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# The TRunnion

2018 / 4 July / August

*For the enthusiasts of TR Register Lea Valley Group*

**Group Leader :** Pierre Miles    E: pierremiles@hotmail.com    T: 01438 - 880460

**Club Meets:** **3rd Sunday of month -from 12 noon @ THE COCK INN, 23,High Street, BROOM, Biggleswade SG18 9NA** (T: 01767 - 314411) ...**IF you want a LUNCH, book in advance ....food excellent but they only have a small kitchen !**

**Editor :** Chris Glasbey .....please send me your classic motoring stories and comment. E: chris.trunned@btinternet.com



**It's the NOT KNOWING that gets me** ...who is reading this? Why don't many wish to attend meets? Do grand-kids always have priority? Will the AA ever recover us and the TR3A (yes, eventually at 4.30am ...but that's another story). Why is it that whenever you look in the mirror to see a car closing and anxious to overtake, it is nearly always a BMW. They still seem to think they own the roads and must be ahead !

I wonder how many readers we now have. With members having to vote in rather than vote out, this GDPR issue will certainly sort out those who are really interested in the TR Register and our local group.

Having a telephone conversation with anyone these days is more of a rarity, with many of us communicating via social media, texting and email. How do some people manage without a smartmobile in their hand. Sadly it's a disease that is not likely to improve. Don't phone me to comment.... You can email as above !!

A packed issue follows and above pic taken by Paul Richardson on the Falcon Tour. Several HRCR tour reports , 2 committee profiles and a Memo : LVG **Shine & Show** event ....**see you all there !**

Although the deadline date for next issue is below, a useful note that Pat and I have adopted over the years is that: *NO event is completed until the report is written*. The day after returning home from a tour, Pat writes up the report whilst fresh in the memory and I edit all the photos ...they can then be filed ready for the next Trunnion.

Keep on enjoying your Summer TR motoring . . . . . *Chris (Editor)*

## WHAT'S IN .....

2. Events
- 3&4 Shine and Show
- 5 French style lunch invite @ Bromham
- 6-7 Pierre's GL Report
- 8 Hills & Valley tour report
- 9 Wheel conversation
- 10 - 11 Debden Sprint
- 12-15 LVG Trip to France
- 16-18 More Mutterings from Pete
- 19-20 TR Register Board replies
- 21-22 TRs at Prescott with E-Types
- 23-25 Profile: Pierre Miles
- 26 Derbyshire Dales Drive
- 27 Profile: Phil Sanford
- 28 Falcon Tour
- 29 ...and finally

**Deadline date for Text and Pics for next issue : 28 August** ....but most helpful if you can send to me as soon as possible ....and finest quality photos please . **Email as above .**

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**UPDATE yourself .... All you need to know :-**

**Meetings Venue** ..... Unless otherwise specified, all group lunchtime meetings are on **third** Sunday of month (from 12 noon) at The Cock Inn, Broom. Plenty of parking space behind the pub. This is a "lunchtime meeting" so food is optional. The kitchen at The Cock is very small so it would be appreciated if those intending to eat could please call: 01767-314411 so that they have an idea of numbers.

**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)

**REMEMBER :** All recent Trunnions are available on the website, but if you are not already receiving them directly, we may not have your current email address. To keep in touch, update your details with Brian : [bjmole1-trlvg@mybtinternet.com](mailto:bjmole1-trlvg@mybtinternet.com)

*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.*



Events with an official Lea Valley Group presence are shown in **bold type**. Please advise if you know any other events that may be of interest to members ? Please contact Paul Richardson if you have queries about these events. *"We don't expect members to do all of the events, just good to give them the choice !!" - Paul.*

**Paul has selected the below events where you can expect to see LVG attendance :-**

### **Wednesday 18 JULY .... SHINE & SHOW NIGHT**

**This is our big summer LVG event at our home pub “The Cock” ...make this a date for your diary.** Confirm with Phil that we will see YOU there, Thanks.

### **Saturday 21 & Sunday 22 JULY ... SILVERSTONE CLASSIC**

The World's biggest classic motor racing festival. Over 100 car clubs & thousands of classic cars. **Live music, air displays, vintage fun fair & shopping village.** Infield PARKING on TR REGISTER STAND (book early, see Traction) An excellent weekend (one day is not enough) !

### **Sunday 26 AUGUST ....BRILL BEER FESTIVAL 12 noon onwards**

A fun day out with entertainments .....In a beautiful village with lots of classics.

### **Saturday 15 & Sunday 16 SEPTEMBER : KOP HILLCLIMB..HP27 0LA**

Cars, Bikes and soapboxes go up the Hill. Fabulous Food + Music + Traders. You can apply to take your car up the Hill !!!

### **Sunday 14 OCTOBER : LVG AUTUMN RUN**

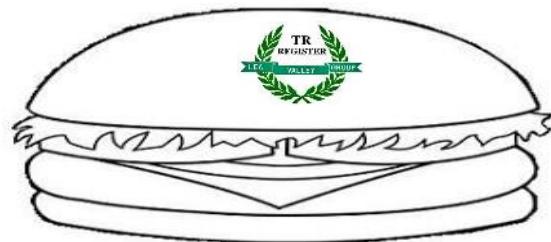
Organised by Chris & Pat Glasbey. A social "Drive-out" finishing with a Cream Tea. Details to be advised

IF you have any questions regarding the above ...contact Paul Richardson ....

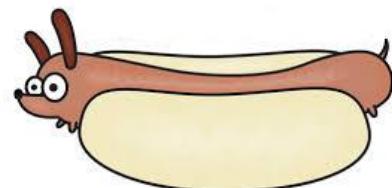
### **FRANCE COMES TO BROMHAM ..... LUNCH SEE Page 5**

For a full event listing SEE the LVG website ....

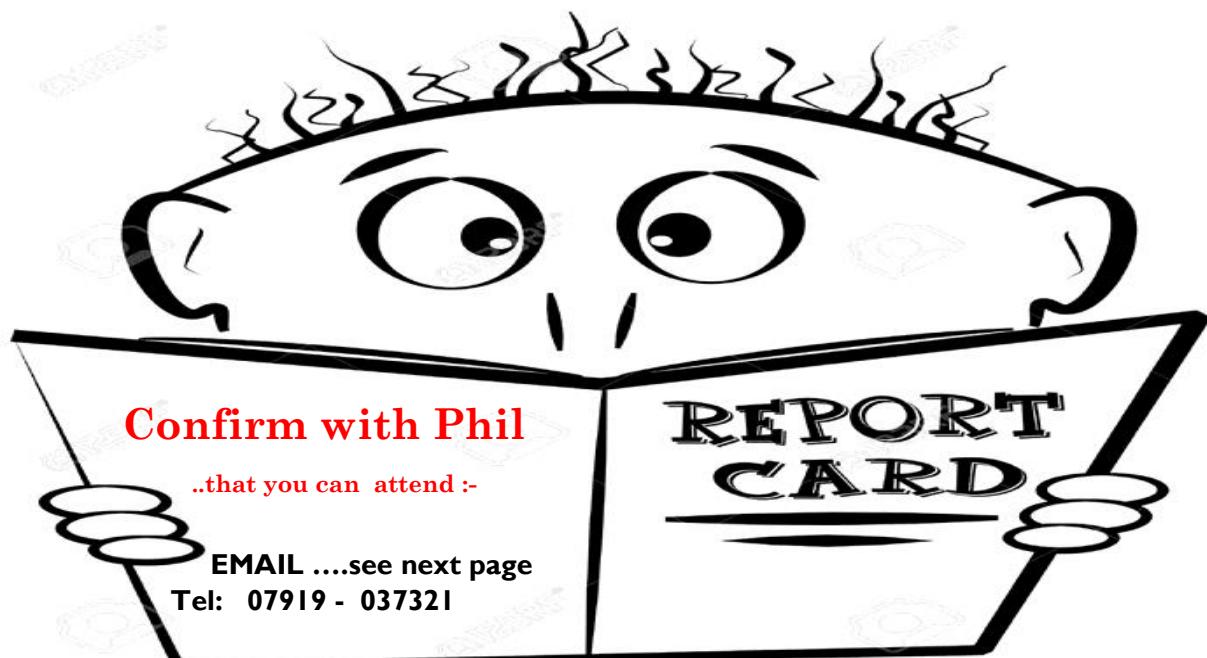
# It's a burger !



With thanks to our landlord Nick and the team @ **The Cock Inn .... LVG members will receive a voucher** when they arrive in their TR at the **SHINE & SHOW NIGHT ....**which can then be exchanged for either a **FREE beef BURGER or a FREE hot DOG !**



*This is our No. 1 local group event of the year. PLEASE support it...see you there !*





Bring your Classic Car to our

# Shine and Show Night



**FREE ENTRY .....**

**Wednesday 18 JULY 2018**

**5.00pm - 10.00pm**

**@**

**The Cock Inn, Broom, Beds.  
SG18 9NA**

**Serving great beers straight from the cellar  
+ tasty food from the BBQ**

**Trophies for :-**

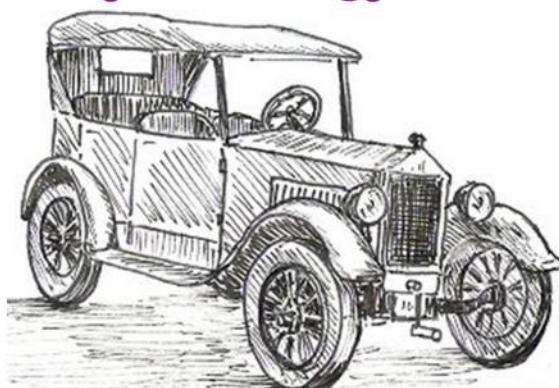
- \* Best TR      \* Best Sports car
- \* Best Saloon car
- \* Best rolling restoration
- \* Furthest travelled to the show

**GRAND PRIZE DRAW**

**NOT just for TRs' ....we invite ALL  
classic cars to this special show .  
The show is staged on a large field  
at rear of the pub .**

**Enquiries via email to :-**

**[lvgshtineandshow@gmail.com](mailto:lvgshtineandshow@gmail.com)**



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One of England's Real Heritage Pubs*

*Tel 01767 314 411*

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SHOT BLASTING AND POWDER COATING SPECIALISTS**



# LVG lunch with Tony & Barbara

This is a MEMO ...following Brian's email to you on 5 July ....so IF you still want to attend **reply NOW ....to TONY.** *Details repeated as below :-*

## Sunday 12 August

Please reply to both Tony and also Pierre :-

Tony Bannard-Smith .... [tbstr3@gmail.com](mailto:tbstr3@gmail.com)

Pierre Miles ..... [pierremiles@hotmail.com](mailto:pierremiles@hotmail.com)



Lea valley members, partners and friends are invited to lunch in Bromham en Provence , on Sunday 12 August 2018.

Congregate from 12 noon onwards at 55 Grange Lane, Bromham, Bedford, MK43 8NS for noggins, natter and home-made bitter.

13.00 - LUNCH - weather permitting, we shall eat in the open air French style in the garden - either side of a long table!

If you can, please contribute to the menu - see below.

Saunter home when the beers, wines or cognac have all been consumed!

We need to know numbers so please reply as soon as possible.

If you can help with a dish, please select and let us know.

If you cannot help with catering, you can contribute with cash, probably around the £5 - £7 per head.

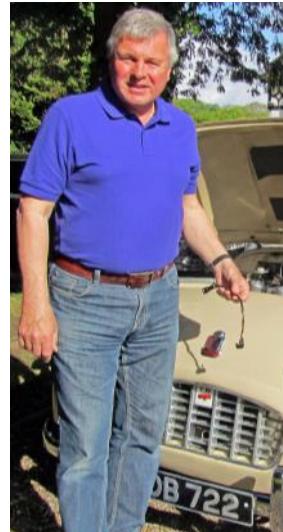
### **Menu suggestions**

The list below is based on catering for 20 people.  
Please select and email your attendance and offer of catering help.

#### **Main Course**

French bread 4-5 sticks  
Potato and chive (type) salad 2 x 10 portions  
Tomato and mozzarella cheese salad 2x 10 portions  
Beetroot salad - 10 portions  
Coleslaw 2x10 portion  
Green salad - 2x 10 portions  
Salad dressings - Tony and Barbara  
Olives / anchovies/ similar  
Crisps & nuts  
Fresh crudités and dips....

Hot Pulled pork with apple sauce for 20 - Tony & Barbara  
Salmon portions for 8-10 (for BBQing)  
Sausages 4 x 8 pack (for BBQing)  
Vegetarian options - please advise as needed



#### **Desserts**

Chocolate dessert for 10 -12  
Other dessert for 10-12 (e.g. Tarte au citron)  
Normandy Apple flan / Tarte Tatin for 10-12  
Fresh Fruit salad for 10-12  
Ice cream 2 litre tub - vanilla  
Fresh cream,  
Meringues,

#### **Drinks**

Home-made bottled bitter - Tony  
Wine - (Rhone red and Loire white?)  
Soft drinks, fruit juices etc  
Lemonade (for Pimms)  
Tea coffee -Tony and Barbara



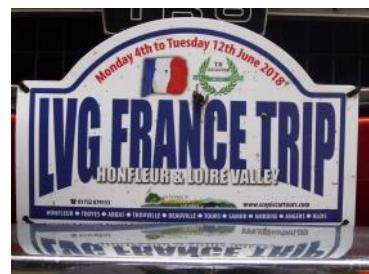
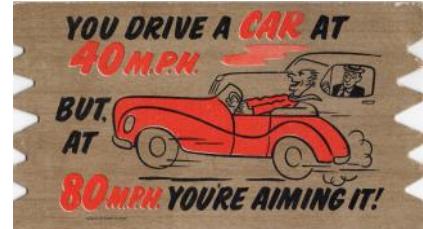
In my previous GL article, I mentioned that I was about to delve into the reason for my TR6 engine deciding to run 20 degrees colder and knowing that you have all been waiting excitedly to know the answer – here it is: it wasn't! After (needlessly) replacing the thermostat and then using an IR thermometer, I found it was running at the correct temperature. As the fuel gauge was reading correctly (power supplied from the same source as the temperature gauge), the cause of the low reading was going to be the gauge itself, the sensor or a high resistance contact in the wiring. To cut short what is already a long story, it was the sensor. Comparing its resistance/temperature graph with the replacement showed good correlation up to about 40 deg C but no higher. And this really didn't take (much) more than 5 minutes to replace.

Now on to other stuff. TR Action includes articles about TRs being used in competition, including the Revington/TR Register Sprint championship. This comprises a couple of dozen events around England where cars one by one take to a challenging circuit to see who can do it quickest. The championship will be holding one of its events in early October about 40 miles from The Cock – have a look elsewhere in TRUnnion to learn more.

In May, the LVG was present at the ST Pre-1940 Picnic and Hog Roast at Wroxall Abbey - a really good day out, with the twin highlights of Paul's excellent TR route to the abbey and the sight of some really nice old cars. We had our first R2L for the May Sunday meeting, starting from Stevenage which presented us with half an hour of driving around a different set of potholes. Anybody else got an interesting set that they would like to share on a future R2L? It doesn't take much organising: just say where and when it will start and aim to arrive at The Cock around noon.

Yet another event in May was the LVG trip to Deal in Kent for a weekend by the sea. I think we all found the weekend good fun, even the long wait in a pub on Saturday evening for a taxi to take us from the beach at St Margaret's Bay.

June saw a bunch of TRs and a Lotus zip down to Kent and then onto a ferry for the LVG trip to France. I'm sure you will read all about it elsewhere, but we travelled about 1300 miles with barely a mishap and everyone arrived home OK, despite a short spell of atrocious weather on an autoroute. This trip also gave us the chance to be with Julian and Magda for a couple of days – really good to catch up with the massive progress they've made with



their new home. If you want to see a selection of photographs recording the trip, have a look at the slideshow video on the LVG Facebook page – access via the LVG page on the TRR website or simply ‘Google’ it and you don’t have to register on FB to see it. As a taster, here is a photo of our plaque, complete with a French bug!

June also saw an LVG contingent call in on the NLG ‘Shinny’ (sic) Car Night – lots of very shiny cars, some of which are likely to find their way to our very own ‘Shine and Show’ event on 18 July. Make sure you are there! Our June meeting took place on Fathers’ Day (again!) but this year with an attendance about 3 times the attendance last year. Really pleasing, as also was the opportunity to see a 1934 Vauxhall Stratford brought along by Colin and Jenny Caborn, believed to be one of only four known to still exist. It is in fantastic condition. A minor point of interest – despite being an open body tourer, it still stands at least twice the height of a TR. Talking of bygone eras of motoring, here is an advertisement extolling the virtues of wire wheels over wooden wheels – even the king agrees.

To close - a final mention of GDPR. Within the TRR, you need look no further than the Forum to know that there is a tremendous amount of uncertainty regarding the applicability of GDPR to local groups, regardless of which the LVG has now got a policy in place. This coincided with a wish on the part of the committee to rationalise our contact list, which resulted in our request for everyone on our current list, whether or not a TRR member, to respond positively to the ‘GDPR email’ posted by Brian. If you do not respond, you will soon stop receiving any communications from the LVG. So, if you have not already done so, **PLEASE** read the email and respond without delay.

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## TR Parts for Disposal

..... Ian Cornish

1. Anti-Roll Bar, dia 5/8", length between eyes 33.75". Some parts of fittings remain.
2. As above ....slight bend, no fittings
3. Propeller shaft # 1
4. Propeller shaft # 2
5. TR4 flywheel with ring gera, weighs 21lb (9.5kg), lightened by machining away material from the outer edge (where it has greatest affect on inertia) and so the cover plate is mounted on pillars and fixed with Allen screws.
6. TR4 clutch cover plate (to fit flywheel).
7. Rear springs for TR2/3/4—no information on these as I cannot remember how/when I acquired them!

*Can be collected from Aldbury, near Tring (Herts) . For further details contact Ian TODAY :-*

E: [ifcornish@btinternet.com](mailto:ifcornish@btinternet.com) or Tel: 01442 851572



## The Hills & Valley Tour - 20 May

Organised by Kidderminster Car Club - for HRCR—assorted entry of 60 cars

A warm and sunny drive to the start of the venue at the British Ironwork Centre near Oswestry. This superb, free, attraction is really worth a visit. It promotes the diversity of arts in metal and includes an enormous safari parkland full of metal gorillas, elephants, etc. The Knife Angel is made from 100,000 knives supplied by every police force in Great Britain.

A bacon bap and a coffee and off we go ! The first leg takes us into Wales and we follow the course of the valley of the River Vyrnwy (overlooked by Dyfant Forest) to arrive at the stunning Lake Vyrnwy Reservoir for our coffee stop at Lake Vyrnwy Hotel, high above the reservoir. We are instructed to park on the helipad....beneath the blades of a helicopter. The owner had flown in for a days mountain biking and was flying home later in the day !!

We drive the length of the reservoir and start climbing the single track Hirnant Pass ....once we have negotiated the 12 Caterhams driving in convoy towards us. We arrive at Bala Lake then drive over high, open moorland onto the EVO TRIANGLE roads (a set of 3 roads which writers of EVO magazine used when testing cars). This is quoted as being a life size Scalextrick Track and certainly some of the motorbikers we met were using this at full capacity ! (We all went a bit mad too). Our lunch stop was by the shores of Llyn Brenig.

We carry on the EVO triangle across open moorland covered in yellow gorse and then descend into the valley of the River Clywedog and through the lovely town of Ruthin. Ruthin has some fantastic buildings and the Gaol (now a museum) is really worth a visit. Thomas Maldwyn "Tom" Price (1949 - 1977) was a Ruthin born racing driver who drove for Shadow F1.

The tea stop was at a pub called the Three Pigeons and as at our "Cock" the ale is served from casks in the cellar although it is brought up in 2 & 3 pint pottery jugs.

Our final section heads south over Llantysilio Mountain and then we descend into the Dee Valley, crossing the River Dee and yippee ....having to stop at a level crossing to let the Llangollen Railway steam train through. We climb over Vivod Mountain and then into the River Ceirog Valley to return for a two course meal at the British Ironwork Centre. We all sat outside amongst some of the animals of the safari park.

This a one of the best events/drives ever....and of course the glorious weather made it.

Due to the Sunday Trading rules, we could not buy anything from the shop ....so we returned the next morning for a bit of metal retail therapy !

P.G.



## A wheel conversation ....

**Paul Richardson :** Sorry been out of touch this morning ....negotiating the M1 & M25 !!

Noticed when cleaning the wire wheels on the 4A ...one wheel had 2 or 3 loose spokes. So rang **Motor Wheel Services** in Slough and they said bring the wheels in next morning. I arrived at 10.40 and they immediately set to replacing 3 spokes, having removed the tyre. They refitted the tyre and balanced the wheel and also rebalanced the other wheel ....which they said was miles out of balance (both wheels from front of car).

I also purchased 2 new good quality tubes (for spares) plus 4 rim bands ...one of which was missing from the wheel with broken spokes !! All completed by 11.20 at a cost of £132.14 ....excellent service, would highly recommend .....no point using the local cowboys who say they understand wire wheels but obviously don't !!

**Jon Marshall :** MWS are very good but when I wanted a spoke replacing they would only supply a bare metal spoke.

**Paul R. :** Yes Jon, the new spokes were bare metal but it didn't take 5 minutes to spray paint them and the whole wheels while it was off. They resprayed the other front wheel also ....that took longer to mask up than to spray.



## LVG Trip to the Revington/TRR Hillclimb and Sprint Championship

Avid readers of TR Action will know that the 2018 championship comprises 21 events spread around England and includes **an event at Debden on 7 October**. This event will take place as part of a day of competition organised by the Hertfordshire County Aero and Auto Club, which claims to be one of the oldest – if not actually the oldest car club in the world. In May, I went along to a similar event at Debden to get the flavour of it and to find out if it would be something of interest to the LVG.

The first point to make is important – these events are not open to the public. I happen to live about 200 yards from the HCAAC event organiser and talked to him about spectating. Basically, as long as numbers are not large, visitors can be accommodated but all have to register with the clerk of the course as either being either a photographer or a marshal, and you have to sign a form agreeing to their regulations. I was a photographer and yes, I did have a camera but it wasn't mandatory. The club and the event come under the jurisdiction of the MSA.

The day I went was hot and sunny, which I am sure helped to make it a good day out – I would not want to spend much time there if it was raining, as there is nowhere to shelter except in your own car. Debden was an airfield many years ago and anybody who knows airfields will know that they are not the place to be in inclement weather! There is a lot of space and no constraint on wandering around the pits, other than common sense. There will be toilets (Portaloo) and food (burger van) but not much else.

I haven't seen the final programme, but the action takes place throughout the day with a one hour break to give the course marshals a break. It is possible to walk around the outside of the circuit but keeping out of the way is paramount of course, as is keeping out of the sightline of the competitors as they negotiate the circuit.

The cars I saw ranged from TRs through old cars (eg Mk 1 Escort, Sunbeam Talbot Lotus, Mini) and new cars (eg Citroen Saxo, Ferrari 360, Caterhams, BMW), and included single seat racers (eg Jedi, Reynard). It was really good to see all these cars being driven hard around a very challenging circuit, the intricacies of which caused several competitors to be given void times as they failed to stay within track boundaries or missed bits out. There



were no major mishaps but several cars had to be removed from the course.

So, what to make of it all? A good day out for real petrol heads and good for a few hours for others interested in competitive motoring, car development or simply seeing something quite different. I'll certainly be going along in October and hope very much that other LVG'ers will join me. If you want to know more, just ask. If you do decide to come along on 7 October, you must let me know beforehand as the event is not open to the general public and I will need to get car passes from the organiser.

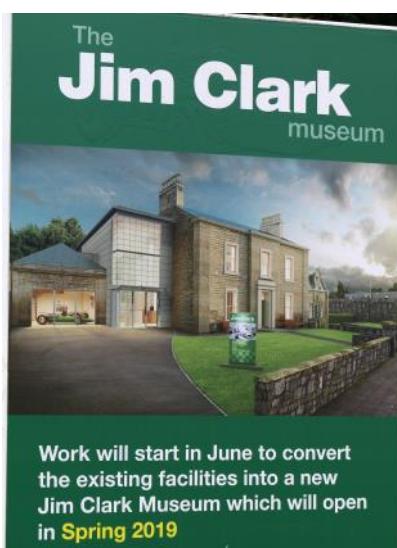
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You have most likely heard of the Jim Clark Room in the small town of Duns, Berwickshire (near to where JC lived and farmed in between motor racing).

We were in the area on holiday and so decided to call .....but it had closed 2 weeks earlier !

We pass this way but once ....and it won't we worth making a special journey to see a couple of cars and artefacts but still respect for a motorsport hero !



C.G.

## LVG Trip to France .....

Five cars and 10 people from the LVG took part in the long-awaited tour of Honfleur and the Loire Valley. We were in 4 TRs and one Lotus, due to a serviceability problem with David and Pat's cars. We all met up just outside Dover to stay overnight before an early morning ferry to Calais. For some reason or other all our cars were checked for explosives, did security know something we did not?

Once breakfast on the ferry was over it was time to disembark and head off for Honfleur. Our road book provided suggested routes, either motorways or a more scenic route. We chose the scenic and quiet route covering 200 odd miles stopping off for the obligatory "comfort breaks" along the way. Paul and Phil T. visited Pegasus Bridge to see some of the D Day anniversary celebrations whilst Mike and I visited Le Touquet. The road leading to Honfleur is over the magnificent Pont de Normandie that spans the Seine estuary and allows great views over the surrounding countryside and river.

Honfleur is a very picturesque town and our hotel overlooked part of the harbour where the river cruise boats dock. There was just time for a quick look around the town before we all set off for a very pleasant evening meal. The next day did not provide the best of weather with a drizzle that was on and off all day. Well done those who brought an umbrella! The wet weather did not dampen our spirits and we all managed to have a lovely day exploring the town and its surroundings on foot. There are a lot of interesting buildings including the Eglise Ste-Catherine which is a large church built entirely of wood. The ceiling inside looks like the hull of a boat. The bell tower is in a building close by because the structure of the church could not support the weight of the bells.

The next day saw us heading off to Ouchamps in the Loire Valley. Again, there was a choice of suggested routes and we opted for the scenic drive, which was 220 miles of easy driving along fairly deserted roads with glorious scenery. We had the "thrill" of driving down the Mulsanne Straight in Le Mans which form part of the circuit during the 24-hour race there. Our speed was somewhat slower than the race cars though. As the day wore



on the weather picked up and we arrived at our next hotel in glorious sunshine. There was just time to freshen up before our welcome dinner at the hotel. The food was excellent, none of your burger and chips there. I think if we had stayed too long the waistline would have suffered.

The hotel itself was typically French, and a little quirky. It is in a rural area in its own large grounds complete with outdoor swimming pool. The owners were very welcoming and came to speak to us during dinner. The waiter was a hoot and very jovial, cracking good humoured jokes all night. We retired to the bar and had the “odd glass” or two before bed. Next day most of us visited the Chateau de Chambord. It is the largest chateau in the Loire Valley and is truly magnificent. It reminded me of Hogwarts with its steeply sloping roofs. We spent the afternoon at Blois exploring the town and taking in the sights and checking out the vast expanse of the Loire river.

That evening we were joined by our “French Connection”, Julian and Magda who now live in France. Julian had hoped to come in his TR6 but a dodgy hood and the threat of more rain meant he opted for his Porsche. A wise move as it turned out as they had a lot of rain on their way home. It was Julian’s birthday which he thought we did not know about but the power of social media had tipped us the wink and we were able to surprise him with a card and a chorus of “happy birthday to you”, he very generously supplied the champagne. (I think we got the better of the deal)

The next day saw us all going off in various directions to take in some of the many sights. We visited Chateau de Beauregard, which is much a much smaller chateau, one room was full of paintings of dogs, most unusual. We then set off to find a few vineyards. The problem with touring in a TR is that there is not a lot of space to fit the wine in along with luggage and a saxophone! (Don’t ask!) We managed to “slot in” a few essential bottles but had to leave some spare room as we were visiting the Champagne region later in the trip.

Saturday saw us bid farewell, or is it au revoir, to Julian and Magda, as we set off for our next destination, Troyes. This was 176 miles and again we took the scenic route through lovely countryside and quiet roads. There does seem to be a lack of traffic in France when compared to England, ideal for driving the TR. Troyes is a beautiful town full of old half-timbered buildings and narrow cobbled streets. Our day



at leisure in Troyes was Sunday and fortunately many shops were shut and it was fairly quiet. This was great for sight seeing as you could stand and gaze and not get in anyone's way.

Quite by chance we discovered a fascinating tool museum, the Maison de L'outil. This is well worth a visit as it contains over 11,000 hand tools from the 17<sup>th</sup>, 18<sup>th</sup> and 19<sup>th</sup> Centuries, all displayed in very imaginative ways. The tools were grouped by trades and ranged from all the various smiths to building and wheelwright. I could have spent the whole day in there! We also visited the stained-glass museum, Troyes Cathedral and walked by the canal. All in all, a relaxing and enjoyable day rounded off with the group enjoying a lovely meal in the evening.

Our next destination was Arras and the champagne region, this was one of the looked forward to highlights of the trip by several in the group. We stopped at the town of Epernay which is home to many of the most famous Champagne houses. After a light lunch we went to the Champagne Mercier cellars and toured the 18km of tunnels on a little train. Two million bottles of Champagne are stored here. These tunnels were all dug by hand and took 5 years to excavate. The story of how this enterprise was set up is a real rags to riches one, the founder Mercier to bring Champagne within the reach of the masses. After the tour there was a tasting and few bottles purchased to fit into the space we had left in the car. Pierre and Pat had gone to visit the old Reims Grand Prix Circuit and managed to park their car alongside the old grandstand giving him a wonderful photo opportunity, one for the calendar?

As we left Epernay the clouds were gathering so it was decided to head up the motorway the get to Arras as quickly as possible. What followed was quite an experience, the rain came down in monsoon proportions. We endured about 2 hours of barely being able to see the road ahead, a TR is not the most rainproof of vehicles and they are not renowned for their de-misting properties either. It was a relief to get to the hotel in Arras.

The final day in France was an opportunity to visit some of the World War 2 sites around Normandy. We chose La Coupole which is a huge underground bunker



where the V2 rockets were to be launched against London. Built by slave labour it is a memorial to all those who perished building it. There were several exhibitions detailing various aspects of the War, it gave a chilling insight to what people had to endure in those terrible times. All too soon it was time to head off to Calais to catch the ferry home. By careful planning (some would call it luck) we all managed to meet up on the motorway just as we were about to enter the port. As always, the cars attracted a lot of attention whilst queueing up, it is amazing how many people come up to you and say "I used to have one of those, wish I had never sold it".

Another overnight stay in Dover saw us refreshed for the drive home, whilst in the area we took the opportunity to visit the Battle of Britain Memorial, which is a tribute to all those that fought in that very important battle. A place of quiet reflection overlooking the White Cliffs of Dover. After a couple of hours there, we were once again on the congested roads of England and looking forward to a proper cup of tea.

There were very few car troubles during the tour, Paul had a puncture that was soon fixed by a local garage and a wire fell off Mike's ignition switch which brought him to an abrupt halt, again this was soon fixed. It was around 1,300 miles door to door, a very enjoyable TRip with great company, make sure you book for the next one.

*Phil Sanford .*



Spy camera captures a rare glimpse of the Lotus Elan of David & Pat. First on the road each day, those with cameras just couldn't catch them !



# The Mutterings of Mancer

Our Honourable Editor's deadline for contributions to this edition of TRunnion, has not allowed me to report on the C.A.C.C.C. Tibbles Tour on June 24th – but maybe one of the LVG crews entered will have managed to burn the midnight oil (literally) and slide a report under Chris' electronic doormat the morning after the event? Anyway, it is probably better to have an unbiased report from an entrant, rather than from one of the organisers. The event attracted an entry of 32 assorted classics, including 9 TR's (LVG providing 4 of them). Starting from Mount Pleasant G. C. at Lower Stondon (well known to LVG), the 127-mile route featured checkpoints at Claydon House near Aylesbury, and Stoke Bruerne on the Grand Union Canal.

Potholes! While doing the route recce for the tour, it seems that I managed to find some of the worst roads in the Northern Home Counties – if I had noted every occurrence of potholes, the road book would have had twice the number of pages – so it was a case of putting a warning comment on the first page, and hoping that folks would be able to avoid the nastiest ones. Reading the latest TR Action, it appears that many TR drivers around the country are suffering from their (un)fair share of the damn things as well – apparently it is reckoned that it will take 14 years and £9.3 billion for local councils to repair all the potholes currently in the UK – never mind, it's just possible that I won't be driving the TR by then.

The finish of Tibbles is always back at the Carpenters Arms in Harpenden, and features a raffle which is well supported, raising funds for various charities. At this point, I have to declare an interest, or rather own up – the prize most eagerly sort after, is a free M.O.T. voucher, donated by fellow organiser John Tarbox. Now, this where it gets embarrassing – in the last four years my lady wife has managed to pick out three vouchers, even when one was hidden in a box, rather than in an envelope. Anyway, I would like to declare publicly at this point that we shall not be claiming any more vouchers, as people are starting to talk (cries of "Fix! Shame! Resign!").

Talking of M.O.T. tests, I wonder how many LVG members have decided to claim an M.O.T. exemption for their TR, under the revised regulations that have just come into force. Personally I will continue to put the TR4A in for an M.O.T. each year – or rather TR guru Pete Cranwell will, as part of the regular pre-season service. Funnily enough, the free vouchers mentioned above have not been used on the TR, but on the Skoda GT and our 20-year-old Mazda campervan (does that make it a classic?).

If you are a regular browser of the TRR web site Parts for Sale section, you may have seen an advert for a fine set of Stromberg carbs recently. Many people warned me that Strombergs would not be the most sought after items (they were right!), but I can

report they have been sold at a “knock-down” price. I also sold a spare radiator grille, so a bit more storage space in the garage has become available. I’m just wondering now why I have bothered to keep a box full of rally plates dating back to 1993 – must be about 75 of them.

GL Pierre’s trip to Scotland and the Isle of Skye, as described in the last TRunnion, and his previous North Coast 500 drive, reminded me that we have done a couple of trips to the region, but in the venerable campervan rather than the TR. We did not get to Skye, but toured Arran, Islay, and Mull, as well as across to Aberdeen via Blair Atholl and Braemar on a previous trip. I would agree fully that there are excellent driving roads to be explored (they were enjoyable even in the campervan), but it is quite a trek to get there – flogging up the M6 & M74 might be the direct route, but not much fun in a TR. So, maybe any tour might need to allow two or three days on the way up and on the way back. Our last trip went via the A1 to near Barnard Castle for the night, then across the A66 and up to Ayr for the second night, for the ferry from Ardrossan to Arran. Leaving Mull, we drove across to near Linlithgow for an overnight stop, then Barnard Castle again and back down the A1. Of course we were using caravan & camping sites, but I have to assume that any projected LVG tour would need at least 5-star hotels (preferably in immediate proximity to the local hostelry). Anyway, no doubt the LVG committee will consider the idea further – and no, I’m not volunteering to do a Tulip road book! There is only one other thing to be considered – midges! Luckily we were “got at” only on our last night in Mull (this was in May), so the timing of any tour might need to take the little darlings flying season into account.

One of the highlights of the LVG year, Shine & Show Night, is on the horizon as I write, so I shall have to give the TR4A a bit of a tart-up. A new product which may assist appeared recently in Aldi supermarkets of all places – billed as “Waterless Wash & Wax”, apparently you simply spray it on from the aerosol can, wipe it off - et voila! – votre automobile est magnifique! I’ve lapsed into Frog-speak at this point because even Monsieur Cranwell has heard of this product from the depths of the Normandy countryside, and has asked for a supply of said item to be transported with us when we visit in August – hmm, wonder how much I can charge for freight & delivery?

### **Pete Muncer**

### **STOP PRESS (even more Mutterings)**

A special dispensation from Hon. Ed. has allowed me to sneak in a brief report, plus a couple of pics. of the start of **Tibbles Tour** on June 24<sup>th</sup>.

**Weather** – sunny & hot (English summer at its’ best!).

**Start / breakfast venue** – Mount Pleasant G.C. at Lower Stondon served 64 people with an excellent “full English” quickly and efficiently.

**Section1** - 42 miles from the start to Claydon House near Aylesbury, via Woburn, Great Brickhill, Stewkley, and Quainton. One road closure near Whitchurch, which by following the signed diversion was not a problem – clearly Buckinghamshire council are tackling the potholes!

**Section 2** – a shorter section of 25 miles from Claydon to Stoke Bruerne, via Silverstone (the village not the race circuit). We took a break at the “Boat Inn” next to the Grand Union Canal, with a pint and a sandwich – most enjoyable watching the narrow boats going through the lock.

**Section 3** – the longest section of the day, 60 miles from Stoke Bruerne back to the Carpenters Arms in Harpenden, via a mix of A-roads and minor lanes, with a final run-in via Ampthill, Lilley, Whitwell, and Kimpton. (Note: must try to avoid routes through Lilley in future – 12 road humps in a mile is rather O.T.T. – clearly not GL Pierre’s favourite stretch of road either).

**Finish** – as is traditional with Tibbles Tour, the finish at the Carpenters Arms featured a fish & chip supper, plus the raffle - and no, we didn’t win the free M.O.T. voucher, but the John Lewin Trophy was awarded to LVG’s Team Chidwick!

I’m pleased to report that Team Mutterings TR4A ran perfectly all day, with no signs of temperament in the hot weather – why didn’t I change from Strombergs to SU’s years ago?



Cup Holder for your TR ?

*.....an idea from Nick Theze which does work. No patent on this one !*



## **TR Register Board's Response to Group Leaders Meeting QUESTIONS .....**

We have been complaining at GL meetings and on the TR Forum for several years about the lack of communication between the TRR Board and members in general. However, as Pierre and I were both attending the Group Leaders meeting in April, we invited LVG members to let us know of any questions or concerns that they would like us to raise on their behalf. As a result, I presented the following in writing to Paul Hogan and Wayne Scott:

- 1: *Good to finally receive some info on what the Committee (Board) are planning. I do have one thought about Duckhams Oils. Although it is always good to have a sponsor assisting costs, it will be noted that certain board members are also associated with Duckhams - is that considered OK ?*
- 2: *Can someone ask how and why Phil Tucker reappeared on the board, what is the job description, and why was the position not advertised within the membership for a more experienced volunteer?*

Neither questions were discussed during the meeting which had an extremely full agenda, but they were included in the Board Meeting the following day and a few days later, I received the attached response which I have already passed on to the members that raised the questions.

The management team are to be congratulated on a far more open and inclusive relationship with the groups. However, I have since had conversations with at least half-a-dozen other members about Phil Tucker's reinstatement, so I have asked Chris to publish the Board's explanation (regardless of whether or not any of us agree with it, especially in the light of the GDPR fiasco!). I hope it may encourage other members to raise issues and concerns, either via Pierre or myself or directly with Board members. At least publication will save me having to go through the whole topic with anyone else that asks!

*Brian Chidwick*

**.... read Board's reply overleaf ....**



Dear Mr. Chidwick,

Many thanks for taking the time to join us at the Group Leaders meeting at the weekend, the input and feedback from so many Group Leaders was invaluable.  
Also, thanks for the questions you brought forward to the TR Register Board Meeting held on Sunday. The responses from the management team are as follows.

Firstly, regarding why a board member had been co-opted without a members vote. Phil Tucker had previously held the position of Finance Director until the 2017 AGM, when he decided not to stand for re-election so as to allow Malcolm Tatton, a new and keen volunteer, a clear opportunity to offer his services and significant professional experience to the role.

Meanwhile, the management team recognised that retaining the vast experience and expertise that Phil has regarding the very necessary 'compliance' side of the club, such as staff contracts, legislation and office processes was key to delivering the chairman's manifesto promise. The board has the ability to co-opt directors in order to take on special projects. The team felt that by co-opting Phil as a Club Secretary, he could be focused on dealing with the 'legislation and compliance' subjects leaving the rest of the management team to focus on 'club matters'.

Dividing our limited company obligations from that of our duties as a 'club' was a key part of the Chairman's election promise and co-opting an experienced board member into this role is helping the team achieve that. In particular, it was identified very early on that a lot of work, research and guidance was needed in order to be prepared for and comply with, the forthcoming revisions to the Data Protection Act via the General Data Protection Regulation. This required an in depth knowledge of the limited company processes and Phil has put in a huge amount of work into this. As a result, the TR Register will be compliant when the regulation comes into force next month and for that he deserves our vote of thanks.

Regarding the involvement with one of the Directors with Duckhams Oils. Terry Smith carries out occasional, casual work helping Duckhams man trade stands at motor shows and industry displays. Duckhams has recently partnered with the club as an advertiser, International weekend sponsor and to offer club member discounts like free postage, bringing in much needed membership benefits and revenue to the club. Terry now declares his interest at every board meeting he attends and the board is satisfied that there are no conflicts of interest and already deal with any negotiations with Duckhams through other channels.

The team hopes that the above answers your queries adequately and we thank you for your correspondence and for the hard work you put in to your local group.

**Best regards, The TR Register Management Team.**

**TR driving Prescott Hillclimb ....a fun day by invitation of the JDC E-type Register .....**

Firstly it's thanks to Geoff Mansfield for suggesting the idea of inviting TRs to join the E-type social event at Prescott on 10 June. He was here to climb the hill in his Jaguar based Kougar. Geoff & Sheila still have TRs in their lives and also enjoy sporting Jaguars.

A very relaxed day with some 50 Jaguars, mostly E-types as expected plus 20 assorted TRs, from TR3 to TR7V8 ...some travelling many miles to enjoy the day, including Devon, Somerset, Bedfordshire and Cambridgeshire.

After signing indemnity forms, we then attended a briefing in front of a large map of the Hillclimb course. In general I knew what to expect from this meeting but I was surprised by a couple of points. Firstly there is already a gravel trap and fence beyond at the Pardon Hairpin ....which has been enough for many years. However, in recent times a Lotus was driving hard up the hill and instead of hitting the brake pedal he floored the accelerator and leaped over the fence !! Fortunately nobody was injured but this explains why they now have an extra high second fence to catch any flying cars. The second point applies in several places on the course but mainly as you exit Pardon Hairpin. Sections of ribbed crash barrier have been installed close to the edge of the track, leaving no room at all for "tail wagging" as you exit the hairpin and this is the punchline, not only may you damage your car if you lose it on the exit but also IF you cause damage to the barrier you will be charged a fee for this ! Following a major incident a section of the barrier has been replaced at a cost of £10,000.....so now we have a course that will save you if you get out of control but best not to hit the barriers or it will cost you.

From 10.00am onwards we were invited to drive the hill. Many, like Pat and I in the TR3A took 2 of our 5 runs in succession ....the first being a



sighting run to judge the corners and barriers and run 2 was then quicker. Later in the morning the 3rd run was even better and by runs 4 & 5 I was in the groove, including lifting the revs higher on the start line and staying in 2nd gear for most of the course with the revs generally peaking at 6,000.

E-types of all ages took to the hill and my favourite is still the 3.8 Series 1 ....such a perfect "bullit" design. None of this was timed but a lone Morgan +8 must have been one of the quickest followed by a smooth but quite rapid red E-type. Everyone was so friendly and many of the Jaguar members were pleased to chat with us and ask questions about TRs.

Every car has it's own features and it was interesting to watch others climb the hill and to see what gear they were in on different parts of the hill. Just before the finish at the top of the hill is a very long and tight bend called Semi-circle! Apparantly, if you were able to stop on this corner and gaze down the valley you would see the property of artist, Damien Hurst.

A big thank you to Jenny Lewis (Sec.) and John Burton (Chairman) of the JDC E-Type Register for this special invitation. Kevin Morgan of Devon Group and others also attended the Jaguar club dinner the evening before and said how welcoming everyone was. There is already talk of the TR Register being invited by the E-Type Register to their events at Goodwood and Prescott next year. Look out for the invitation in "TRaction" .

Chris Glasbey.



## Profile : Pierre Miles (LVG Group Leader)



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 carriage-ways 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 9<sup>th</sup> 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 most people would consider to be excessive speed. However, she didn't feel comfortable driving a big car so it was time for a change.

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 that front splitters really do work. When we first bought the 75, the 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 the masses by 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 big car parks – it was really easy to find 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 just 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. At the time we bought it, the overall external condition of the car was 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. During 2017, some rust started bubbling up in two areas of the rear wings, so I decided to bite the bullet and get it sorted out. A local body shop had the car on and off for a few months before it was eventually sorted out to my satisfaction. It’s still the Pimento Red, so it stands out from the much more common brighter reds that are so frequently seen. The trouble is that I have frequently found myself drying it off and cleaning the wheels when it is back home after a drive in the wet.

It’s now mid-2018 and in the nearly 5 years of ownership, we’ve done about 27,000 miles in the TR with only 3 mishaps – one being leaking olives at the fuel pump (very high pressure) outlet, another being the loss of the fuse from the Kenlowe fan power supply and finally a cooling pipe coming adrift from the radiator and dumping all the coolant onto the road. As well as local running around, PJM has had a holiday in Mull, another in the south of France, an exciting track day at Cadwell Park, doing the NC500 in Scotland, a trip to Spa Francorchamps, a pre-Brexit trip to all the countries in the UK (+Eire) and the LVG trip to the Loire and Champagne regions of France followed swiftly by the ‘boys’ weekend trip to Le Mans – and you can read all about these escapades in TRunniion! The car has performed brilliantly throughout and we have become expert in travelling with the minimum of luggage.

There you have it. My original plan in 2013 was to keep the TR 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'. After nearly 5 years, there is absolutely no sign of parting with the car and we continue to enjoy a very alternative style of driving. Being part of the Lea Valley Group is certainly a big factor in sticking with the TR, as Pat and I get great pleasure from meeting such a great bunch of people in the group.

Pierre Miles (June 2018)



Perhaps an interesting Zagato Lancia  
for Pierre ?



## DERBYSHIRE DALES DRIVE

7.00am, the sun is shining, we only have a five minute drive and our start time is 10.12am ...so along with 4 other entrants , we all have a full breakfast (having been woken by the donkey braying at the farm complex where we are staying).

The start venue is at the magnificent Buxton Pavilion situated in the stunningly restored Pavilion Gardens. We collect our packed lunches and off we go.

The views are stunning, the roads narrow and steep with lots of hairpin bends. A hot Sunday in June also means much traffic especially in the tourist hot-spots but all is well and we arrive via the Manifold Valley at Ilam Hall& Country Park for coffee & shortbread.

The next section takes in Dovedale which is even busier and then we reach slightly quieter and more open roads to the lunch halt at Carsington Water. Luckily, a field has been reserved for us as we can see 100's of people walking the dam (we passed this way again on Monday, on our way home and saw about 8 people walking!)

We now head north (the rhododendrons are amazing) and have an interesting encounter with a combine harvester ! Our only choice was to head into a driveway to let him through. Thanks also to a Range Rover who straddled a road to let 4 classic cars out to tackle the trickiest junction ever ....with a 4 stage manoeuvre in about 400 yards, including crossing an A road.

We reached Castleton (an optional tea halt) but it was bursting with people so we drove through.

The drive past Blue John and Speedwell Caverns is fantastic but it is very steep and with heavy traffic both ways, quite slow. The TR3A was popping and banging and many cars reported getting hot and bothered (along with the occupants).

Leaving the main tourist area we then have 20 miles of complete contrast as we enter very narrow green lanes through open countryside...and see no other tour cars and very few other cars until we arrive back at Buxton Pavilion for our end of tour gift bottle of Bucks Fizz and a 2 course meal.

This was another superbly organised tour with spectacular driving and scenery but it is much harder than any of the Welsh Tours we do because it is such a tourist area.

*Pat Glasbey .*



### **Phil Sanford (Treasurer)**

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

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

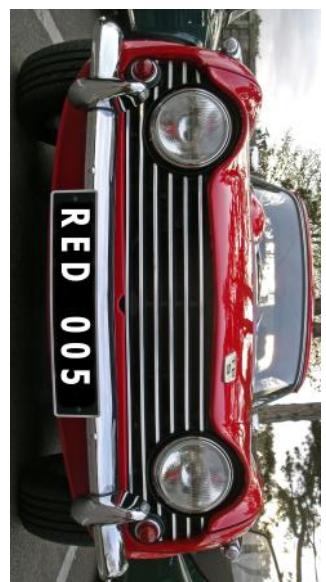
On leaving school at 16 I did an apprenticeship as a Scientific Instrument Maker. To help augment my meagre wage my brother and I did part time car repairs. We even went so far as full re-sprays, I can still imagine the smell of cellulose paint, much akin to pear drops. No great health and safety regulations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

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

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

My TRing had a bad start when a rear hub broke and the car ended up in a ditch, luckily I was able to climb out via the hood without a scratch. The long road to repair was then underway and the car looked better than ever. Unfortunately, my confidence in the car had gone so I sold it and bought a red TR5 affectionately known as Rooster. In this I have toured France twice and been to the Spa Classic clocking up around 5000 miles a year.

At my second AGM I somehow found myself on the committee with the position of treasurer. It is a role I have thoroughly enjoyed and I am looking forward to many more years of TRing. My aim is to use my TR as much as I can.



## FALCON CLASSIC TOUR (Herts & Beds) ....

This tour was organised by the Falcon Motor Club to celebrate their 70th Anniversary. It started from the Crown & Falcon pub, Puckeridge (their home base) and passed places relevant to the Club. With coffee and a bacon butty we were ready to depart. LVG were also represented by Paul & Wendy in their 4A.

Weird road book. First no Tulips and second ..the interim mileages were in the line above the description. This meant I had to look at 2 lines at the same time as well as coping with several direction errors and quite a few inaccurate mileages. I began to think it was me but all the navigators had the same problems. Anyway, with a few missed turnings and a few guesses we all managed to complete the first part of the route to Jordan's Mill via Buntingford, Walkern at Stone, Datchworth, Old Knebworth, Langley, Preston, Shillington and Broom. Pretty villages, lovely houses and the added joy of joining hundreds of runners of the Hitchin 10km run at km 6 - 8. After the coffee stop we go via more rural Bedfordshire roads and over the magnificent Dunstable Downs (the Whipsnade Lion has had a major restoration) and then back into Hertfordshire to much more urban roads before finishing at the Roger Duddington Collection in Potters Bar....in a 4 storey industrial unit.

Roger is a self-made millionaire (he owns 1,000s of lock-up garages). He has bought hundreds of classic cars which he rents out to film sets, prom nights, adverts, etc. His cars have been used in series Downton Abbey and Peaky Blinders ...and range from 3 wheelers, through basic old standards (A30's, Ford Anglia, Mini) to American monster, Rolls Royces, at least 15 Aston Martins and every other type of car you can think of. We had to be signed in and escorted to the 4th floor in the car lift . (Paul, Wendy, Chris and I + another couple got stuck in the lift and had to be rescued)

Despite the challenging navigation, this was another great event.

*Pat Glasby .*



*and finally . . .*



*Next issue ....will see a report and pics from the "Black Mountains" tour (another in the series of HRCR tours) ....plus words and pics from Pierre and the LVG team on their trip to the Le Mans classic.*

*Some TR6 and TR7 members may want to see less of the above 3A ....well, send us your stories and pics and perhaps we can improve the variety. It may be up to YOU!*

*Enjoy the drive.*

*chris.*