

# The TRunnion

TR Register Lea Valley Group

2016 Issue 4 (Jul/Aug)

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## MEETINGS VENUE

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

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](http://www.tr-register.co.uk)

TR Forum: [www.tr-register.co.uk/forums](http://www.tr-register.co.uk/forums)

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

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

**Sep.25: Social TRip to Stamford & Burghley House**

*(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

**Jul. 2: LVG Committee Meeting**

**Jul.3: [BIG-4] Bicester Flywheel Festival**  
([www.flywheelfestival.com](http://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.17: Classic Car Day - The Plough at Wingfield

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.6: Stofold Classic and Custom Car Show

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.10: TRGB Open Day

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)

Sep.18: All-Triumph & Classics Day, IWE, Duxford

**Sep.25: [BIG-4] Social TRip to Stamford & Burghley House**

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

## Facebook - Fear not, help is at hand!

We have had a Facebook page ("TR Register Lea Valley Group" [www.facebook.com/leavalleyTR](http://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. If you need advice or help to start using Facebook, please contact me.

You don't even need to be a registered Facebook user to access the LVG page - just click on this link or type it into your browser: [www.facebook.com/leavalleyTR](http://www.facebook.com/leavalleyTR).

**Just TRY it - you know you want to!**

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

It has been an incredibly busy period since the last TRunnion, with the first three of our BIG-4 events and a number of others all falling within a few weeks. However, there has also been some very sad news as those on my mailing list will already be aware. Rob Hebditch passed away on Friday 8th July. Although he had been unwell for some time, he seemed in such good spirits when we saw him at Cars on Ramps recently. I really enjoyed a long chat with him about the old days and also about his T-bird and Vanguard which he was obviously so proud of. I'm sure many of the newer members are Robsport customers and there are still quite a few of us old lags still hanging around that remember Rob (or Bob as he was then) with fondness. Prior to founding Robsport, he was a stalwart LVG committee member and one of my predecessors in the editorial chair. He was always good company with a wicked sense of humour and clearly put on a brave face during the recent difficult years. We are sure the LVG membership will join the Committee in offering sincere sympathy to June and the family and any help and support we can provide.

I'm extremely fortunate in having had many contributions for this issue of TRunnion so I will just mention that we held a very constructive committee meeting and the minutes should be available on the new website within a few days. Note that everything from the old website has been moved to the new one, with the exception of the photo galleries. These will be reconstructed when I have a few spare days and sufficient beer to lubricate the cogs. We are also inviting (begging, even) members to provide photos for our website, Facebook page and the forthcoming LVG wall calendar (details below). That's enough from me - time to check out the Route to Lunch for next Sunday's meeting (details on back page).



BrianC

## Lea Valley Group 2017 Wall Calendar

# YOUR chance to be in it and WIN !



*You will remember seeing these excellent images from Magda in a previous Trunnion. The time is right for Lea Valley Group to produce an exclusive Calendar for 2017. With this in mind, we need a good variety of FINE QUALITY photos to select from .... TR action or interesting scenes including TRs ! If your photo is chosen for the calendar, you will win a prize ! Early entries appreciated, with closing date mid September. Highest image quality please and email to Brian .*



## Group Leader's Report - 25th May 2016

LVG members from across Herts, Beds and Bucks came together for our May 'First Wednesday Evening' at The Five Bells in Cople for a Spanish Evening, where copious quantities of tapas and related fare were consumed. There was an excellent turnout and I'm sure we will be doing it again. One TR was replaced by a Cobra that evening – but you'll have to read the LVG newsletter TRunnion to find out why! Similarly, our 'Cars on Ramps' morning at Robsport was a great success, although more cars arrived than were able to leave at the end of the day – oh, the joys of owning Triumphs!

The LVG have a busy schedule through the early summer months and are busy deciding which events we should do in the later months. Our problem is that we have more ideas than can be fitted into our busy lives, so we are already on the way to settling the 2017 calendar. Survey forms are being sent out to help us decide exactly what members would like to do.

On a different note, the LVG treasurer Phil Sanford and myself together with our better halves, have just returned from a couple of weeks doing the North Coast 500 tour of the Scottish coast. It was a fantastic trip of nearly 2000 miles from Hertfordshire, made all the better by meeting up with members of the TRR Highlands Group. We were 'escorted' from Inverness up the A9, around Dornoch Firth before parting at Clashmore. Before then and with much discussion over tea and cake, we learned a lot from George and Lillian MacDonald, Bob and Christine Milton and Iain Barker about what to see and where to go during our tour – a great help indeed and much appreciated. Thanks also to Steve Mutch (Highland GL) for arranging the rendezvous. The NC500 is a superb route being promoted to encourage visits to Scotland and is best enjoyed when open-top touring – give it a go. Could it be an LVG 2017 event?



Finally, the LVG is in the midst of a very busy phase and there is not enough space here to tell all, so why not read our TRunnion newsletter that can be accessed at

<http://www.groups.tr-register.co.uk/lea-valley/newsletter.html>.

Better still, why not come to one of our meetings at The Cock in Broom at lunchtime on the third Sunday of every month. If none of those do it for you, simply give me a call at 01438 880460.

*[This report should appear in TRaction #291 Social Scene, but if you suffer the late deliveries that I have experienced for several issues, you probably haven't seen it yet! - Ed.]*



*Pierre Miles*

## Group Leader's Report - 19th June 2016

The sun has been seen much more over recent weeks and it's now well into the 'season' when many classic cars start coming out of hibernation. Having said that, it seems to me that the majority of LVG TRs are in use most of the year - which is only right given how snug and dry they all are! Looking back over my diary, I'm amazed at how much has happened in LVG land since the last TRunnion was published, so here goes at trying to mention them all.

Our Wednesday evening meeting in May was at as set up for us by Archie and Anita. Most of us tried the very wide range of very tasty tapas while others went for the main courses – all I know is that none of us were hungry at the end of it and all said it was a great way to spend a Wednesday evening. Someone said that the pub has these Spanish theme evenings every now and then and it might be an idea to go back sometime. We will see. Anyway, it was a great evening and thanks to A&A.



Next up was an al fresco committee meeting. Basically, it was held on one of those Spring days when we had really strong sunshine and it was cooler (just) to be outside than indoors. Our main topic of discussion centred on future events, specifically what event we should have as the final BIG-4 sometime in September/October. A final decision will be made at our committee meeting at the beginning of July, so you may well know what this event will be before reading this TRunnion. We also spent time considering what we should do in 2017, so that we can reserve the dates in our diaries as soon as possible. Just to titillate you, one strongly emerging idea is to visit mainland Europe for a few days. Possibilities range from say 4-5 days visiting the north coast of France possibly taking in one or two Belgian WW1 sites of interest and/or the Normandy landing beaches, to visiting the Loire valley and its magnificent chateaux. You can help us in this by telling us what YOU would like to do – all you have to do is tell us what you would like to do! We will be sending out a revised survey form that offers you a range of choices. Just complete the survey form and send it in, or give it to a committee member at one of the meetings, or just tell us!

On the subject of tours, Pat and I, accompanied by Phil and Sharon, have just completed the North Coast 500 tour of the northern coast of Scotland – which is why we all missed the May meeting at Broom. You can read all about the tour elsewhere in this TRunnion so all I will say right now is that if you have even the slightest interest in Scotland and driving your TR, you have to do the NC500. And you don't need a passport (yet – as this is written before the referendum vote and who knows what will happen on this . . . . .).

The NC500, plus the extra 1500 miles we did, finished off the back tyres on my TR, mainly because of excess wear on the inner edges. After fitting new tyres, I then spent an excellent Saturday morning with our Technical Expert David Dawson checking wheel alignments. This was really educational and brought me back to the basics of geometry. After a little while messing about with string, tape measures and a simple piece of gear from Dunlop, it was apparent that while all four wheels had a small amount of excess camber, the real problem was that all four(!) wheels were 'toe out' when they should have been 'toe in' or at least parallel. So, it's another visit to a garage (much easier than working on axle stands) to get them set up correctly. While there, David also sorted out a door latch problem that I'd been experiencing for a while. So, very many thanks to David (and to Pat for the coffee and biscuits) – he really knows his stuff and is a great asset to the LVG.

Mentioning door latches reminds me of something else. Do you grease the catch mechanism on your TR doors – the ones on the B-pillar, I mean? If so, make sure that you apply only the barest minimum or else you will run the risk of smearing grease up the back of your sleeve. It does depend a little on your actions when getting out of the car but I found that our brand new LVG sweat shirts are very good at wiping off any excess grease you may have applied – and I found this out within the first hour of receiving it!

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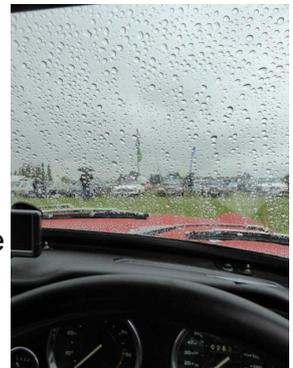
Next up was the Wednesday evening at The Crown at Shillington. Another well-attended evening, made even better for me by the excellent 'braised ballotine of lamb' – as recommended by our roving restaurant critics, Brian and Lynda.

Being new to the TRR LVG world, I have wondered if there is any mileage (!) in linking up occasionally with adjacent groups, so I recently went along to the North London Group's 'Shiny car' evening down at King's Langley. This turned out to be a very popular event, with 30+ TRs there, accompanied by 10 Stags, a couple of Spitfires and a Herald. Two points I noted were the high percentage of TR5 and TR250 cars, and the overall excellent standard of cars – they had a few competitions based on appearance and all I can say is that if they had had a wooden spoon award, it would easily have been mine! Two days later and I was off on an early start to join the NLG at the Ace Café, just off the North Circular near Brent, for the café's 'Triumph Car Day'. After the photo shoot in front of the iconic building, it was time for a big breakfast and then away before the crowds were expected for the full event. I was sorry to have missed Nick and Jo who turned up later, but it appears the event proper is not as well supported as I expected.



The Luton Festival of Transport was on held on an extremely soggy 12 June and I have to say that the LVG provided a super turn out, with our 14 TRs outnumbering the Triumph Sports Six Club cars and on their stand as well! Public attendance was well down though and we had all drifted off by mid-afternoon. This was the view I had when eating lunch. A Playboy magazine was spotted in the back of one of our TRs - well, it was a wet day so perhaps it helped to pass the time.

June's R2L was from Woburn but sadly with just 3 TRs doing the run, despite the excellent weather for open top driving. Paul's route took us through some lovely countryside on some roads that were well off the beaten track. Unfortunately, my TR was still off the road having its wheel alignment corrected so Pat and I were in our Alfa.



At the meeting, we were joined by new member Richard Wood and his really impressive TR7V8 – this sounded just great with looks to match. Hopefully we will see much more of member and car. We all had a chat about the Bright Spark

Trophy – and awarded it to David Randall, in recognition of his handiwork in adjusting track-rod ends to sort out wayward steering – well done David. As soon as we get our hands on it again, we'll hand it over.

For a little bit of extra fun, we also had our own Remain/Leave referendum, with the result being 14-5 in favour of leaving. And as for the real one . . . . well, interesting times ahead, I think.

(Joke: Student says that he is going to university to study for a degree in political history and when asked what period, responds 'the period between 24 June and 1 July 2016').

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The Carpenter's Arms Classic Car Club Tibbles Tour was held on 26 June. This also was an early start, but only if you wanted to have a breakfast before the start at Aldwickbury Golf Club, near Harpenden. The day finished at around 6:30pm, with a fish and chip supper at The Carpenter's Arms, also at Harpenden.

In between the two meals was one of Pete Muncer's great tours of the English countryside, totalling about 140 miles and incorporating stops for cake, burgers and whatever else you could eat! A great day with no rain until we were safely all back for the supper. The LVG was very well represented with half a dozen TRs mingling with about 20 other classics ranging from a Rover 214 (!) all the way through to a magnificent Rolls Royce Corniche.



So, what about LVG TRs? Nick took his rather nice TR5 to Spa on an NLG trip and had a great time there, despite suffering vibration from down below – now fixed. It's great to report that Phil's TR4A is back on the road after a couple of hiccups, looking as splendid as ever and I am really envious of that very smart hood. Brian's TR3A is also back on the road, also looking good and sounding even better with Brian having fitted a new exhaust – should last more than the 31 years of the previous pipe. David Randall is has put in a lot of spanner-time attempting to sort out his TR4A's wayward steering, firstly by adjustments to the track rods. However, it seems as though this was not the answer and replacement track rod ends were fitted. Now, it transpires that the replacements probably have different dimensions from those on the originals, resulting in the car not being safe to drive. More work required, possibly involving a hacksaw, so this could be the start of a saga – watch this space.

By the time you read this, we will all have had a great time at the Bicester Flywheel event on 3 July and a great Wednesday evening at the Luton Hoo 'Classics in the Walled Garden'. I'm sure we will read all about these events in the next TRunnion.

Dates for your diaries:

17 July - 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 31 44 11).

3 August: Wednesday evening somewhere interesting.



June's Sunday meeting with new member Richard Wood's TR7V8 in the background and former Group Leader Phil Titchner's TR3A making a rare but welcome appearance. [Photo by Nick These]

## HRCR Derbyshire Dales Drive - Pat Glasbey

There's nothing like leaving home at 6.00am in thick fog to get to the start of a classic car tour 2.5 hours away.

We arrived at the start of the "Derbyshire Dales Drive" at Abbotsholme School in time for coffee + bacon rolls served in a Hogwarts like dining room, packed lunches picked up, and we were refreshed to take our place as car 15 for a 10.15am start. Chris notes: one of the entries was 3 FEV the Aston Martin Zagato valued at around £2 million.

The fog started to lift and off we went on part 1 of the tour, 22 miles of mostly green lanes and small villages through Derbyshire countryside. Stuffed figures were featured all along the route in the tradition of well dressing. Now sunny and hot and all going well at 20 miles, when suddenly no throttle ....the cable snapped and we coasted into the grass verge of a 'B' road. Half a mile earlier and we would have been stuck on a single track green lane and half a mile later we would have been in the middle of Tissington Ford.

1.5 hours later the AA arrived and quickly replaced the cable. Lots of lovely entrants had stopped to ask if they could help whilst we were stranded and at least 5 Derbyshire locals also stopped to offer help ..... what lovely people.

We had obviously missed the coffee stop and here my navigational skills were really put to the test. It was a 42 mile route through the Peak District and National Park to reach the lunch stop but we knew we didn't have enough time to do the route. The only information we had was the name of the Farm we would be stopping at but no village name, no post code and no contact 'phone number. I plotted my best guesses on a road map and off we went on a 20 mile journey (still lovely even though we were on main roads) and yes, I had guessed right and to huge cheers we pulled into the field to consume a magnificent packed lunch in brilliant sunshine.

The final section of the tour was 60 miles through the beautiful countryside of the National Park and past many reservoirs, dipping into Cheshire before arriving back at Abbotsholme School for a very superior BBQ and strawbs and cream, washed down with the bottle of cold Bucks Fizz which was presented to each entrant on finishing.

We had decided to stay the night in the area and our landlord very kindly dropped us off in the centre of Uttoxeter. We only needed a drink and this we had. I can report that Uttoxeter is not the most exciting town in the world.

After a large breakfast we set off. We had decided to visit the National Memorial Arboretum at Alrewas on the way home. This was much more than we expected, it really is worth a visit.

It was packed with people because we suddenly realised as it was June 6th, loads of veterans had come to commemorate D-Day. The highlight of our weekend was sharing a table in the cafeteria with Bob (94) and Dave (96). Chris bought them a beer and one hour later we were still laughing and joking with them. An interesting fact is that the London Taxi Drivers often take and pay for the veterans to visit France & Belgium in convoys of up to 80 taxis.

A two hour drive home and another event wrapped up.



*Many thanks for that Pat. I hope Chris has taped a spare cable to the new one just in case. Precautions like this usually deter the problem from ever recurring, but if you don't you can be sure it will.*

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## LVG Regalia

Windscreen stickers are still available at subsidised prices, so you can buy them at group meetings.

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### Windscreen Stickers

**£1 each, £1.50 for two, £2 for three.**

I suspect the number of LVG members with more than 3 TRs is not high, but we would like to encourage use of the windscreen stickers in family cars as well, so the price is negotiable for those with a fleet of cars.

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## Cars on Ramps at Robsport



*[Photos from Robsport's Facebook page]*



*Early arrivals [This and following photos by Pierre Miles]*



*Find the problem*



*Found resting on the gearbox*

To quote from our Group Leader's report:  
*"...our 'Cars on Ramps' morning at Robsport was a great success, although more cars arrived than were able to leave at the end of the day – oh, the joys of owning Triumphs!"*

Unfortunately, here is the first which dumped all its water en route to Robsport and sadly Archie looks set for some major engine rework. Such a shame after just getting a much loved family car restored and back on the road after many years. Hopefully by the time you read this, the car will be on the road again for the summer.



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And the second to arrive in a cloud of smoke to be kept behind after class was Jon's GTR4 Dové. This has also only recently returned to the road after many years in Jon's possession and a lengthy rebuild. I'm pleased to report that this was up and running again in time for the Luton Festival of Transport, so let's hope Jon's troubles are over.



*Running a little rich*



*The team at work*



*How many does it take to open a toolbox?*

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### **TRunnion Titbits - Tour, Tanks and Time (for a pint)**

Ed. - is it OK to say "Titbits" in a family magazine? - you can always blue-pencil it out anyway.

TOUR - the end of June and beginning of July saw the usual suspects from LVG out and about at a number of events, starting with Tibbles Tour on June 26th. For the un-initiated, this is a one-day tour organised by the Carpenters Arms Classic Car Club, based in Harpenden. Why Tibbles? - John Tibble was for many years the publican of the aforesaid Carpenters Arms - I first came across the gentleman on the 1995 RAC / Haynes Classic Tour in the West Country, where he had just parked his Jaguar Mk.2 saloon backwards down a bank (well it was a bit wet), luckily with no significant damage. Upon retirement from being a publican 10 years ago, Mr. T. saw the light and replaced the Jag. with a very smart red TR4A (the man has taste), which is now a regular on CACCC tours.

As to this year's Tibbles Tour, being one of the organisers, I won't say too much (Ed. - hint for contributions from other TouRists), but it seems the route was well received - the morning coffee stop at Moggerhanger Park and the lunch halt at the Woodman at Nuthampstead I thought were fine, although the afternoon stop at Linton Zoo was not visited by many. We usually have a good mix of cars on these tours, but I'm pleased to say that TR's formed the biggest single contingent on Tibbles, with 10 cars (mainly courtesy of LVG). When planning the routes, I tend to look for interesting roads suitable for TR's, so I am always impressed with how Paul & Judy Frowde cope

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in their 1980 Rolls Royce Corniche Convertible (reg. no. 1980 RR) - it's big car! Retired policeman Peter Madden has an XJ6 which is pretty big as well - but it has the best personalised plate I've ever seen - A999 COP!

TANKS - I had not seen armoured vehicles racing before - apparently the trick is to run wide on the corners and put your opponent into the muck (perhaps Nico Rosberg should sign up for a session, he might learn how to do it more effectively). I came across this edifying spectacle at the Bicester Flywheel Festival on July 3rd - my first time at this event, a most enjoyable day out. As well as the tanks (which were kept well away from everyone else), classic cars were out for a couple of laps on the demonstration track, cars ranging from a 1901 Toledo steamer to my personal favourite, the Ecurie Ecosse Jaguar D-type which came second to another Ecosse D-type at Le Mans in 1957. The only TR, an immaculate 3A, was being demonstrated in a fairly sedate manner, presumably to safeguard the paintwork. However, the stars of the day were the four winning cars associated with Sir Stirling Moss - the Jaguar C-type (1952 Rheims sports car race), the Ferrari 250 GT (1961 RAC Tourist Trophy), the Ferguson P99 (1961 Oulton Park Gold Cup), and the Lotus 18 (1961 Monaco G.P.). The man himself was there, signing autographs and being interviewed, and although getting somewhat slow on his feet now (so Le Mans-style starts are out), mentally he is as sharp as ever, recalling details of races and cars from over 60 years ago (I can't remember even - er, what was it, you know, er, er,.....). There was much activity of an aerial nature also, Spitfire / Hurricane / Mustang, plus a WW1 dogfight full of Fokkers (that alright Ed.?), one of which was apparently shot down four times - if you don't get him the first time, press on until you get the Fokker.

TIME for a pint - well, the beer tent at Classics in the Walled Garden at Luton Hoo has been known to get very crowded unless you make an early start - so true to form, I arrived sharp at 4pm on July 6th, and immediately made an early pit stop (I said pit not p\*\*\* - that was needed later). However this year I had a longer walk than usual for my libation, as I parked in the main field rather than in the Walled Garden itself - just like to show that I will mix with the crowd occasionally. However the advantage of this location is that you can view all the cars as they arrive, so it was not long before the LVG convoy appeared, led by our Group Leader - incidentally you could see why Pierre is GL when picnic time came around - a table, tablecloth and flowers on the table! (Still, behind every GL there is a GL's lady - most impressive display, Pat). As to the cars at Luton Hoo, we had everything from the 1920's through to a Le Mans Jaguar from the 1990's (an XJR-9 I think) - surely he didn't drive that through Harpenden High Street?

The good news about these three events was that the weather co-operated - apart from the end-of-tour activities at the Carpenters Arms, where the al fresco fish & chip supper and raffle prize-giving were hastily concluded, as the rain and temperature suddenly fell - I blame the EU.

Anyway my next motoring-related excursion will not be in the TR but in the trusty campervan - going to Cadwell Park in August to see some good old-fashioned club racing - never been to Cadwell before - where's the beer tent?

Finally, plans are well in hand for the CACCC Falling Down Tour on September 16th-18th, based near Lutterworth in Leicestershire, so if any more TouRists would like to join us, details and entry form are available by contacting either your Hon.Ed. or yours truly.

*Pete Muncer*

~o0o~

Many thanks for that Pete - reminds me of the days when you edited TRunnion. Fancy getting back in the hot seat?

Your continued support of the group, in person and in print, is very much appreciated and I'm sure has been a major factor in encouraging first Julian and then Pierre to take on the challenge of GL.

Keep it up - as the actress said...

Cheers - mine's a Guinness too (or two?)

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Budle Hall B&B

Actually, to refer to it as a B&B is rather demeaning as it is a minor stately home that has been in the same family for generations, stone pillars at the front door, majestically high ceilings, décor to suit and a short piano recital each evening by the 'lady of the house'. Incidentally, a previous owner, Captain Baker-Cresswell, was the captain of the WW2 ship that towed the U-110 submarine from which the famed Enigma Machine was taken.

The next stage was through the Northumberland National Park and the Cairngorms for our next stop at The Boat at Garten, close by the River Spey, before moving on the next day to Inverness to meet the Scottish contingent at a Visitor Area just north of the Moray Firth. Three Scottish TRs turned up, containing George and Lillian, Bob and Christine and Iain - and what a lovely bunch of people they were. Their cars were immaculate and certainly showed that mine really ought to be smartened up – there isn't a panel on it that wouldn't benefit from some serious work! Hellos completed and we all set off north up the A9 for a stop for serious cake and tea and a longer chat about the dozens of things that we should be doing on the tour. The trouble was that we would have needed an extra couple of weeks to fit them all in. After a very scenic diversion to Bonar Bridge, we waved farewell to our new friends and continued north. Really nice countryside with lots of sea views and the occasional glimpse of redundant oil rigs in the bays.



In the Cairngorms



Meeting the Scots

The town of Wick is on the way north and was our next stopping off point, for two reasons. One was that it was essential to visit a certain distillery and the second is that the North

Highland Initiative office is at Wick harbour and we wanted more maps and to ask about NC500 merchandise. Here we learnt that they had been so overcome by the popularity of the NC500 that they had no maps and nobody in the country is geared up to produce related merchandise!

It was then on to John O'Groats, the lighthouse and the inevitable photoshoot. Disappointingly (or not maybe), the retail outlets were mostly shut but the tea stop was welcome. Pat and I stayed the night at a nearby small hotel where the most interesting thing to note was the bossy landlady – we were in no doubt at any time of what was expected of us! Her husband seemed to spend a lot of time taking the dog for a walk.

The next morning saw us heading back to JOG for a clifftop walk looking for puffins, but we drew a blank on that so after more tea, it was off to Dunnet Head Lighthouse – the most northerly point of the UK mainland. Then it was on our way westwards along a really open north coast. In my view, the most dramatic features of this section were the views on the mountains inland – all being capped by clouds. The views to seaward were also good, especially looking at the massive Dounreay nuclear power and submarine station complex. This was shut down in 1994 and is now in the middle of a 40 year interim decommissioning programme. It is reckoned that full decommissioning and return to being a brown field site should take a further 60 years – a long time but still shorter than the original estimate of 270 years.



Our stay that night was at the Eddrachilles Hotel at Badcall Bay (lovely names, I think), where a morning stroll took me to the bay and great sights of black-throated divers (birds, not people!) having their breakfast. The hotel owner was a Norwegian ex-army officer who reckoned that the countryside in that area was so similar to that of Norway that he really felt at home. This was in fact, a recurring theme during the tour – why go to Norway for the scenery when we have it all on our doorstep here in Scotland? Geologically of course, Scotland and Norway were once the same land mass, along with North America.

The next day saw us embark on the first of the roads identified as 'single track with passing places', promising more demanding driving accompanied by rugged countryside and spectacular views. On this occasion, Pat changed places with Phil so that he could experience not only the views but also the open-top TR6 experience. It would be too easy to go on and on about the magnificent scenery of both mountains and coast – suffice to say that we will be going back later this year to do it again! This loop is only 30 miles long and Garmin says allow 40 minutes – don't you believe it, as it will take at least twice as long unless you are impervious to the scenery.

It was interesting to note just how many motor caravans and motorcyclists we saw on this road and surprising to see a fair number of cyclists, as well. Now, I like cycling and over the years have covered a fair few miles but personally, I would NEVER attempt the NC500 on a bike! The terrain is very hilly, very winding and very windy and anybody who rides a bike will tell you that tail winds rarely exist. We heard a story about one group of 29 cyclists who were expected at noon at a hotel for their lunch – they eventually arrived at 4 o'clock, in a bus towing their bikes on a trailer and accompanied by two ambulances.

The following day was a 'day of leisure' as they say in touring brochures, giving the chance to visit a couple of places at Gairloch. One of these was the small Gairloch Heritage Museum full of interesting little things of local interest and one BIG thing that we all found fascinating. This was the original light from the nearby lighthouse, complete with light source and the amazing glass lens mechanism - a real lesson in the physics of light and the capabilities of engineers at the beginning of the 20th century.

The next day saw us head south to the Isle of Skye, taking in another stretch of single track road through Applecross. This section uses the highest public road section in the UK and incorporates the alpine-like experience of a steep road (approaching 20% gradient – '1 in 5' in old money) and hair pin bends. Going up or down can be a challenge for both car and driver. Incidentally, this drive was voted in 2012 by The National Geographic to be one of the Top 6 drives in the world – so this is another of those 'must do again' experiences. A small confession at this point: the official NC500 route is back to Inverness but we had decided to forego that section and continue south along the coast to Skye.

Our stay on the Isle of Skye was at the excellent White Heather at Kyleakin harbour – where we first heard the phrase 'laughing like a tea cake', a tale about a stag called Bin Laden and why not to run a B&B at Arbroath. We chose to leave Skye by taking in yet another stretch of single track to the small ferry at Kylerhea back to the mainland. This single was the best of the lot for me – partly because it was even more demanding but mainly because we were so closely surrounded by

very rugged hills. The weather was also a bit wet and that simply made the surroundings much more dramatic. The ferry itself was fascinating as it moors to the side of the slipway, with the deck then swivelling about 30 degrees to allow cars to drive on and off. Of course, there was more single track driving once we'd got back onto dry land. After a brief photo call for the cloud-topped Ben Nevis, it was on through Fort William to the next stop at Ballachulis – close by where Glencoe meets the coast. The hotel was good but the less said about the very noisy group of American tourists the better – the hotel staff even apologised for them!



After a little sight-seeing at a nearby waterfall, the next day saw us speeding up Glencoe, around Loch Lomond and into the motorway complex around Glasgow - normally OK but this time a nightmare of roadworks and badly signposted junctions. Thankfully, the Best Western at Selkirk was a very nice place in which to relax – the whisky helped!

The drive down south to the overnight stop in the Peak District was easy enough, once the nerves had settled after misjudging the distance between filling stations. 280 miles on one tankful is something I'd rather not repeat. Incidentally, the roads around Sheffield must be among the worst in the country – they have no need for speed limit signs.

Tea and cake in Castleton was followed by spending too much money on Blue John jewellery. The final dinner together was an excellent meal at The Barrel at Bretton, with a fine view from the top of Eyam Edge. The next day saw us driving back to our homes after a really memorable couple of weeks – some of which will be repeated!

For those interested in numbers: about 1900 miles covered at about 29 mpg, although this latter figure ranged from 32 on easy driving stages down to 22 on the really wiggly sections. Once outside of Wick and Inverness, I didn't see anything other than standard unleaded petrol (or diesel) anywhere. The car also needed a pint of oil and some water. Total distance on single track roads was about 90 miles. The roof was down almost all of the time and there is truth in the idea that you can stay dry-ish in rain as long as you keep moving at more than 40 mph. Splashing out on a rather nice leather and sheepskin jacket can solve the backache problem for long spells in a TR. Internet coverage is available in many hotels, which is more than can be said for mobile phone coverage – it's very patchy indeed. Finally, if you keep losing your car keys, you will always find them in the car's door!

In summary: the NC500 is something that should be tried by anyone who enjoys driving in wonderful scenery. If you do give it a go, book accommodation early, research the sights on the route, get one of the NC500 maps from the Wick office and make note of the locations of the filling stations. If you need more inspiration, have a look at the excellent website for the NC500: <https://www.northcoast500.com> .

Finally, very many thanks to Phil and Sharon for joining us on this trip. Their presence made it so much more enjoyable. One thing that I will never understand is how it was that we kept meeting up within minutes of each other at the same intermediate unplanned stops . . . . . weird.

*Pierre Miles*

## **The North Coast 500 – May 2016 - Pat's Story**

We had a fabulous holiday touring the designated coastal route, together with some extra days tagged on to the beginning and end for additional interest.

The entire experience was greatly enhanced by sharing the holiday with Sharon and Phil. Although we did not always stay at the same accommodation, we were together for most of the sight-seeing venues, pit stops and evening meals. It was good to discuss the events of the day and plan the next day's itinerary together.

Whilst Pierre and I were very happy with the facilities provided by all of our overnight hosts, Sharon and Phil were not always as fortunate. We commiserated with them as they related their experiences of frugal breakfasts, tiny shower cubicles with complicated water systems, low ceilings, low mirrors (not easy for Phil to shave) and badly creaking beds with broken springs. We are of course, willing to provide details of all overnight stops visited – both good and not so good.

One place that Sharon and I particularly liked was the B&B accommodation at Budle Hall near Bamburgh in Northumberland. This is a lovely old manor house about 3 miles from the coast and the magnificent castle. Our hosts were quaintly charming and it was lovely to drink tea and eat homemade cake in the drawing room of the house as the lady of the house, Celia, played beautiful music on a Steinway grand piano.

It was great to meet up near Inverness with 2 wives from the local TR group. They were very chatty, full of enthusiasm and useful information. Unfortunately, we didn't manage to find the Glen Kinchie whiskey that they had recommended. However, we did stop off at a distillery in Wick on our way up the east coast and made some purchases. We were subsequently a bit miffed to find the very same products for sale at lower prices in other gift shops.

We had an amusing incident at our hotel near Thurso when the landlady, a bossy, tubby, red haired woman, decided to relate to us how fed up she was with a group of noisy and forever-complaining American lady guests. She didn't realise that the leader of the group was standing behind her! This was a great 'oops' moment but didn't put her out of her stride for one instant.

We enjoyed some great lunches and afternoon tea on our travels, but I have to recommend particularly the 'Lochinver Larder Pie Shop', which is at the end of the challenging drive on the B869 from Kylestrome to Lochinver.

We were surprised with the lack of availability of NC500 merchandise as I would have probably bought a T-shirt. On the whole, we found items for sale in gift shops rather expensive so we bought very little. However, both Sharon and I were extremely pleased with our purchases in the Weaver's Shop at Lochcarron.

I am so glad that we made this trip at this time. The scenery was fabulous, ever changing throughout the entire route. There were still patches of snow on the high ground and the yellow gorse gave splashes of colour to the sometimes bleak landscape on the north coast. The west coast was very lush and colourful with the white heather just coming into bloom. The roads were relatively quiet and they were a joy to travel. Whilst I appreciate that local businesses will benefit from this newly publicised driving route, greater volumes of traffic will spoil both the overall experience and will surely damage the already crumbling road surfaces we met in several places.



*Pat Miles*

## HRCR "Black Mountains Classic Tour" - Chris Glasbey

The HRCR "Black Mountains Classic Tour", organised by Brecon Motor Club was based in the small market town of Talgarth, in the heart of the Black Mountains. Our TR3A was at number 5 in a varied listing of 65 cars.

The Rugby Club at Talgarth was to be our starting point but before signing on here the TR had to attend a line-up for scrutineering in the town car park ...which was conveniently next to our B&B.

Rally plates on, bacon and egg baps + coffee consumed and we were ready to be Welsh-flagged away at 9.05am. Ahead of us were a Triumph Roadster as first car away, followed by Standard 10, Riley 1.5 and Austin Healey 3000. Amongst the varied list of cars behind were Mini Cooper, Ford Anglia, Porsche, several MGs and a few Morgans, Jaguar E-type + Morris Minor. The largest car was a Ford Falcon Sprint which would find it very tight to fit down the lanes we were to encounter. Yes there were other Triumphs... a TR5, TR6 x 2, 2500 S, Stag, TR7 V8 and a Dolomite Sprint.

The Austin Healey had his own agenda and he passed the first 3 cars to head for an early arrival at the first coffee stop. Meanwhile, I was enjoying following behind the first 3 cars up the first mountain section. Yes, we did set off at 1 minute intervals and yes, it is a non-competitive tour but the organisers expect you to give way if the car behind wishes to travel at a quicker pace. The Standard 10 then broke away from the line and I waved to the Riley and Roadster as we followed, smiles all round. The Standard was a well restored two-tone black and silver with wire wheels. I chatted to the driver at the coffee stop and was not surprised to hear that under the bonnet was a 1500 Spitfire engine and 5-speed gearbox.

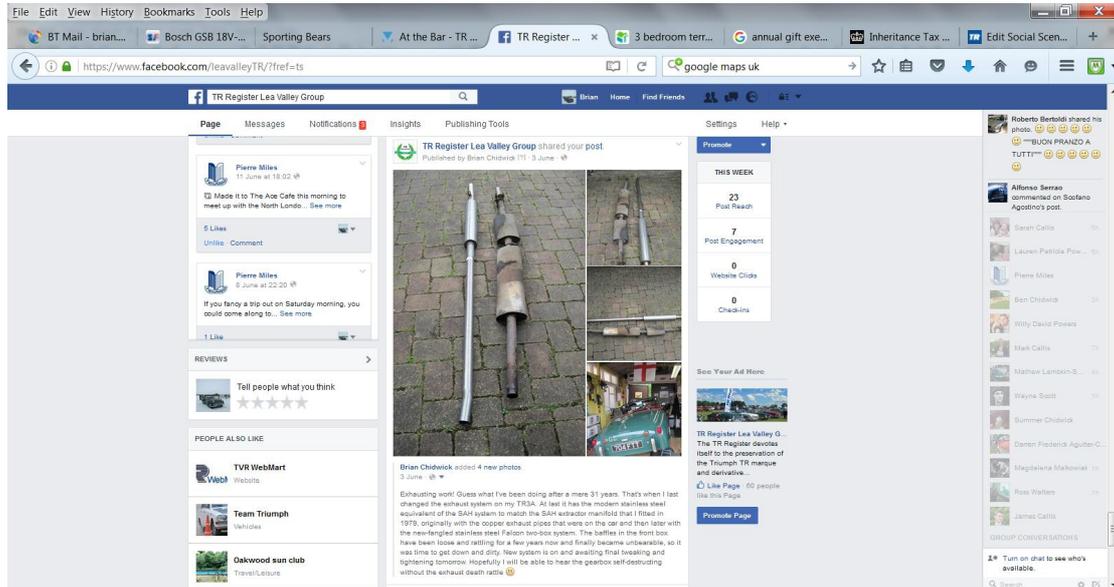
A gentle run to coffee stop and then some narrow and twisty sections with a hidden signpost that most of us missed but we all arrived at the famous book town of Hay on Wye for an hours lunch break.

The rain appeared as we started the afternoon 60 mile section to the finish. Visibility was still good and we enjoyed the climb over Hay Bluff. A loop around Paincastle culminated in a crossing of the narrow cable bridge at Trericket and climb up to Brechfa Common before meandering back to the Talgarth finish. We were greeted by the Mayoress and presented with event coasters made from Welsh slate. A short drive back to the rugby club for a meal and then it was all over. We may be back next year.



## Exhausting Work! - Brian Chidwick

Whilst some of the group were enjoying touring, others were toiling but for me it was just as enjoyable to get my hands dirty after nearly three months without my TR. See if you can spot the error in the photos I took and posted on Facebook at the time.



3rd June: Exhausting work! Guess what I've been doing after a mere 31 years. That's when I last changed the exhaust system on my TR3A. At last it has the modern stainless steel equivalent of the SAH system to match the SAH extractor manifold that I fitted in 1979, originally with the copper exhaust pipes that were on the car and then later with the new-fangled stainless steel Falcon two-box system. The baffles in the front box have been loose and rattling for a few years now and

finally became unbearable, so it was time to get down and dirty. New system is on and awaiting final tweaking and tightening tomorrow.

Hopefully I will be able to hear the gearbox self-destructing without the exhaust death rattle.

4th June: Well, it's all fitted and has survived a 17 mile test run on some fairly bumpy country roads. As expected, it is a little louder although a lower note and less raspy than the old system. It remains to be seen what Lynda will think of it on a long tour but so far, so good. She has already commented from standing immediately behind the tailpipe whilst we were checking for leaks that the pressure is much greater than before so the gas flow must be better. There is a slight 'whistle' from the tail-pipe at about 2000 +/- 200 rpm but nothing too annoying and may well change as the system gets a bit of carbon in it. Regardless of that, it was well worth the effort to get rid of the rattling baffles.

~o0o~

*My only excuse for including the above is that I haven't received any 'Members Stories' or technical articles for a very long time. With the number of members recently acquiring new TRs or engaged in rebuilds I'm sure this will change.*

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## Insurance Issues - Jon Marshall

I didn't switch my TR insurance to the Register scheme, I stayed with Towergate – now Footman James. My policy is up for renewal. They have made two changes (deletions). They have removed cover for "road rage" – I don't know what the cover was but more importantly (in view of recent committee discussions) they have removed continental cover. The renewal notice is 13 sides long. Last year, my first with F-J, they had three attempts before they got it right and I missed something. Previously, with Towergate I had a 2000 mile annual limit on each car. I've noticed in the F-J renewal the 2000 is combined for the two cars.

Reading documents in full, particularly the small print is always important – even when the document runs to 13 sides. I'm about to do that and see what else I find. I'll probably switch to the Register scheme.

Another thing about car insurance in general, not just TR. In the past it was usual for a fully comp policy to allow you to drive someone else's car on a Third Party basis. Several cases have been reported where insurance companies have deleted this without informing the unsuspecting policy holder, who has then driven a borrowed car uninsured.

Towergate used to cover another Register member when driving your TR. I don't know if this still applies to Footman James. Anyone know if the Register scheme includes this? *[Yes it does - Ed.]*

***Please note the disclaimer on page 1. Other insurances policies are available!***

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## Route to Lunch - Sunday 17th July led by Brian

**Meet at Baldock Services [J10 of the A1(M) and A507] at 11:15, leaving at 11:30 for a reasonably scenic route of approximately 12 miles from Stotfold to The Cock.**