their own technical achievement, however small or large. So, tell us what you've done to your car and bid for the trophy – this means YOU.

Drive-It-Day on 24 April – what did you do? I know some of us were braving northern weather on a car event and some went westward on another event. Pat and I had a slow drive around to Stoke Hammond, south of Bletchley, for an excellent lunch at The Three Locks pub (too cold to sit outside), before meandering our way back home again. Sadly, we saw only 4-5 classic cars during our 100+ miles – one of them a really nice Sunbeam Stiletto. Where was everyone else?

Also on a personal note, plans are now fully in place for our early summer holiday involving going in the TR up to Scotland to complete the North Coast 500 tour around the top of the country, beginning in Inverness. I'm really looking forward to seeing this part of the UK (while it's still in the UK!), particularly now that Phil and Sharon have decided to join us. It seems also that at Inverness, we will be 'escorted' by a number of Scottish TRs up the A9 towards John O'Groats – that should be interesting. Recent weather reports have been cause for thought, as we haven't been expecting snow this late in the year. I understand that Phil is on the lookout for snowshoes – anybody got any he could borrow? Snow chains anybody? As an aside, I have been persuaded to

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buy for the trip a couple of spare injectors for the TR – which I did from KMI in Letchworth. Coincidentally, there is an article in TRaction #289 on how to refurbish injectors – I might have a go at this sometime later in the year.

The 'Cars on Ramps' morning at Robsport was one of our Big-4 events of 2016 and was attended by about 10 LVG cars. All the cars went onto the ramps and were given a close inspection by Simon, Ben and the rest of the Robsport team. Lots of really interesting information was passed on and I'm sure we all learned something new. If you ignore the almost inevitable minor oil drips, most cars were given a clean bill of health. Just three cars had something really of note: one with missing/loose bolts on the front suspension, one with a significant over-heating problem and finally one with a carburettor that was dumping far too much fuel into two cylinders. All three were fortunate to arrive at Robsport but sadly, not all were able to leave at the end of the morning. The event was finished off with lunch at the pub just down the road, where we were joined by the Robsport team for drinks. 'Ladies Who Lunch' was the parallel event on the day – and you can find a report on it elsewhere in this edition of TRunnion.

Finally, they are here! The world exclusive fashion items of the year are now being distributed to those Lea Valley Group members who have waited so patiently to receive their LVG polo and sweat shirts. Stand by to be amazed.

A date for your diaries: 15 May - this is our next Sunday meeting. ~~How to get there? Easy, turn up at The Baldock Services (at a time to be announced) and follow Brian.~~ Remember to book if you want to eat your lunch at The Cock (01767 314411). Have a great meeting – I'll be thinking of you while cruising in the sunshine through the Cairngorms. [† R2L Postponed until July/August due to clash with Chiltern Hills Rally - Ed.]



Pierre Miles

Ladies Who Lunch - Pat Miles

Whilst the participants of the Robsport ramps event commiserated with each other and pondered over potential costs resulting from seeing the undersides of their TRs, Pat Glasbey and Pat Miles had a fabulous time in Cambridge.

From the Park and Ride bus, it was straight into 'Fitzbillies' historic tea shop for a catch-up chat and a gorgeous Chelsea bun and coffee. Eventually, we set off to stroll along the riverside and to enjoy the scenery.

Pat G's local knowledge was both very interesting and informative, covering all manner of subjects, including the magnificent buildings that belong to the universities. The river banks and meadows were full of brightly coloured flowers and this being Cambridge, we did a lot of people-watching as well.

Lunch was at 'Jamie's Italian' in Cambridge's Old Library Building - a perfect meal to end a perfect morning. It will be no surprise then, to learn that we are already planning to repeat the experience next year and hope more ladies will join us -it has after all, been PAT tested!

~o0o~

It's a pity this wasn't better supported but I suspect many of the other halves enjoy the peace and quiet of having the house to themselves whilst TR Man is out of the way. Maybe it is worth making it a separate, rather than supporting event. Lynda and I would love to spend a leisurely day site-seeing and eating in Cambridge - something we haven't done since before the kids left home - Ed.

The Year So Far in Pictures

In the previous TRunnion, I thought I would try to encourage a few more members to supply pictures for TRunnion. Most people have a mobile phone capable of taking photos so please send me any odd snaps taken at meetings, events or simply of your own TR out and about. High resolution and artistic composition are not necessary as I have to downsize and can crop to tidy up if necessary. Continuing with this possibly misplaced optimism, here are the latest contributions.

Our March Sunday meeting was the first 'under new management'. New Group Leader Pierre Miles has provided these photos of two recent additions to the group. Jon Marshall's GTR4 Dové which has finally emerged from a very long-term and frustrating rebuild and Nick Theze's TR5. Nick's car came in such excellent condition and needing little work that he has also bought a project TR3A to keep him busy, so I hope to receive more photos from him as work progresses.



You may remember the photos of Phil Sanford's TR4A in TRunnion #20155 (Sep/Oct) after losing a rear wheel last year. I lifted these photos from Phil's Facebook page (sorry Phil, but I'm sure you won't mind) demonstrating what a good job Robsport have made getting it back on the road.



And talking of Robsport, a few photos of the Cars on Ramps event from Nick Theze - more next issue.



The Bluebell Run - Chris & Pat Glasbey

A 60 car tour of the Forest of Dean and Welsh border area. Hot and dry with lots of Bluebells. Cars depart at intervals with checkpoints on route. We were car number 4, with 4 other TRs in the list plus a Dolomite Sprint. We enjoyed following the Austin Healey 100/6 for most of the day. Lots of potholes to avoid on the many single track roads mixed with a good number of B roads to clear the choked exhaust. Great fun and we will hope to do it again next year.



TR Register – 2016 Group Leaders’ Meeting - Pierre Miles

Introduction

Chris Glasbey and myself went along with about 60 other people to the Motor Heritage Centre at Gaydon on 9 April to participate in the Group Leaders’ meeting, chaired by Phil Tucker (PT) supported by Chris Hale (CH), Wayne Scott (WS) and Jo Whitty from the Didcot office. The main focus of the meeting was to look at the TRR current membership and management structure and then consider what needs to be done to ensure a sustainable future for the club.

It had been noted by the Board that it was lacking in professional expertise in the area of long-term strategy and marketing of the club. As a result and based on his professional marketing and HR knowledge, the Board has asked Jeff Roberts (JR), who is the Group Leader for Windsor Forest TRs and also the SE Area Coordinator, to assist in assessing the club’s current situation and planning the way forward.

Membership Survey

A membership survey recently sent out resulted in 857 responses and here is a very brief summary of the comments received. Some of the numbers are of no surprise, but others are more interesting:

98% members are male; nearly 60% are aged 61-70 and only 2% are less than 50; 56% of members do all the work on their cars; 45% of TRs owned by members are TR6s (although this might include TR5s as well). There are currently almost 10,000 TRs that are either registered or SORN’d, a surprising increase of 1,700 over the past 10 years, although the TRR membership has shrunk by about 15% over the same period, to about 5,700.

These numbers are probably skewed somewhat from reality as people responding to surveys of this type will be those who have a greater interest in the club and their cars than the membership as a whole. For instance, nearly 50% of responses indicated participation in local group meetings, whereas widespread experience indicates that the true figure is more likely to be 10-20%.

JR gave a short presentation to describe the ongoing review and planning work, considering for

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instance, external factors such as national finance, life style aspiration, availability of spares, pension lump sums and other competing clubs and organisations. The whole emphasis for the future strategy will be on maintaining current levels of membership and what needs to be done to bring in new members. The benefits of 'family membership' were discussed at length but no conclusion was reached as to what extras could be offered and at what rate of membership cost. For those who know about such things – yes, we did talk about a SWOT and a Development Wheel!

Website Workshop

WS gave an overview of the TRR website and explained all of the features available to members of the public who access the site and to the features that are exclusive to TRR members. It was interesting that some of these features were not known to some at the meeting, even though they had been members of the TRR for many years. There is much of interest there for us all. Some GLs demonstrated features that they had added to their group pages that were of specific interest – highly-automated event registration management was one particularly impressive package (Event Management Wordpress) for instance.

WS described many techniques that should be used when inputting information on the Social Scene and Event pages, including many things that should and should not be done.

It was emphasised that the TRR Forum area is a totally separate area of the website and should not be confused with the TRR main website – different log-in passwords are required, for instance.

TR Register Board Structure

JR and PT presented the current and proposed Board structures, with the main difference being that none of the director positions will be held by area coordinators, although one of the new director positions will be the Group Coordinator Director, who will have the responsibility for all local groups. There was some discussion on the proposed structure with the comments from this meeting being considered at next month's Board meeting.

Club Constitution

CH said that at the AGM later this year, there will be two topics raised that concern the club's constitution.

The first is for clause 22 which covers the tenure of Honorary Presidents and Vice Presidents. This subject was much discussed after last year's AGM and has resulted in this attempt to clarify the rules. In essence, it is proposed that the position can be held for life and the rules will allow for someone to retire or be removed from the position in undefined circumstances where the club deems it necessary (e.g. very poor health, embarrassment to the club).

The second is to clause 33, which includes the requirement for a specific majority to carry a motion in a special resolution. Currently, the majority is required to be $\frac{2}{3}$ in favour whereas the legal requirement is for $\frac{3}{4}$ to be in favour.

Details of the draft proposals will be published in TRaction.

Some Other Points

- Phil Tucker announced that in view of his poor health, he will be standing down at the AGM later this year.
- Members who are active in more than one local group: it appears that it is not possible for the club's system to register more than one email address for each member, so the member will receive information (e.g. updates to Social Scene or Events) for the group against which they are registered as a member. Members are the only people who can request that they be reallocated to another group should they wish to change groups.
- It has become apparent that the club's overall approach to the legal 'health and safety' responsibilities is not as robust as it should be and that more attention must be paid to this matter. An example quoted was that the lightweight gazebos used by many groups are unsafe in winds of more than a specific speed and should be taken down to prevent potential injury. Event risk assessments should always be carried out, perhaps more rigorously than has been the case in the past. One outcome so far is that more volunteers will be asked to help out at the IWE this year.

Gazebos at the International Weekend

Hi there gents

Received this from Didcot - worth noting, even if we don't have a club gazebo. Might need to tie down the banner I suppose - wouldn't want to be blamed for flying spears, would we?

Best wishes

Pierre

From: events@tr-register.co.uk

Subject: Gazebo's at the International weekend

Date: Fri, 22 Apr 2016 15: 29: 05 +0000

Good afternoon

The International Weekend is fast approaching and hopefully your group is getting all its plans together for the weekend. Many of our local groups have their own Gazebos or shelters that will be put up in the camping area, as the main hub for that Group. Lincolnshire Showground along with most other Showground's are now very health and safety conscience on these structures following a number of claims where the wind has taken a Gazebo and either caused quite a bit of damage or unfortunately some nasty injuries. As a result of this we have to make each group aware of the following.

All Gazebos will either have to be tied down or secured down with weights. If the wind gust speed are predicted to exceed 18 m/s (40mph) all tents, gazebos and temporary shelters shall have to be dismantled and packed away.

I'm sure all of you would be securing the Gazebos down as a matter of course. We will be monitoring the wind speed so will tell you if your gazebo has to be dismantled and packed away.

I trust the above is in order.

Kind regards

Sue, Events and Office Support Administrator

TR Register

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My e-mail address: events@tr-register.co.uk

Club Website: www.tr-register.co.uk

TRIUMPH SURVIVORS DISPLAY TR REGISTER INTERNATIONAL, LINCOLN 15 - 17 JULY 2016

A Display of Original Unrestored Triumphs and Derivatives

Following the very successful Triumph Survivor Display at Malvern in 2015 which saw the largest collection of original unrestored Triumphs and derivatives ever gathered in one place (see <http://www.tr-register.co.uk/article/2015/01/0004/Triumph-Survivors-Display-of-Unrestored-Triumphs>), the TR Register, in partnership with Penrite, is pleased to announce the return of Triumph Survivor Display at the International Weekend at Lincoln. The aim is to be even bigger and more successful than Malvern.

Watch any of the current classic car TV programmes or read a classic car magazine and they constantly refer to the term 'Survivor' and that original unrestored cars are becoming very rare and should be preserved where possible, rather than restored.

So what is a Triumph 'survivor'? A survivor is a car which is substantially original and unrestored from when it left the factory (e.g. original panels, paint, interior, engine etc) and the display will give members and the public an opportunity to see close up Triumphs and derivatives that have survived the ravages of time and have avoided restoration, some for over 50 years! More information can be found on the club's website at this link

<http://www.tr-register.co.uk/article/2015/01/0004/Triumph-Survivors-Display-of-Unrestored-Triumphs>.

Why is a Triumph 'survivor' so special? Every original unrestored Triumph has a story to tell. An original unrestored car is a snapshot in time and offers a unique perspective and insight to how our cars were put together in the factory – warts and all. Original unrestored cars are immensely beneficial to those currently

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undertaking a restoration project, as Triumph Survivors are the most accurate cars from which historical and technical reference can be gained.

So, if you own a Triumph or a Derivative 'Survivor' and would like to be part of the Triumph Survivor display at Lincoln then please contact me for a Car Information Sheet:

email TriumphSurvivor@gmail.com

Regards,

Andrew Smith (TRR Triumph Survivor Coordinator)

TRIBUTE TOUR TO OLD FRIENDS - PAT GLASBEY

On the Friday of the weekend of "Drive it Day", Chris and I set off to the "Fat Lamb" at Ravenstonedale, Cumbria to drive a repeat of a 2009 (Sporting Bears M.C.) tour called "The Capers Which Way", one of a series of Capers our friends Bob and Mary Smith had organised over many years. These 'Capers' were always based at the Fat Lamb on the Drive it Day weekend. Both Bob and Mary died in 2015 and this was our tribute to them.

The weather forecast was pretty dire so, very unusually for us, we had the roof on all weekend. Saturday's weather was cold but apart from lots of salt on the road and a couple of short hail flurries, not too bad.

Food at the Fat Lamb was fantastic as always and too much but arctic conditions meant that we had to stoke up didn't we ?!

So off we go, no Bob to flag us away with his Union Jack and warn us not to run over any lambs. Spring is always later here, so we had the benefit of pristine daffodils and new born lambs all along the route.

We travel through Cumbria, County Durham, Northumberland into Scotland (briefly) and back through Cumbria on Saturday and Cumbria and North Yorkshire on Sunday.

Crossing the moors and commons of the Pennines and passing reservoirs to travel through old lead mining areas and rising to 2,000 feet we reach Nenthead and continue on to reach the stunning Langley Castle Hotel for coffee. Built in 1350 and a rare medieval castle hotel.



After coffee we were supposed to travel along the banks of the North Tyne but as a result of the winter floods we did have to make two detours but eventually got back on route to arrive along the south shore of Kielder Water and progress along the shore into Scotland to arrive at the Liddlesdale Hotel in Newcastleton for lunch. This is a typical, very quiet wee Scottish town with wide streets and squares laid out by Duke of Buccleugh in 1793. The town was home to the Border Reivers who rustled cattle 350 years ago.

Leaving Scotland we drive through the Eden Valley with small villages clustered at the foot of the Pennines and views to the Lake District fells in the distance to arrive at the now renamed Langwarthby Station Tea Room, on the Settle-Carlisle Railway. (We preferred the old name of the Brief Encounter Tea Shop). Another victim of the floods, a landslide at Appleby means that the trains stop there and the rest of the journey to Carlisle is by bus, so the excellent tea room is quite short of trade but we did our best!

We continue through pretty villages and arrive at Tebay Services (petrol at last) and then a very short straight run back to the Fat Lamba round trip of 200 fabulous driving miles.

We woke on Sunday morning, hoping to see the sun rising over the hills opposite our bedroom window, as we had on Saturday....hills we were to drive over and through. We couldn't see a thingsnow, snow and snow. It wasn't really settling but visibility was zero, so after having breakfast and no improvement in conditions, we decided that although the roads would probably have been

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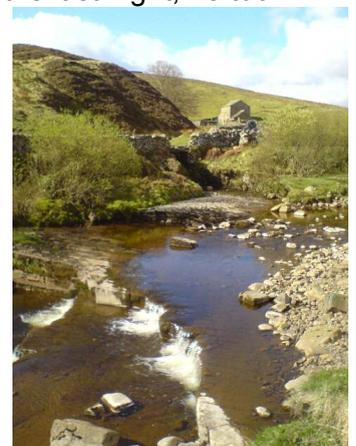
OK but with no views and being single track roads with poor visibility, we would have to abandon this route and go to Hawes via the slightly more main but still very scenic roads.

We were so stuffed with all our eating and drinking over the weekend that we didn't call at the Wensleydale Creamery (anyone for cheeese) and didn't go on to the short run through Dentdale and the cobbled streets of Dent or see the Dent Head Viaduct as it was still snowing hard. We still had a brilliant drive (700 miles total TRip) and time and hoped Bob and Mary would have felt pleased with our small tribute tour.



~oo~

That brings back some very happy memories and it's a shame that we weren't able to join you. The Caper Whichway was the first SBMC tour that Lynda and I did in Cumbria. When we got my TR3A back on the road in 2007, we began running it in on Chris and Pat's 'Rumble in the East', our first tour and no idea of what to expect. However, we enjoyed it so much that we got the tour bug and followed it up in 2008 with the 'Rumble 2 the East'. Everyone on these tours had tales of the (in)famous 'Capers' up North but we could never work out how to enter as they were always fully booked before they were announced. After grovelling to Bob in the pub on the last night, he took pity on us new members and promised that if I emailed him as soon as we got home he would put us on the list for the next one. We have since done all the subsequent SBMC tours, including 'Capers' in Cumbria and others in Wales, so we are grateful to Chris and Pat and to Bob and Mary for getting us addicted. Here are a few photos from the original Caper Whichway, including the Liddlesdale Hotel, Newcastleton lunch stop.



Corinium Run, Sunday 10th April 2016

Paul & Wendy Richardson - Triumph TR4A - KKR444E

Organised by the CIRENCESTER CAR CLUB the event takes its name from the Roman name for the town. The event is part of the HISTORIC RALLY CAR REGISTER Scenic Tours Series.

06.10 Rise & shine!!! I had checked the oil, water & fluids in the 4A yesterday & filled with fuel.

06.50 Ready to go... Clear but frosty so left canvas Surrey top on car. Wendy's suggestion.

Left via A422 Buckingham, B4031 & A361 to Chipping Norton, A44 & A436 to Stow then A429 to Cirencester. All entrants had to fill with fuel & have the tank filler sealed to ascertain M.P.G.

Arrived Corinium Stadium 08.30... Ready for breakfast... Bacon roll/tea.

As it had warmed up with bright sunshine I was persuaded to remove the canvas Surrey!!!

We were car no. 28 with departure time of 09.58, so time to have a look at the competition.

09.55 Start your engine, line up at the start ready for the off.

Several TRs were running..... 1x3A, 2x4s, 1x4A, 1x6 & 2x7s... Oldest car RILEY 9 Biarritz

SECTION ONE [25.7miles]

Heading north via CIRENCESTER (established 75AD & once the 2nd largest town outside London. DAGLINGWORTH (the camp was used in 2nd World War to house American soldiers).

DUNTISBOURNE LEER (Hamlet once owned by the Abbey of LIRE in Normandy), through ford of Dunbrook (once Dunts stream), WINSTONE (Saxon/Norman church restored in 1876, NORTH CERNEY (Northern place on the river CHURN—a tributary of the Thames), RENDCOMB (Mansion built in 1865 by the Goldsmith family—now a college with former pupils Richard Dunwoody & Kofi Annan's son Kojo) to CHEDWORTH (means CEDDA's enclosure).

Coffee/tea Break.

SECTION TWO [37.7miles]

Still heading North. Leave time 11.28. Past STOWELL PARK ESTATE (Owned by the VESTY family since 1921---family butchery business Dewhurst), YANWORTH, CHEDWORTH ROMAN VILLA (Discovered by accident in 1864 by a gamekeeper), COMPTON ABDALE (Located on the old SALTWAY that ran across the Cotswolds), SALPERTON PARK (Landscape in 1769), HAWLING, SALTWAY (Historic route taken by mule trains bringing salt from mines in Droitwich to the Thames at Lechlade & onward to London), ROELGATE (translates to Roebuck Well --- one of Gloucestershire's earliest hill-forts nearby), GREET, GRETTON, past the BUGATTI Owners Club PRESTCOTT HILL CLIMB (Club established in 1929 & purchased the estate in 1937), ALDERTON (Stone Age occupation), TODDINGTON (dates back to 1086... Toddington Manor purchased by Damien HURST in 2005), DIDBROOK (St. George's parish church displays musket holes in the West door made by soldiers after the battle of Tewkesbury in 1471), TODDINGTON RAILWAY (GWR - Gloucestershire & Warwickshire Railway base since 1984, now with 10 miles of track to Cheltenham Racecourse). My Grandfather was the Village Blacksmith at the Forge, so I spent many Summer holidays in the 1950s train-spotting on Toddington Station.

Lunchtime Stop... soup & roll in the Flag & Whistle café.

SECTION THREE [37.9 Miles]

Heading South East. Leave Time 14.02 via STANTON (Stan-stone), STANWAY HOUSE (Jacobean manor - 18c water garden designed by Charles Bridgeman, being restored), FORD, CUTSDEAN (was part of Worcs until 1931), TEMPLE GUITING (parts of the Manor date back to the 14c, overhauled in about 1580), KINETON, GUITING POWER: (Guiting-running stream + Power-manorial ownership in Middle Ages by Le POER family), NAUNTON (Grade2 1660 Dovecote with 1176 nest holes - no we didn't count them), LOWER SLAUGHTER (SLOHTRE-a marshy or muddy place + 18c Corn-mill, now a museum), BOURTON on the WATER (Venice of the Cotswolds on the river Windrush... Motor Museum worth a visit), COLD ASTON (formerly Aston Bank), NOTGROVE (Legend suggests Neolithic Long Barrow contains a Gold Coffin), TURKDEAN (Time Team in August 1997 partially revealed Roman Villa dating from 3rd/4th centuries + roof tile

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bearing a paw print of Roman dog), HAMPNETT (Domesday Book 1086 had 25 tenants...manor was owned by ELDRED Archbishop of York), THE OLD PRISON, NORTHLEACH (Built in the 1790s as House of Correction...Courtroom added 1834 & in use until 1974).

Afternoon Tea Stop...Welcome cup of tea.

SECTION FOUR [27.4 miles]

Heading South. Leave Time 15.47 via NORTHLEACH (c1227 Henry III granted weekly market every Wednesday), COLN ST. DENNIS (on the river COLN - the abbey of St. Dennis in Paris owned the parish in Middle Ages), COLN ROGERS (A Thankful Village - all men returned from 1st World War), WINSON (Manor built c1740), ABLINGTON (Once home of J. Arthur Gibbs, author of "A Cotswold Village"), BIBURY (Built around the Wool Trade - cloth produced at Arlington Mill was degreased & hung on timber frames on RACK ISLE), COLN ST. ALWYNS (Country Life described it as a Top Ten English Village), QUENINGTON (St. Swithin's church founded around 1100), FAIRFORD PARK (obelisk built in the 1750s as a landscape feature), FAIRFORD (Important coaching town on the old London to Gloucester route), AMPNEY ST. MARY, AMPNEY CRUCIS (Belonged to Tewkesbury Abbey in Middle Ages), CIRENCESTER.

Re-fuel at Burford Road Services...21.89 litres

Returned to CORINIUM STADIUM 17.08 where we received Finishers Certificate containing picture going through Duntisbourne Ford. MPG was worked out at 25.3155!!! I thought we should have been nearer to 30 mpg. A 2-course meal was supplied to all entrants. Curry & dessert...Very good.

This was a very well organised TouR through lovely Cotswold villages with breathtaking scenery on mainly byroads & country lanes, many single track & gated. It was very well marshalled by CIRENCESTER CAR CLUB volunteers - even the gates were manned or sometimes womanned.

AN EXCELLENT DAY

17.45 Time for heading home...said our farewells & left via A429 to Stow then Chipping Norton, Deddington, Buckingham to Milton Keynes.

HOME 19.15...278 miles for the day. A long day but well worth it. When's the next TouR?!!!

Took most of Monday morning cleaning the 4A & pressure washing the wheel-arches to remove mud.



~o0o~

Many thanks Paul & Wendy - there's enough information there for anyone to virtually replicate the tour and maybe spend more time at some of the places of interest. We have missed out on properly exploring lots of interesting places as there just isn't time on organised tours, so it's always worth keeping the road books and going back at leisure.

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 (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.

The following story is from a long-term stalwart and former committee member of the group that I hadn't seen for over 30 years until he dropped in to our Wednesday evening meeting in April. We had a long discussion about the 'old days' and certain events, as a result of which John has kindly agreed to let me publish this story and accompanying photographs. Initially he didn't feel able to write an article about his experience for TRunnion but we subsequently discussed the value of his experience as a salutary warning to other members, so here it is.

Sad End of a TR6 (GVH 705L R.I.P.) - John Richardson

I really enjoyed attending the LVG meeting at the Cross Keys; it's been far too long since I've attended a group meeting and will try much harder in the future now that I've given up work!

You mentioned my first TR6 that I drove as my only car between November 1979 and March 1983 when I unfortunately wrote the car off. I still don't remember anything about the accident, except that I was very tired and couldn't wind the driver's window down for ventilation as the mechanism was broken. (You can see from the photo inside the car that I had already removed the door panel ready to install a new winder mechanism the weekend of the accident. Both the door panel and winder mechanism are now installed in my current TR6!).

Apparently I fell asleep whilst driving late evening on the M45; the car rode up the end of the 'Armco' barrier protecting one of the bridges over the motorway and I hit the concrete pillar of the bridge. Very fortunately for me the pillar was round and not rectangular! Although I was in the operating theatre for 6½ hours and unconscious in intensive care for 10 days, I did survive thanks to the skill of the medical staff and robustness of the car; no crumple zones or air-bags.

As promised, I have attached all the photos my brother took after the accident when the car was stored at Watford Gap services; I have also found a photo that I took at the scene of the accident about 18 months later. There are a few more thoughts that perhaps add to the story of the accident and serve as a reminder of the hazards of driving whilst tired. Even after 33 years, not all my memory has returned and nothing immediately post-crash, although I'm pretty certain I was 'only' travelling at about 65mph.

The 'photo of the inside of the car which shows the missing driver's door panel also shows the boss of the steering wheel standing slightly raised from the wheel rim, suggesting that the rim of the steering wheel was pushed forward in the accident. It was – I hit it with my face causing a 'Le Fort 1' fracture of my skull and broken jaw bone in two places. I was taken to St Cross hospital in Rugby. After the surgeon sorted my internal bits that had been re-arranged below my diaphragm, I had a second operation to wire my jaw and fit a frame from my forehead to support the Le Fort fracture; hence the duration of 6½ hours for the operations. The frame stayed in place for about 6 weeks for my jaws to mend. I was also told that my spleen had been removed, but a scan last year has shown that this was not the case and that it remains! The drugs they gave me during the 10 days intensive-

care caused some hallucinations that were so convincing that it took weeks for me to sort out what was real and what wasn't!

I subsequently had another operation 4 months later to re-shape my nose which had suffered severe distortion following the accident and emergency operations in March.

I was off work for 10 weeks but once I was able to drive along the M45 again, the site of the accident was still clear to see. The skid marks had been worn off the carriageway but were still very evident on the hard shoulder; the yellow paint and scuffing was on the bridge pillar about 5 feet above the road surface and remained there for many months as you can see from the attached photo; the scuffing was still visible over 10 years after the accident, although the paint had worn off!

Before returning to work I attended the local police station where I was cautioned and had to make a statement. Ultimately there was 'no further action' taken, for which I was most relieved. The car was a write-off and I don't know what happened to it or any of the salvageable components (if any). My brother rescued my tool-roll from the car-wreck which is still used today and serves as a reminder of that March night in 1983.

ANATOMY OF AN ACCIDENT

Below is an article from the Northamptonshire Police Driving School which details the split-second reconstruction of a car travelling at 55 mph crashing into a solid immovable object such as a tree. The article is not intended to shock but merely indicates the reality of an event which many of us never ponder twice about.

- 0.1 second. The front bumper and radiator grille collapse. Slivers of steel penetrate the tree to depths of one and a half inches or more.
- 0.2 second The bonnet crumples as it rises, smashing into the windscreen. Spinning rear wheels leave the ground. The radiator disintegrates. The wings come into contact with the tree, forcing the rear parts to splay out over the front doors. In this same tenth of a second the heavy structural members of the car begin to act as a brake on the forward momentum of the body, but the driver's body continues to move forward at the vehicle's original speed. This means a force of 20 times gravity - his body weighs 3,200 pounds, his legs, ramrod straight and snap at the knee joints.
- 0.3 second The driver's body is now off the seat, torso upright, broken knees pressing against the dashboard. The frame of the steering wheel begins to bend under his terrible death grip. His head is now near the sun visor and his chest above the steering wheel.
- 0.4 second The car's front 24 inches have been completely demolished, but the rear end is still travelling at an estimated speed of 35 mph. The driver's body is still travelling at 55 mph. The engine block crunches into the tree. The rear of the car, like a bucking horse, rises up high enough to scrape bark off low branches.
- 0.5 second The driver's fear-frozen hands bend the steering column into an almost vertical position. The force of gravity impales him on the steering column, puncturing his lungs and intercostal arteries.
- 0.6 second So great is the force of the impact that the brake pedal shears off at the floorboards and the chassis bends in the middle, shearing body belts. The driver's head smashes into the windscreen. The rear of the car begins its downward fall with its spinning wheels digging into the ground.
- 0.7 second The entire writhing body of the car is forced out of shape, hinges tear and doors spring open. The seat rams forwards, pinning the driver against the steel of the steering column. Shock has frozen his heart and he is now dead.

Total time elapsed during accident - seven tenths of one second.

With acknowledgements to the Northamptonshire Police Driving School, and to the Beds and North Herts I.A.M. Group from whose Newsletter this article was borrowed (with their permission, of course).

Readers of a nervous disposition should skip the following photos!



~o0o~

I hope readers agree that's a story well worth telling and many thanks for the extra info and photos John. I'm glad you were willing to put your name to it and as I suggested before, I think it could well make a useful article for TRaction as well as TRunnion. It has certainly made me think about the perils as well as the pleasures of driving an old car and I suspect many of today's TR owners, so used to the safety of modern cars, will find it sobering. I have seen some terrible damage to TRs, mainly from competition accidents, but nothing as shocking as this. I had no idea at the time how bad the accident had been. Incidentally, I checked the TRunnion archives and found references to your accident in the April 83 and subsequent issues. There is some interesting stuff in some of those back issues if only I had time to go through them and extract some. Also a lot of names from the past - I wonder how many still have a TR. Glad you are still with us (both on the planet and in LVG) and clearly enjoying being back in the group.