

The TRunnion

TR Register Lea Valley Group

2015 Issue 5 (Sep/Oct)

LVG COMMITTEE 2015

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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

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

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

Facebook: **"TR Register Lea Valley Group"**
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.

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 always on the third Sunday.

2015

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.17: Nostalgia Forum Film Show (Vanwall)

Oct.18: LVG Sunday Lunchtime Meeting

Nov.15: LVG Sunday Lunchtime Meeting

Dec.20: LVG Sunday Lunchtime Meeting

2016

Jan.17: Kick-Off Lunch (Venue to be determined)

Feb.21: LVG Sunday Lunchtime Meeting/AGM

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

EDITORIAL

Notwithstanding 'Pixgate' (if you don't know, don't ask or risk terminal boredom), the weeks since my last TRunnion have been the busiest I can remember in LVG's history. In true Monty Python tradition we decided to try 'something completely different', so a small group enjoyed the 'Fun on the Farm' BIG-4 event at Woodbine Farm in Northamptonshire thanks to Jon Marshall and family. The farm specialises in unusual animals and birds, including ostriches, emus, rheas, as well as ordinary poultry, plus reindeer, llamas, alpacas and rare breed pigs (Large Blacks, Oxford Sandy and Black, Saddleback and Mangalica, the woolly pigs from Austria and Hungary).

We congregated at the Montagu Arms, Barnwell for an excellent pub lunch, and then spent an entertaining and instructive sunny afternoon close-up with the livestock, followed by strawberries and cream and a scenic drive home.

The weather was less kind the following day for the SBMC Kimbolton Fayre but the customary display of classic cars was worth braving the elements.

Our July pub meeting was relocated to Luton Hoo for Classics in the Walled Garden. This was the first time Lynda and I had been and we thoroughly enjoyed a very relaxing evening which has always been popular with many of our group. There was plenty of variety and some nice cars there, including TRs and other Triumphs. I especially enjoyed the ratty but supercharged Morris 1000 Convertible, a very original and well-patinated MGTC and an immaculate Standard Super 10, identical to my first car apart from colour and condition!

For the August meeting, we went a little further North than usual, hoping to watch the boats at The Anchor, Great Barford. The weather didn't

co-operate but a record turnout of 19 filled the bar and enjoyed excellent food.

There are too many midweek, evening events to attend them all, but we managed to fit in a couple of local events - the Classic and Custom Car show in Stotfold and the RNLI Vintage and Classic Meeting at Pirton, both of which are growing in popularity every year and attract a very wide range of vehicles in sufficient different categories to interest all petrol-heads.

Fewer LVG members attended the International Weekend in Malvern this year, many being deterred by the pricing changes. This may well be the last at our favourite location for some time but some of the changes and new display initiatives are steps in the right direction and bode well for next year at Lincoln.

The dedicated TouRists amongst us are now looking forward to Chris and Pat Glasbey's 'Triumphant Welsh Classic Tour', the last of our BIG-4 events and the CACCC 'Falling Down Tour' in Norfolk.

We have been lacking a TR3 in regular attendance for many years, so we are pleased to welcome former South Downs member Tony Bannard-Smith to the group, completing the full range of side-screen cars. The August Sunday meeting saw the debut of Tony ("Archie") Marler's recently restored TR3A. This car has been in Archie's family for many years and I'm hoping he will provide a short article about it for a future TRunnion. Meanwhile, there are a few photos of both cars elsewhere in this issue.

It was also nice to meet Barry and Liz Gibbs (albeit briefly) at what was a slightly chaotic meeting this month, so I hope we see you both again and get a chance for a longer chat and good look at your TR6. Wednesday evening meetings are often quieter and perhaps better for getting to know people, although the September meeting at The Crown, Shillington

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~~

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was the last for this year.

We receive regular information from the TR Register office about new and returning TR Register members in the Lea Valley catchment area and whenever possible they are added to the TRunnion distribution list. Whilst some cannot get along to our regular meetings, I hope regular newsletters and updates will help them to feel they are part of the group and encourage them to write in and tell us about

themselves and their TRs (especially with photos or contact us via Facebook.



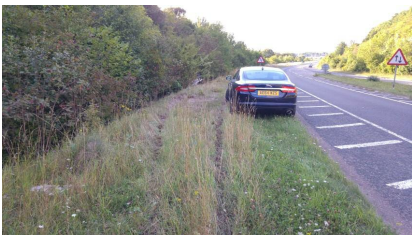
Brian C

Breaking News...

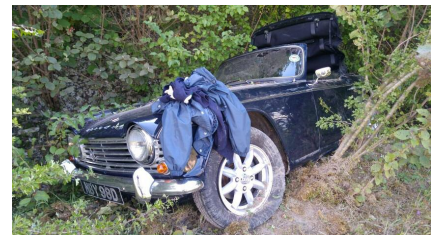
I might have entitled this "Breaking Bad" but apparently someone has already used that for a TV series. Either way, two members have had bad breaks in recent weeks, but fortunately no injuries.

Bad Break #1:

Spot the TR - follow the tracks=== ===neat parking (Phil's caption!)



So what caused this?



Many thanks to Phil Sanford for allowing me to publish these photos. We hope it will bring to the attention of all members, especially TR4A-6 IRS owners, the potential risks of some components. I should add that the accident was no fault of Phil's and no other vehicles were involved. Having seen the car after recovery, the damage is mostly at the rear and considerably less than might have been expected. With the exception of a missing offside rear wheel, hub and brake drum (clue to the cause), all rear panels and bumper look recoverable by a good panel beater. A following driver said the wheel suddenly collapsed and rolled off causing Phil to spin off backwards, with three wheels on his wagon, across the verge and into the undergrowth. After much searching, the wheel was found the following day and has been reunited with the car for repairs. Suspected cause of the accident is failure of a recently fitted reconditioned drive-shaft. With a failure as serious as this I would expect an in-depth investigation by the supplier and reconditioner to establish the cause of the break. My personal feeling is that reconditioning of safety critical components of unknown provenance and half a century old, is extremely risky and needs to be carried out by specialist engineers with appropriate checks and tests on the material integrity of the components. New and uprated drive-shafts are available, although more expensive, and well worth considering, especially if using wider wheels and tyres.

Hopefully Phil will be able to get this very nice TR4A back on the road very soon. Meanwhile, perhaps we'll see Sharon's Cobra replica in the Cock car park for a few Sunday meetings.

Bad Break #2:

Remember this Nightmare?



Aaargh!!!! - Julian's Explosive Night Out (TRunnion #20143)

Well, here's the 2015 version



Nightmare 2

And everything was going so well!!! Got as far as Layrac just outside Agen and had to stop owing to an increasingly noisy first gear. Called the depannage; blown gearbox. Looks like we'll be doing Wales in Magda's car.

Julian Hensman

Shame you couldn't get it home in time to swap the box.

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) which is 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. Since then, other than a few positional changes, we have had one change and Pierre has kindly joined the self-exposure group!

Pierre Miles (Treasurer)

My first memory of motoring is as an 11 year old sitting behind my father on an AJS350 motorcycle (with sidecar containing mother and younger brother) on a day trip to London Zoo. This may not seem remarkable right now, but this was in 1957 and we lived in Deal, about 10 miles north of Dover – no motorways, dual carriageways or service areas. What I remember most was sleeping on the journey home and not falling off because the belt of my father's coat went around the both of us. The first car he bought was a 1946 Hillman Minx – and my abiding memories of it were standing in the front, nose to the windscreen and being excited by travelling at a mile a minute, and being amazed at how the headlights would switch between main and dipped beams by voice control (I later learned about foot operated dip switches).

In 1962, I joined the Royal Air Force as an apprentice and took driving lessons as soon as I was 17. The first 8 were in the dark because it was cheaper, and a 9th in daylight immediately before passing the test on a Saturday morning in Weston-Super-Mud. The car was an Austin A40, as styled by Farina and probably the first mass-produced hatchback in the UK. Anyway, a year after Pat and I married, we bought a 1964 Triumph Herald rather than putting a deposit on a really nice cottage near Canterbury – was that a mistake or was that a mistake? When that car was worn out after repeated trips up and down the A1 and A2, we had a Triumph 1300 FWD (super car but rusted through the tops of the front wings in less than 2 years from new) and then a Saab 95 (2-stroke, centrifugal clutch, column gear change – brilliant in the snow but rubbish the rest of the time). We had that car for less than 2 years before beginning 12 years without a car. Children cost money and RAF pay wasn't up to much.

In 1978, I left the RAF and we moved to Stevenage where I worked close by the town centre – I really enjoyed cycle commuting, except on the rare occasions that it rained. Given the good rail service and easy availability of rental cars, there was no need to own one – until the work project moved to Hatfield. Daily commuting then necessitated a return to car ownership, starting with a Chrysler Sunbeam - an unexciting little hatchback but which was blessed with a very low insurance premium. After a couple of years, I made a choice that set me on the road of motoring enjoyment and strained bank balances. It was a 1978 Alfa Romeo Giulietta - a scarily fast car of great style that sounded fantastic, looked like no other car, was supremely comfortable, did not rust and was red. Twin overhead camshafts, twin Dellorto carbs, rear wheel drive, clutch and gear box in the rear De Dion axle and full of love it or hate it design features. We hammered that car for 50,000 miles around the UK and in France until it was clear that a number of big bills were imminent and besides which, Pat had now passed her driving test and wanted something smaller. This despite the fact that a couple of weeks after passing the test, she was quite relaxed driving it on the M2 at what could be considered excessive speed.

Enter the 1984 Peugeot 205 GTi. Smaller, almost as quick as the Giulietta but more economical and a car that felt perfect as soon as you sat in it – more like wearing the car rather than sitting in it, really. Clever rear suspension layout meant that the boot space was amazing. Anyone who has had to move children to and from university will appreciate that being able to get all their paraphernalia into a car as small as a 205 is a real tribute to Peugeot design engineers. After 110,000 miles of exciting and trouble free GTi motoring, it was time for a change. Back to Alfa, of course.

This time, it was a 1988 Alfa Romeo 75 – twin spark, rear wheel drive, clutch and gear box in the rear De Dion axle, full of love it or hate it design features and red (sound familiar?). It was on this car that I came to appreciate it that front splitters really do work. When we first bought the 75, the

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splitter was missing and we had to wait a couple of weeks for one to come from Italy and be painted. In that time, we made a trip to the West Country where I confess to travelling at a 'brisk' pace and noticing that the steering was a little light. Repeating the trip a month later but now with the splitter fitted, that effect had completely disappeared. This car survived my driving for about 160,000 miles and suffered only one mishap – rammed in the side by a small Citroen while we were in Calais (a 'priorité à droite' misunderstanding!). Fortunately, the impact speed was slow and involved only the rear door on the 75 – but the amount of plastic that fell off the Citroen was amazing.

So, the Alfa 75 left the scene when it looked as though a few big bills were on the horizon and was replaced by a red Alfa! This time it was an Alfa 156, 2.5V6 but in what has become the standard Eurobox layout of front wheel drive. This was a pity but everything else about the car was brilliant – the style, comfort, performance were second to none in my opinion. And as for the sound of Alfa's V6 – there is nothing better unless you start spending really serious money. This car kept a smile on my face from the first day we owned it until the last, separated by 160,000 miles of trouble free motoring. The only reason we still do not have the 156 is simply that it failed its MoT test last December because it had 7 different areas of severe rust that were too close to load bearing structures and it was for me beyond economical repair. That was a very sad day – almost to the point of moist eyes, I confess - but not so sad that within 36 hours, we had chosen its replacement.

The 156 replacement turned out to be another Alfa – what a surprise (or whatever the equivalent is in Italian)! A new style Giulietta 1750Tbi – extremely fast, quite economical – but not red. I'm still not sure about the colour but there weren't any red ones available in our hour of need. So I've now joined in with the masses, having a car that is one of the (50?) shades of grey between black and white and is a 5-door hatchback. You wouldn't believe the trouble we've had trying to find it in car parks – it was really easy with a red car but now

So, there you have my car ownership history – except for the TR6. In 2012, I was diagnosed with lymphatic cancer and following successful chemotherapy, came to the conclusion that we don't know what could happen to any of us tomorrow, let alone in the long term. Time to live for the day and spend the money, but try to be a little sensible about it though. What could be more sensible than a 41 year old TR6? Enter PJM746L, only 13 (!) previous owners and 95,000 miles behind it. It came with an incomplete history but had clearly survived a couple of serious accidents, the last of which had required a new chassis. Owner number 13 had documented a complete refurbishment of the interior as well as a significant engine upgrade. The engine work focussed on performance in the 2000-5500rpm range with lightened flywheel, uprated oil pump, CP camshaft, bigger bore, better breathing cylinder head, bigger valves, new guides, higher compression ratio, electronic ignition, K&N filter and Phoenix SS exhaust matched to a 6-3-1 extractor manifold. The overall external condition of the car is OK, but certainly not concours or even close to it, which is exactly what I wanted as I didn't want to be constantly worried about damage to paint or chrome. In the 20 months of ownership, we've done about 9,000 miles with only 2 mishaps – one being leaking olives at the fuel pump (very high pressure) outlet and the other being the loss of the fuse from the Kenlowe fan power supply. As well as local running around, PJM has had a holiday in Mull (in the rain), another in the south of France (in the sun) and an exciting track day at Cadwell Park (in the rain) – and you can read all about these escapades in previous issues of Trunnion!

So there you have it. My original plan for the TR was to keep it for a couple of summers and then possibly sell it, with the decision to sell being based on whether or not I had 'got it out of my system'. So here I am, nearly at the decision time and right now, it looks as though I will be sticking with it and continuing to enjoy a very alternative style of driving, coupled with the great pleasure Pat and I get from meeting such a great bunch of people in the Lea Valley Group.

~o0o~

Next issue, I hope to bring you Part 2 of Jon Marshall's profile, the sequel to "*Jon Marshall and TRs – the early years.*"

Picture Page

Photos from Chris Glasbey: June meeting and Welland Wander

The photomontage below proves that Sunday meetings are still well supported even when many of the LVG TRoops are away on tour.

Welland Wander pics are still being edited by the organiserbut ONE example has just been posted on the website (of the 70 car event). Who could it be? [See report below -Ed.]



The Home Guard at The Cooch, 21 June 15



• a TR8 arrived from N.London Group



~o0o~

Photos from Pierre Miles: A good selection of cars at the July meeting



~o0o~

Photos from Pierre Miles: Archie's TR3A at the August meeting



...and a couple more from me - Ed.



Fun on the Farm - Photos from Pierre Miles



...and a few more from me - Ed.



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 Pete Muncer

Brian - a bit of info. for the TRunnion.

My TR insurance is due for renewal in September (the day before we all set off to Wales). I had my renewal notice through from Towergate, except of course it isn't Towergate any more but Footman James - they wanted £162 for a 3000-mile policy, which was a bit higher than Towergate last year. Anyway I phoned the TR Register scheme, spoke to a young lady called Holly, who seemed quite knowledgeable about TR's - quoted £132 for the same conditions as FJ. So I have now changed to TR Insurance.

Apparently some people had a poor initial experience with the new scheme, but it seems things have settled down now, and they appear to be offering a good service and value. Of course if I had gone back to Footman James, no doubt they would have managed to adjust their quote to match the TR Insurance figure, but frankly if that's the way they want to operate I'm happy to take my business elsewhere and support the Register.

Anyway, talking of the Welsh tour, it appears a number of us have the same route in mind to get across to Llandrindod Wells (try saying that after a few pints), namely A421 from Milton Keynes across to Aynho, then B roads to Chipping Norton to pick up the A44 - a pit stop at Broadway / Evesham area seems popular. Suggest those involved discuss further via e-mail to arrange possible meeting point and times? Looking forward to those Welsh roads (and not having to do a pre-event route recce - well done Chris & Pat).

Thanks for your experiences with insurance, Pete. Similar to my own, but I'll give you the full story when I see you. Suffice to say that having Denise involved in the TRRI business made a huge difference and her help in my current situation got me out of a worrying dilemma.

~o0o~

From Peter Kennerley (Peter has recently rejoined the TR Register)

I am hoping to get hold of my old TR4 and be out racing next year, which prompted my return. I don't think I will make the social events, but hope it all goes well for you.

Good to hear of someone local competing in a TR. Closest we come at the moment is my old Girling rear axle running in a successful TR2 at Le Mans, Spa, Donington, etc.

Has your car already got a competition history or will this be a new venture?

What events are you planning on doing next year? Personally, I would like to include more sporting events in the LVG calendar, so maybe we could arrange a group outing to support you.

~o0o~

From Jon Marshall

Hi Brian

Have you 'closed' input to the next issue of TRunnion? If not, here are two snippets that I think might be of interest. Both concern the results of dying.

1) Suppose the family car is registered in the husband's name. He dies and his wife contacts the DVLA and gets the car switched to her name. The road tax is cancelled immediately Swansea receive the information, and she must re-tax it.

2) Suppose the car were insured in her name; she informs the insurance company and tells them to delete his name as second driver. The insurance company charges her £20 because she has made a change during the insurance year.

These have actually happened – though to two separate families.

Regards, Jon

~o0o~

Welland Valley Wander - Paul Richardson

A Scenic Tour of Leicestershire.Rutland & Northamptonshire

Sunday 16th August

Lucy our springer spaniel only had ¾ hrs walk this morning as we had to leave at 07:40. We left in dry sunny conditions which was just as well as I have still not fitted the canvas surrey top to the 4a. I managed to find my way around Northampton onto A5199 to Husbands Bosworth to the start at Kilworth House Hotel (no help from Wendy on this route – ipod in place but I did say I knew the way!!!



Signing on was in the Staging Post a very large log cabin in the lovely grounds followed by tea/coffee & bacon rolls. We found everyone very welcoming & friendly – we had breakfast with ex Roger Clarke navigator & his wife (Volvo Amazon) and another couple from Kings Lynn with a TR4 although they were in a Porsche. We studied the road book (at least I did) which was very well presented with not only Tulip instructions but detailed OS

map pages showing the route. The most impressive part of the road book was the narrative by Keith Baud which detailed the history and points of interest of all the route, together with illustrations by a local artist.

The first section of around 40 miles through the lovely villages of South Kilworth, past Stanford Hall to Welford, Naseby, Sibbertoft, Theddingworth, Mowsley, Saddington and on to Bruntingthorpe Proving Ground for one lap of the sprint circuit – very sedate with Wendy next to me. I would have been quicker with Dave as navigator in the 3A!!! We then moved on via Peatling Magna, Foston to Kilby for coffee/tea Stop at The Dog & Gun pub.



After 20 mins stop the next section of 45 miles or so via Wistow, Kibworth, Carlton Curliou, Burton Overy, Kings Norton, Illston on the Hill, Tugby, Tilton on the

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Hill, Burrough on the Hill, (that's a lot of hills!!), Little Dalby, Pickwell, Somerby, Knossington, Oakham, Birley, Exton to Whitwell Park, Rutland Water. At this location we had an hour break for lunch at a café adjacent to the beach area. Lovely smoked salmon and prawn salad with ½ cider.



Once fortified by lunch we started section three which would be just under 40 miles via the south side of Rutland Water. We passed through the villages of Empingham, Edith Weston, Luffenham, Morcott, Seaton, Lyddington, Gretton, Harringworth Viaduct (1275yds long with 82 arches, the longest masonry viaduct in Britain completed in 1878 & Grade 2 listed), Deenethorpe, Benefield, Brigstock and Lowick towards the finish in the walled garden at Drayton House. Afternoon tea followed by presentations and speeches etc., then at 16:30 we headed home via Thrapston A45 and A509.

The variety of cars on this event ranged from a Sunbeam 16, Vauxhall 30 98 Aston Martin Lemans, Riley 12/4, Bristol 403, MGPA, MGTD, Minis, Mustang Morgan, Sprites, Stags, Mayflower,

~o0o~

Many thanks for that Paul. This, together with Pat Glasbey's article below prompts the thought that the amount of work involved in organising a tour, not to mention publicising and promoting it, is rarely understood or appreciated by entrants. Lea Valley is one of a small and declining number of TR Register groups which still organises formal tours - those with a road book and appropriate permissions/authorisations in place as opposed to ad hoc convoy runs. We are fortunate to have Chris and Pat Glasbey and Pete Muncer who have years of experience organising tours and still claiming to enjoy the job. However, with relatively few of our own group prepared to commit to tours, it would seem sensible to select a few tours organised by other clubs and charity fund-raisers which we can enter together. Some of us have been doing this for a number of years, particularly with the Carpenters Arms Classic Car Club, MK Classic Tours and Sporting Bears Motor Club. It seems that this tour and others organised by the Historic Rally Car Register, as well as Club Triumph, are worthy of consideration for future group entries.

Jaguars, BMW 328, Daimler Dart, Reliants, MGB, Victor Estate, several MB (MGBs?) and Porsche, 2 x TR4, 2 x TR4a + TR3a (Chris & Pat Glasbey).

Participants included several older ex-rally drivers and navigators including Paul Easter who I hadn't seen or spoken to since going to his "Stag do" in Sept 1969. Crews came from all over the UK.

This was a very well organised and friendly event which was most enjoyable. Many thanks to Chris & Pat Glasbey for suggesting we try it. The wildlife on route was amazing - Fox, Deer, Red Kite, Buzzards and Curlew. The event founder is Andrew Duerden, with Loughborough Car Club as organising club. It is run for the Lorus charity which is the Leicester & Rutland Hospice for patients with cancer, progressive neurological conditions, end stage heart, renal and respiratory failure for whom curative treatment is no longer possible.

Although a longish day, 11 hours, and 207 miles, it was well worth the effort. I hope to do it again next year and have joined the Historical Rally Car Register who do several other Scenic Tours throughout the year.

Finally well done Wendy who didn't go wrong once and had to put up with my driving. Anyone interested in this event can go to the Website:

www.wellandvalleywonder.co.uk or if you would like a copy of the narrative of the route let me know and I can email you a copy.

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**.*

Well, it seems Pat Miles' story in the previous TRunnion has inspired another TR lady to put pen to paper - literally, as I know that Chris actually typed up this item by Pat Glasbey! So ladies, lack of PC-familiarity is no excuse - just get the old man to type up your contribution. Who's next?

The Diary of a Route Planner - Pat Glasbey

I have always loved reading maps and doing number puzzles, so maybe route planning was an obvious path to take. Here is how we do it !

I am responsible for the easy bitthe actual route and Chris does all the hard work (venues, negotiations on prices and sorts the MSA and Police permissions) plus all the admin and typing. There has to be enough facilities and parking to suit the number of entrants and the price has to be right.

I start by looking at the maps and roughly working out times and distances (20 miles per hour is the average for most tours, depending on the type of road).

Our first recce is to roughly work out times and distances and check the venues. What looks fine on paper and web sites doesn't always work out. The Honey Farm, which advertised itself as an ideal function venue, had parking for 6 cars via a narrow half mile track with no passing places!

No pubs or hotels in Blakeney were willing to provide us with coffee for 60 people, even though the council and National Trust were going to let us park for free as it was a charity tour. Luckily a small cafe obliged and it was brilliant. (On a separate note, be careful what you wish for. I wrote in the notes that I hoped the tide would be in as Blakeney looks better like thisbut I hadn't taken into account the autumn equinox, which meant the car park and street were still under water when the first cars arrived!)

The venue can be perfect but the parking and toilets not adequateas those coming on the "Triumphant Welsh Classic" will find out at Venue TBA. There was only one toilet (now 2) and limited parking but Chris chats to the owners of the caravan park next door (the number one caravan park in Wales) who actually own the cafe as well and, no problem, we can use the toilet and car park facilities.

Recce 2 is the big one. Tulip diagrams, distances and times to be accurately charted. We really can't afford to have to reverse on any single track roads as this will upset our distances and we certainly don't want any road closures as this completely ruins everything.

Now Chris can apply to the MSA and Police for permissions and permits. The Police sometimes want a particular hazard (in their opinion) noted or will inform you if a road will be closed due to a festival or carnival, etc. The MSA however, often require alterations to be made. In Cumbria, one village had 4 tours going through (in different directions) on the same weekend! So, we had to alter that route and friends of ours had huge trouble in Northamptonshire as the MSA Liaison Officer refused permission (reason never divulged) for a major part of their route.

Once the permissions have been granted, we can plan our final recce. Ideally this should be done as close to the event as possible ...and still something can happen. On a route we had planned in Yorkshire, a landslide happened on the day everyone arrived and we

had to quickly do a major re-route using a computer, Google Earth and a printer. We bypassed the obstruction and then got back on route with the participants just going on the interim mileages

Luckily I am usually pretty accurate and it's just a case of "dotting the I's and crossing the T's". Then it's a quick 'high five' and job done.

I just have to write it up, work out the interim miles, double check everything and then I'm done. Chris then has to do all the typing, tulips, etc to produce the finished Road Book. As I said at the start, it's easy. People always say that they couldn't do route planning but I am sure they could. So come on, get out there and plan one, it's fun.

~o0o~

Many thanks for the team effort Pat and Chris - and well before the TRunnion deadline as well. You still couldn't persuade me to take on a task like that though. I well remember the Blakeney high tide on the 'Rumble 2 the East'. This followed a very foggy early section during which I vowed to fit foglights - a job still on my 'To Do' list many years, miles and tours later. In fact it's your fault that Lynda and I are such regular TouRists. The first tour we did was the 'Rumble in the East' in 2007 just after we got my TR back on the road. We did a hundred miles shakedown testing then the Rumble. Nothing broke or fell off, although brakes were marginal (to say the least), but that event served as the initial running-in period after which it went to TRGB for the first service and minor adjustments. As a result of enjoying driving in good company on interesting (and often challenging) roads, I think we have done every other tour that you have organised, and a lot more.

TRR Lea Valley Group – Interim Statement of Accounts

I thought that it would be a good idea to give group members an interim update on our financial situation, in much the same way as HMG appears to do. The significant difference between this statement and those we see from HMG is that this one is understandable. So here it is:

TRR LVG Account Summary: January 2015 - August 2015			
Item	Income	Expenditure	Bank account
Brought forward from 2014			£649.99
Interest (Dec and June) - net of tax	£2.83		£652.82
Raffle ticket sales (February, April and August)	£150.00		£802.82
AGM Lunch at The Cock (15 Feb 2015)		£238.50	£564.32
TWC: Racetorations Support	£300.00		£864.32
TWC: Deposit cheques from 34 entrants	£3,120.00		£3,984.32
TWC: Purchase of rally plates		£231.06	£3,753.26
T4 Tour: Baldock to the Shuttleworth Collection	£220.00	£187.33	£3,785.93
Fun on the Farm		£125.00	£3,660.93
Balance on 26 August			£3,660.93

As you can see, the main activity is associated with The Welsh Classic (TWC) Big 4 event being organised by Chris and Pat Glasbey, with lots of money coming in and not a lot going out – so far! Of course, this will change significantly as we get closer to the event and the bills start arriving. Pete Muncer's T4 tour brought us a small profit and the raffle ticket sales have more than covered the costs associated with our Big 4 event, Fun on the Farm, arranged so well by Jon Marshall. Let me know if you have any questions.

Pierre Miles (Treasurer)

Last few places - gone, gone, GONE...



Triumphant Welsh Classic Tour - supported by Racetorations

18 - 20 September 2015

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

30 cars entered so farmax 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 intervalsin 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 & valleysa devilish tour
- Going for Gold + Coffee/Tea and Bara Brith
- Return to Metropolefor 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

...Congratulations Chris & Pat on getting a full grid!