

The TRunnion

TR Register Lea Valley Group

2014 Issue 5 (Sep/Oct)

LVG COMMITTEE 2014

Group Leader:

JULIAN HENSMAN ☎ 07818-060101

Email: jhensman@seorb.com

Deputy Group Leader:

JON MARSHALL ☎ 01462-673956

Email: jon.marshall@dsl.pipex.com

Treasurer:

GRAHAM WADE ☎ 01582-609823

Email: grahamwade47@gmail.com

Events Co-ordinator:

PAUL RICHARDSON ☎ 01908-610098

Email: pr124@hotmail.co.uk

Technical:

DAVID DAWSON ☎ 07785-502830

Email: xd.xp@btinternet.com

New Members/Buddy System:

DAVID RANDALL ☎ 01234-302033

Email: d.randall23@ntlworld.com 07528 164723

Editor/Membership:

BRIAN CHIDWICK ☎ 01462-730676

Email: bjmole1-trlvg@mybtinternet.com

MEETINGS VENUE

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

(Plenty of parking space behind pub).

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

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

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

2014 EVENTS CALENDAR

(subject to change)

Events with an 'official' Lea Valley Group presence are shown in **bold type**. Please let me know of any other events that may be of interest to members and I will include them, plus others that I hear about, as well as 'official' LVG events.

However, this year, we promoted the following

BIG-4

events and would welcome comments and suggestions for next year.

May.11: LVG "Baldock-Broom-Bury Tour" ✓

Jun.22: STMD (Brooklands) ✓

Sep.7: LVG "The King's Run Tour" ✓

Sep.21: Kop Hillclimb ✓

~o0o~

Other Events

2014

Oct.5: LVG Monthly Lunchtime Meeting

Oct.11: Nostalgia Forum Motor Sport Film Show, Albury, Herts.

Oct.12: Westonbirt Arboretum. Group run/scenic route to see the autumn colours?

Oct.26: Restoration Show, Stoneleigh

Oct.27: TSSC Meeting - The Rising Sun, Halls Green, Weston

Nov.2: LVG Monthly Lunchtime Meeting

Nov.15: LVG Committee Meeting

Nov.24: TSSC Meeting - The Rising Sun, Halls Green, Weston

Dec.7: LVG Monthly Lunchtime Meeting/AGM

Dec.22: TSSC Meeting - The Rising Sun, Halls Green, Weston

2015

Jan.4: LVG Monthly Lunchtime Meeting

Feb.1: LVG Monthly Lunchtime Meeting

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

EDITORIAL

First of all, for the benefit of those not on my email list or anyone who may have overlooked it, a repeat of a message which I sent out recently.

<<BT have moved my email account from Yahoo and consequently deleted all my anti-spam pseudo email addresses, including the one for TRunnion.

I have now created a new address,

bjmole1-trlvq@mybtinternet.com

so please update your email contact list with the new address.

Prior to the email change, I had received no contributions for the Sept/Oct edition of TRunnion. However, if you have sent anything within the last 10 days, please resend it to the new address and if I receive enough to make it worthwhile, I will try to publish something before the end of the month. However, time is very short at present due to weddings, birthdays and other family events, so I may have to hold items over until the final issue in Nov/Dec. Considering the number of events in recent months, I'm sure there must be lots of stories and photos building up!>>

Well, with the honourable exception of Pete Muncer who as a former incumbent of the TRunnion editorial chair, took pity on me, nothing further has arrived so here is a minimalist TRunnion. I'm also grateful to Phil Titchner for photos from two airshows. At least it won't take long to read it and maybe that's the future for LVG newsletters.

Since the last TRunnion, we have been to the the RNLI Vintage and Classic Vehicles

Meeting at Pirton, a classic vehicle meeting at Willington Dovecote and a local show on the Green at Stotfold with an ever-increasing attendance by American classics, custom cars, bikes and hotrods. We have also done a fair amount of driving, including our own LVG King's Run and CACCC's Falling Down Tour.

Personally, we gave the IWE at Harrogate a miss, which was probably just as well as it seems the weather and other aspects seem to have disappointed many that did attend. We also missed our final BIG-4 event at Kop Hill as it was the same weekend as the Falling Down Tour. Now that the main driving season is over for many, perhaps a few members will find time to send in reports and/or photos from some of these events in time for the final TRunnion (deadline 10th November). Meanwhile, although there are no more mid-monthly evening meetings, we hope to see some new members at The Cock soon and perhaps, this year, more LVG members will make the effort to attend what promises to be a very eventful and important TR Register AGM at Gaydon on 2nd November.



BrianC

In case you missed my appeal in previous issues of TRunnion to encourage more of you to contribute, I will be pleased to hear from rebuilders, racers, rallyists, tourists, concours specialists and especially partners and new or even prospective TR owners

September Saunters- Pete Muncer

In response to your heart-felt plea, attached please find some ramblings from me and a couple of pics from the Kings Run.

September has been a busy month for yours truly and classic car activities, and I imagine a number of other LVG-ers also.

First of all was Chris & Pat Glasbey's "Kings Run" tour on the 7th, starting from the Comfort Café at Fourwentways Services, where my 4A was seeded at no.4. My better half was under the impression that this was one of the tours I organise, so was somewhat shocked to learn that she would have to perform full navigator duties – usually she has an easier time on my tours, as I can remember a lot of the route from the recce (until I suddenly forget & ask "Which way here?"). Chris & Pat had devised an excellent route, taking us down many lanes I hadn't experienced before. A couple of times I could see other cars ahead and assumed I could catch them up – then I found why they were only doing 40 or so – get out of phase on the yumps and bumps and you would

3 The TRunnion

head for the convenient ditch. I'm sure we passed the spot where a Sunbeam Tiger on a rally many years ago did exactly that and finished upside down in very muddy and smelly water – nobody wanted to get near the crew at the finish. Anyway, no such mishaps with the TRs and we finished a most enjoyable run with a welcoming libation at the Royal Oak – thanks Chris & Pat for your organising efforts.

A couple of days after this we headed west in our campervan (nearly old enough to qualify as a classic). Some of you may be amazed to learn that I had a significant birthday earlier this year (or you may not), and our daughters had organised a trip on the "Waverley", the only sea-going paddle steamer in the world. We joined the trip at Bournemouth, then headed across to the Isle of Wight for a circumnavigation (can I say that in a family magazine?) of the island – this took about 4 hours and 60 miles, so by the time we got back to Bournemouth it was dark – some passengers had started from Weymouth, so faced another 2 hours in the bar – it's hell at sea. Disembarking, we were met by our family and a stretch limo in the shape of an 8-seater Rolls Royce Silver Shadow – most impressive – as no.2 daughter's partner is a funeral director he has access to such vehicles – and no, it didn't have a long wooden box in the back.

After a week away in Dorset & Cornwall, it was time to head off to Market Harborough for the CACCC Falling Down Tour (seeded no.4 again). As this was one of "my" tours, my wife was expecting an easier day – just goes to show that you should never count your sheep before crossing the road or before they hatch or something. Actually, on the first section, we found five little piglets crossing the road in front of us – obviously they had been watching "The Great Escape" or "Chicken Run" too often and were making their own break for freedom. I had another ride in a Rolls Royce at the first checkpoint, the Rutland Railway Museum – this time a diesel shunter with a 325hp straight-8 engine – couldn't find the drinks cabinet in this one either.

We were well into the second section when a difference of opinion occurred between my navigator (with the road book) and me (with my memory) – the mileage quoted in the road book was at odds with my recollection of the route. It's very embarrassing when this sort of thing happens to the route organiser – even more so when four other cars are following you and expect you to know the way! (quite right too). Anyway, eventually the correct route was regained and no damage caused (other than to my pride). Mind you, at the finish of the tour some people said they never worry about looking at the mileages in the road book anyway, because their odometers are so inaccurate – cor blimey, why do I bother?

Anyway that is the end of my TR touring activity for this year – plans for 2015 are already being given some thought by pouring over the road atlas (makes a hell of a mess). *[I think you'll find 'poring' less messy than 'pouring' Pete, but whatever floats your boat - Ed the Pedant]*. Finally, in CACCC, I am known as the "Route Master", which makes me sound like a London bus – henceforth, after the Falling Down muddle, I think "Route Confuser" would be more appropriate.

Pete Muncer (I shall now fall on my route planning pencil).



Many thanks for that Pete - one of those photos is worthy of a caption contest 😊

Scuttlebutt

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

After morphing briefly into "Scuttlebutt"[†], it sadly lapsed, but if at first you don't succeed, TRy, TRy and TRy again.

[†]**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

Hi Brian,

As you are always asking for photos here are a few from the De Havilland Moth Club Rally at Woburn. There were three of us there from the Group; Paul, Dave and us.

As usual most of my pictures are of aircraft but a few of cars. Because of bad weather a lot of the aircraft did not get to the Moth Rally including the two Lancasters.

This weekend is the Little Gransden show where both Lancasters and the Vulcan are scheduled to appear, so I will be out with the camera again. This year the show is completely sold out and they will not be selling tickets on the gate; shows the attraction of the Lancasters.

Regards, Phil

De Havilland Tiger Moth Rally



DH 87B Hornet Moth



DH 85 Leopard Moth



DH 84 Dragon Rapide



DH 87B Hornet Moth



Can anyone identify this TRio?



DH 60 Moth

Little Gransden Airshow



Many thanks Phil. We missed the Tiger Moth Rally and as Lynda was otherwise occupied the following weekend with Sarah buying clothes, etc for the wedding, I drove over and parked by the roadside near Little Gransden to see much of the display. I left before the Vulcan and Hurricane unfortunately but enjoyed what I did see and it was interesting to watch from a different viewpoint. The Spitfire, Mustangs and Lancasters all came quite close overhead where I was parked with many others, but I only had my ancient mobile phone with me and the camera function was playing up, so I only got one very distant photo.

View from afar...



Whilst awaiting the start of the flying display, an elderly Saab parked up immediately behind me, driven by an even more elderly lady. Having helped her out of the car and prevented her falling into the ditch, she explained that her passenger was her father, now in his 90s and desperate to see the Lancasters but unable to get into the airshow which was sold out well in advance. He was unable to get out of the car but was well set up with binoculars, picnic lunch and flask of Scotch to toast the Lancs when they arrived. He told me he had flown them during the war and had been to Canada and flown in that Lanc as part of his 90th birthday celebration. We also got to talking about classic cars and he said he had rebuilt a Healey 100 from a pile of bits many years ago. It was a real privilege to meet one of these heroes - I think he really enjoyed his afternoon out and certainly made mine.

Members' Stories...will be back if anyone sends me anything!

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.

This space to let!