



The ¹TRunnion

2019 / 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.trunnioned@btinternet.com*



See you on Wednesday ..OK !



Bring your Classic Car to our

Shine & Show Night

**On Wednesday 17th July 2019
4.30pm - Dusk**



@

The Cock Inn
Broom
SG18 9NA

**Serving great beers straight from
the cellar & tasty food from the
BBQ.**

LIVE JAZZ BAND

All classic cars welcome

NO Editorial or Index this issue ! *Just get out and drive your TRand see you at above show! Chris.*

Extra Note : *Please send your letters/articles + photos as ATTACHMENTSNOT in with your email. Thank you, Chris .*

*Deadline date for Text and Pics for next issue : **30 August**but most helpful if you can send to me as soon as possibleand 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 SITESTR Register : www.tr-register.co.ukTR Forum : www.tr-register.co.uk/forumsLVG : www.tr-register.co.uk/group/lea-valley

Facebook : "TR Register Lea Valley Group"

www.facebook.com/leavalleyTR

REMEMBER : All recent Trunnions are available on the website, but if you are not already receiving them directly, we may not have your current email address. To keep in touch, update your details with Brian : 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

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.**

See over for Events Memo ... and if it is in REDLVG will certainly be there



If you have any questions about an eventor just want to double check that we are attending

Contact :-

Paul Richardson

Events Co-ordinator

(details above)

See over for **EVENTS** listing ->

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

Upcoming Events

The Events Committee would like to draw your particular attention to the events detailed under:

Wednesday 17th July – **Shine and Show**, 4.30pm at the Cock PH, Broom

Saturday 20th July – Revs and Rhythms, Shefford, from 3pm to dusk

Sunday 21st July – Monthly meeting at the cock PH Broom, from 12 noon.

Friday to Sunday 26th – 28th July Silverstone Classic. Several LVG cars are attending on the Saturday. If you would like to join us on the drive to Silverstone please contact one of the events team. Tickets need to be purchased in advance; all club tickets are now sold. General entry tickets are still available.

Thursday 1st August – **Sezincote House and Gardens**, Moreton in the Marsh. This is a mid-week club outing. Join us for a pub lunch beforehand and a tour of this fabulous house and gardens. Tickets are £10.00 per person, cash only.

Sunday 4th August – Festival of Classic and Sports Cars, Helmingham Hall, Suffolk. A chance to meet up with other Eastern Area TR Groups. Please contact the events team for ticket details. £10.00

Wednesday 7th August – Wednesday evening meeting at the White Horse Southill 7pm Please contact Mike Aldridge if you would like to eat there. Otherwise just turn up for a noggin and a natter.

Thursday 8th August – Pirton Classic Car Show, 3pm to 8pm, entry £5.00 per car. Refreshments, bar, raffle, stalls and tombola. A regular on the LVG outings list; a nice relaxed evening if the sun is out.

Friday to Sunday 16th – 18th August Inter Club Triumph Weekend at Stratford Upon Avon Racecourse. Discounted tickets can be purchased in advance via the TRR website. We hope to see many LVG members there to help make this new style event a great success. Let the events team know if you are going so we can organise a get together.

Sunday 1st September – TSSC All Triumph Day at IWM Duxford. Entry from 9am – 12 noon via side gate off the main car park. Discounted entry if you have a car club membership card with you. This is the 26th year this event has run and it is well worth a visit. Probably over 100 Triumphs will be on display and you will have entry to all the hangers and exhibits on the airfield. Refreshments are available from the TSSC gazebo along with a selection of spares from the TSSC shop.

Wednesday 4th September – last Wednesday evening club night. Venue to be advised later.

Sunday 8th September – **Fawley Hill Steam Railway & Museum**. This is a fantastic opportunity for us to display our cars at the front of the museum. This is an invitation VIP Steam Running Day and Museum Open Day. There is a maximum of 350 visitors so you get plenty of opportunity to ride behind the steam train and explore the railway memorabilia museum. There are refreshments available from the preserved Somersham Railway Station. We will be organising a “run” to the event and possibly a meal on the way home. Please let Phil Sanford know if you are interested in attending this event as we have to let the museum know numbers several weeks in advance. Entry is £10.00 per person. This is a visit not to be missed!

For other events and shows see the events listing on the LVG website.

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Daks over Duxford

75th Anniversary of D-Daya few LVG members were at Duxford Airfield to see the Dakotas and much moreand then see the Dakotas fly off to France at the end of the day ...

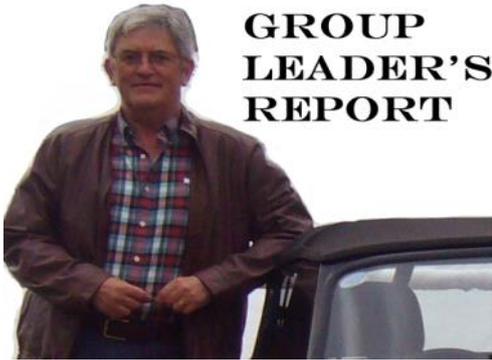


show & shine has taken over the front pageso no Editorial from me or an Indexjust read all and be surprised !

Pat and I had a great holiday on the north coast of Scotlandand of course we took up the challenge of the North Coast 500 . A round trip of 2,400 miles. Not in the IR but an interesting daily driver



Chris .



This contribution has a slightly more personal slant than usual, for reasons that will become clear.

What do the following countries have in common (and no, this has nothing to do with Brexit!): Austria, Belgium, England, France, Germany, Italy, Netherlands and Wales? The answer is that in June, Pat and I have travelled in all of these in the TR, totalling just about 4,000 miles. You'll be able to read elsewhere about our travels in the non-English speaking countries but I'll start with the travels in England and Wales.

This refers of course to the Coast To Coast trip organised by Paul Hogan for the TRR, which was followed for the LVG by a few days down in South Wales. While the LVG organisation for the C2C was perfect, the same can't be said (in my opinion) for all of the rest. The Friday evening BBQ was a very good start, but the Saturday morning departure from Southwold was a bit uncoordinated and the route to Shuttleworth was largely disappointing, being too much fast dual carriageway. It was good to meet up with fellow LVGers and some Camb Followers at Shuttleworth though. The route for the afternoon drive was better suited to TRs and we found the Wellesbourne Mercure without difficulty, with the contingent from Aberystwyth already there. The general organisation at the hotel seemed a bit vague but it all turned out OK in the end. The Sunday drive was so much better for TRs and even the very light rain for the final hour or two seemed appropriate for driving in Wales. Those who did the Triumphant Welsh Classic Tour back in 2015 were treated to a return to the delights of the Elan Valley – truly great countryside and roads perfect for TRs. And that was it! A few photos on the front at Aberystwyth and then it was all over. The concept was good and there may well be a follow-on event along similar lines sometime next year.

The C2C was for many of us, simply a precursor to an excellent break centred down in South Wales, near Tenby. Ignoring a short but rather strenuous walk along the coast to Tenby, this was a pretty relaxing way to spend a few days. Contrary to expectations, the weather throughout was hot and dry, so suntan lotion was out every day.

There is one point that I have to make, Christalle and Mike for finding mile after mile wider than a TR and which nobody else using! Not only that but other than saw nobody else on these roads for more is a perfect example of these roads – hundred yards up the road that got very window, so much so that they waved at authorities consider it to not be suitable – several times!



and that is my total admiration for mile of 3-ply roads that are 12 inches in their right minds would contemplate 2 cars and 2 motorcyclists, nobody we than 20 miles! The accompanying photo actually, there is a house a couple of used to TRs driving past their front us every time we passed! And yes, the for vehicles but we proved it otherwise

The LVGers were joined for this break (they also did the C2C of course) by Joanne and Jon Corn from the Camb Followers in their TR5. What a lovely couple, with Joanne demonstrating her colouring-in skills and Jon posing a technical challenge to those mechanically inclined! Anyway, they seemed to like us and said that work permitting, they may well join in some LVG future events. That would be good – we need more red cars.

Having gone on a lot about the C2C and the Tenby add-on, none of it would have gone so smoothly without all the effort put in by Mike Aldridge and Phil Sanford. Brilliant and persistent work – very well done to both!

So (!), what else has been happening? We managed to get half a dozen TRs to the Debden sprint on a really fine day in May. Always good to get up close to the action and chat to the competitors. Wroxall Abbey was the venue for the Pre-1940s Triumph Club gathering in May – an event that much to the surprise of the organisers, was ‘purloined’ by the TRR to make it a big part of the TR6 50th birthday celebrations. More than 100 TRs turned up on what was a great day, until a very small rain shower scared many owners into leaving early. The LVG was there of course and having learned the lesson from last year (ie the non-hog roast), took along picnics to savour. A certain DUO made a brave effort to get there after a major rebuild but sadly succumbed to a sticky valve before getting too far.

However, the DUO was quickly unstuck and made an appearance at the Luton Hoo Picnic in the Walled Garden (or, for the LVG – in the meadow). A really good looking and sounding example of the TR6 and very likely to be highly rated at the Shine and Show. One question: I forgot to ask but what is the name for the colour?

Mentioning the S&S, it will probably be a close run thing between you receiving TRuncheon and the day of the S&S, but please come along in your classic and join in the fun. More than 100 turned up last year and, weather permitting, we expect to see even more this year.

Other imminent events include the Silverstone Classic Weekend – a bunch of us are going on Saturday 27 July so why not join us. Also not too far away is the IWE weekend at the Stratford-Upon-Avon racecourse. Tickets can be obtained from the Didcot office and if you decide to come along, you’ll find a whole bunch (a new collective noun!) of LVGers who’ve already done so. The IWE has of course, now been renamed to be ‘The Inter Club Triumph Weekend,’ as it has been organised in conjunction with the TSSC and other clubs have been invited to join in. Should be an interesting weekend and hopefully will meet everyone’s expectations.

Now, I know that much else has been going on in May and June, such as the Hall’s Green picnic and the Tibbles tour, but my attention was diverted to another trip that you can read about elsewhere.

See you soon – hopefully.

Pierre



Revivals

On the 19th of June seven LVG members and one Cam Followers visited the Revivals Garage in Lodge Road, Thriplow, to put our cars on their rolling road. For those that are not familiar with Revivals they are a family run garage that have a great reputation for preparing and servicing classic and racing cars. They have four lifts, a rolling road and a MOT bay. They do not specialise in any one marque but certainly have a thorough and comprehensive knowledge of a large range of vehicles.

The day started with a mug of tea kindly supplied by Shelley, the owner Richard's daughter, and then it was Paul's car first on the rollers. The car has to be "tied down" to prevent it moving from side to side on the rollers and also keep the driving wheels firmly in contact with the rollers. As an added bonus, it stops the car shooting through the garage wall when running at full chat. The tyres are sprayed with WD40 to make sure they are clean and do not slip on the rollers, the opposite of what you might think as WD40 is often used as a lubricant. The engine was run up whilst Richard listened to it through a stethoscope type of headset. This is to detect if there is anything out of the ordinary going on inside the engine that would signal all is not well and a power run should not be undertaken. Then two full power runs are undertaken, for comparison, and a print out made of the results. From this data you can determine any areas where improvements can be made, for example to fuel mixture or timing. It was quite something to hear and see the cars running at full power as usually sitting in the car you are oblivious to the exhaust and engine noise, let alone the wheels spinning like mad.

My car was up next, and quite alarmingly, Richard said he was not happy to do a full power run. It had a lot of pre-ignition which was giving him cause for concern. He cured this by backing off the ignition quite a bit under the recommended setting and it seemed to do the trick and power runs were undertaken. Looks like my mixture is too rich and needs attention. The day progressed with eight cars going through and various faults being identified and, in some cases, cured. Others will need a little more workshop attention but nothing too drastic. It was interesting to note that nearly all the cars were running rich, just think of the petrol we can save!

It took most of the day to get all the cars through which gave us the opportunity to visit the local pub, the Green Man, for lunch, which was just a short stroll away. I can thoroughly recommend their chicken and vegetable curry, at £5.00 a real bargain. During lunch another couple of LVG members, Mike Rawlings and Brian Chidwick, joined us and were spectators for the final runs. All in all, a thoroughly enjoyable and informative day with grateful thanks to Richard, Shelley and the Revivals team for all their hard work and hospitality.

Phil Sanford.



HRCR HILLS & VALLEY TOUR

On a cool, cloudy but at least dry day, we start from the British Ironwork Centre near Oswestry. To get to the car park, the driveway takes a route through the safari park of life-size iron animals.

After the usual bacon roll, as car number 2 ...we are off .

The first leg takes us past Chirk Castle and down into the Llangollen valley by the River Dee, with the Thomas Telford Pont-cysyllte Aquaduct above us (fantastic to walk along above the River Dee). We then climb to drive along the Panorama Walk with absolutely stunning views of the whole of the valley, to arrive at the Llangollen Motor Museum. It's a very tight and awkward drive into a really rough and ready car park. The museum is home to 60 vehicles and millions of random artefacts ...housed in the most filthy ramshackle building. The toilet must be the worst in Wales! In fact, toilets become the talking point of the whole tour as all the stops have pretty inadequate facilities !!

Despite the filth, there was an amazing array of things to look at and takes us back to our 1950's childhoods.

Our route now takes us over the Horseshoe Pass, rising to 1,367 feet and passes the Ponderosa Cafe (a bikers meeting place). This is a fantastic 'A' road drive and sweeps round in a horseshoe shape. We swing south, crossing the River Dee, to enter Snowdonia National Park for our lunch stop on the shores of Bala Lake.

Refreshed, we drive south and then turn north to drive along the shore of Lake Bala, alongside the 2 foot guage Bala Railway line. We reach the B4391 where we have a superb sweeping 15 mile drive over Berwyn mountain range to arrive at Llanfyllin Union Workhouse. This was derelict until 2016 and still is a community work-in-progressusing only volunteers and recycled materials. Another rather rough and ready stop but very interesting.

We head back into England via small villages and cross the Montgomery Canal to return to the British Ironwork Centre for a two course meal, receive our finishers award and also are given an ice cream to see us on our way.

Pat G.



TR Register "Coast 2 Coast" tour

We set off on a pleasant sunny day from Baldock Services to the start of our 'Coast To Coast' trip from Southwold led by Phil & Sharon.

We were a convoy after stopping for Cavendish. We villages in Essex with its black and



We were invited Group members made us very know some of the

of four as we left but became five a cuppa at a lovely village called drove through some more lovely and Suffolk including Lavenham white houses.

to a BBQ at one of the Wensum house. Our hosts Andrew and Pat welcome and it was nice to get to other groups members.

After a good nights rest at Lowerstoft, we made our way to the start of the trip at Southwold. The car park was full of TR's of various models and a group photo of all the owners was organized. GL Pierre made sure our LVG banner took Centre stage. We were given instructions and route directions and then we were off.

We wound our way out of Southwold following the instructions until we came across a road closure on the A14 so Phil & Sharon had to find an alternative route, they eventually got us back on the suggested route and we made it to Old Warden for lunch and a meet up with some of the LVG group who came to meet us.

It was our turn to lead as traveling through our we wanted to avoid the with three in tow and Woburn Park. As we took a video of us, we had convoy of six. We set up our next destination The Wellesbourne. Here we Aberystwyth.



we left Old Warden, we were neck of the woods and decided that suggested route on M1, so we set off headed cross country to the A5 via passed by Ben's house in Woburn he gained three more so had become a the A5 and was soon back on route to M e c u r e H o t e l n e a r were meeting up with the group from

We counted 22 TR,s could have been more and an old Citroen. The majority lined up outside the hotel chapel and only just fitted in my photo. We had a very nice meal and they mixed up the tables so that we got to talk to people from other groups. I met a very interesting man who had, had a TR4a from brand new and then had to sell it due to starting a family. Over the years he had got himself a couple more TR's including a TR5 but at the age of 80 had got himself another TR4a, he still wishes he could have kept his first one.

The next day we set off on the second leg of the Coast To Coast. As we drove nearer to the Welsh hills the scenery changed and the roads got narrower. Our route took us to the Elan Dams where we saw the stunning scenery through the pouring rain.

We continued to Aberystwyth in the rain and all congratulated ourselves at making it to the finish at the harbour. GL Pierre managed to put the banner up again despite the weather and we all had another group photo.

Apparently the other group left with sunshine and arrived in Southwold in sunshine. Oh well it wouldn't be Wales without rain!

Some of us met for a final meal together at Hafod, Devils Bridge to end the trip.

Mike Aldridge.



Coast 2 Coast

Having 'delayed' the start of the inaugural 'coast to coast run by over a year due to unforeseen circumstances, I was pleased that I was finally able to get the event up and running this year. The chosen date was the long mid summer weekend and it was inspired by one of the challenges set by Top Gear's Jeremy Clarkson who 'raced' a Jaguar XJS from Land's End to Lowestoft against the Sun. His idea was to beat the sunrise on the shortest night of the year – which he did and with five minutes to spare.

Well we were definitely not going to be racing but the idea of going across the UK over the mid summer weekend has always appealed to me and so I sought a route that would hopefully appeal to TR members going from Aberystwyth to Southwold. I elected for a day time drive instead rather than have people drive through the night and miss out on some spectacular countryside. I also decided to make it a two day event and spread it over the weekend with an overnight stop in a decent hotel halfway along the route. In order to maximize its appeal I decided to offer the choice of starting from either end. Some 30 crews signed up for the event but due to some last minute cancellations we finally had 26 starters in total with a large contingent from the Lea Valley group going from Southwold.

My own convoy left from Aberystwyth in the company of a lovely Citroen Traction Avant and with a VW Golf bringing up the rear as a late replacement due to a smashed windscreen on the Ford Escort which had entered the event. We left in glorious sunshine and headed up over Devil's Bridge and made our way down to the Elan Valley on a road that I had last driven over some thirty years ago. It seems that the Welsh assembly has seen fit to tarmac the road since I last drove on it and it was a near perfect surface until you came to the English border when potholes made their presence felt once more.

A lunch stop at the Ludlow Brewery (where else?) was a most welcome diversion but later on road works south of Ludlow meant we had to take another route down a lane known only to God and the man who made it. Thank goodness no traffic came the other way!

Our overnight stop was at the Mercure Walton Hall Hotel and despite a few problems encountered while checking in it proved to be a very popular stop with the crews. Those who left Southwold also encountered some problems with road works on the A14 and several drivers seemed to deviate from the planned route but they all made it to the hotel OK.

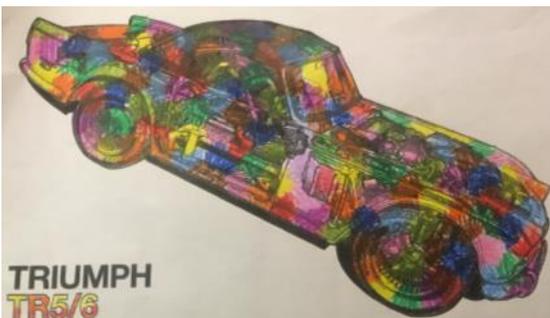
On Sunday morning the southwold contingent had the pleasure of driving up the Elan valley while we had the more monotonous run over the flat lands to the East coast. However, the lunch stop at the Shuttleworth collection proved to be an excellent choice not only for the food but for the amazing collection of vintage aircraft they have there.

We eventually arrived in Southwold and after dipping a toe in the North Sea to complement the one I took in the Irish Sea 24 hours earlier we retired towell where else but the pub!

My thanks to all who took part in the event and it seems that I have been coerced to plan another similar event in due course. If I do, it will be along the lines of "in search of Robin Hood" or "What have the Romans ever done for us" I will leave it to your imaginations as to what routes they might be. Paul Hogan.



Devilish touring in Wales...



Colour competition won by Joanne Corn (Camb Followers)



LVG— WALES TRIP



Some of LVG group took part in the Coast To Coast from Southwold to Aberystwyth.

As we had driven all that way we decided to stay in Wales and drive down to Tenby and the local area.

We stayed our first night at The Hafod Hotel, Devils Bridge and enjoyed a lovely evening meal and breakfast. Porridge got 10/10 from me. Devils Bridge is over a waterfall that you can get a closer look at by walking down to, via lots of steps. Some of us decided to do this after breakfast. The weather had brightened up and it was lovely apart from the very steep steps down. We took lots of photos and then climbed back up the other side.

After a well deserved coffee we set off to see the Elan Valley and dams in very

contrasting weather to when we had seen them the day before.

We took some photos of the cars en-route, down the narrow roads in the lovely scenery and after a light lunch at the visitor centre, we set off to find the mountain route over the Cambrians.

We got to lead the convoy of six cars and found a very narrow road that led from Elan village to the main road, we were so lucky not to meet anyone coming the other way.

Everyone seemed to enjoy the route, so we found our next mountain road that took us over the hills towards Carmarthen. The roads were very narrow, tight turns and steep inclines but great fun to drive on. Again we were very lucky not to meet much traffic and the couple of vehicles we did meet, were opportunely at passing places.

We arrived at our hotel, The Bay View Hotel, late afternoon, looking forward to dinner. Our hosts Dawn & Kevin made us very welcome and our rooms were well furnished, with tea, coffee, Welsh cakes and goodie bags. We all enjoyed a full three course meal.

Our first day there we split up into smaller groups, some walked the two miles from Stepside to Saundersfoot, some a four mile walk to Tenby (was further than they thought) and some went to St David's by car :-). We had glorious weather and Pat, Pierre & Paul had a paddle in the sea.

After a busy day and feeling like we had eaten for England, we decided that one or two courses were enough for our evening meal. After dinner, we retired to the lounge and I brought out a 'colour the TR picture'



Competition. The girls were keen to have a go, but the boys decided to go out and look at the cars instead, I think they forgot what they looked like. Dawn gave us a quiz to do with a chance of a prizefighter we got all the answers, so everyone put their thinking caps on. I think we were all lying in bed that night thinking of answers.



Day two, another hot day, was all change, those who walked to the beaches had a day out in the car to St David's and vice versa. On our last day we decided, on Tony BS suggestion, to have a Champagne reception. Kevin chilled it for us and Dawn gave us some truffles, all very nice. We finished the evening with Prizes for best colouring, quiz answers best was 49/60 so no prize there and a silly game of boys against girls.

Our final day before leaving for home, four of the six cars drove to Ross on Wye. The main roads which cross through the Brecon Beacons were very pretty. I was navigator again, so not to let them down, I found some more narrow single track roads that led to our final hotel, The Glewstone Manor Hotel. We were booked in for a 6 course tasting menu which was very nice.



We had our last breakfast together the next morning before all making our way home.

It was a very enjoyable trip and we would love to do another one.

Christalle Aldridge



DERBYSHIRE DALES TOUR

A sunnyish start from the wonderful Pavilion Gardens in Buxton ...following the usual bacon butty . After 15 minutes we had progressed 0.5 miles, due to heavy traffic and roadworks but soon we were into Edale via the Peak Forest. Great roads and great views but this is a high tourist area, so progress is continually hampered by cyclists, horses and having to reverse and find passing places. We continue past Ladybower Reservoir and past ridges and rock-climbing escarpments for our coffee stop at the Derbyshire & Lancashire Gliding Club.

The wind is rising and we time our departure very badly, as we have to deal with 20 horses on a single track ...but once passed we continue on an old packhorse route to drive through the famous plague village of Eyam. We pass more rock-climbing escarpments at Curbar Edge and Baslow Edge. The weather deteriorates and it's now pouring with rain, so we rather damply pull into the lunch stop at Carsington Water where it dries up enough for us to eat our picnic and have a walk.

The villages in the area are hosting their annual "Well Dressing" weekends, so we had to bypass Tissington, although we probably could have gone through the ford and village because the rain was so heavy that most tourists had abandoned their days out. This did mean that our journey through Dovedale and the Manifold Valley was less crowded but our views were severely restricted over Morridge Moorthe highest point in Staffordshire. We should have been able to see Jodrell Bank telescope but visibility was about 50 yards by now.

We drop back down into Buxton and the rain stops as we arrive back into the Pavillion Gardens. We are congratulated as we seem to be the only car still roofless. Although rather damp, we join the rest of the runners and riders for a 2 course meal and chat ...reflecting that in 2018 we had all been really hot on the same event.

The weather and so much traffic and tourists make this event slightly less enjoyable than the other tours we've done this year but it was still an excellent trip.

Pat G.





The Matherings of Mancer

(Or, the consequences of a senior moment)

It must be well known by now in LVG, that mechanical expertise is not one of my strong points - however, something more than a cursory look under the bonnet would have saved me a problem on the first CACCC tour of the year.

The Springing Up Tour at the end of April, was based at the Stratton House Hotel in Cirencester in the Cotswolds, and apart from a few local runs, this was the first major use of my 4A this year. A 100-mile run down to Cirencester on the Friday, and another 50 miles around the lanes on the Saturday, gave no hint of impending problems, although perhaps the clutch pedal travel was a bit longer than normal? (OK, the technical gurus will have guessed the next bit). Sunday morning at the hotel, fit the rally plate, fire up the car, engage gear - ah, no clutch! Investigation showed that there was nil / zero / b*gg*r all fluid in the clutch master cylinder. Supplies of the essential fluid were not available immediately, so the 12 miles to the first stop on Sunday's route, the Classic Motor Hub near Bibury, were interesting - however, on arrival at the Hub, they were very helpful, and refilled the reservoir with fluid. A few pumps of the pedal proved enough to be mobile again without the need for clutch-less gear changes (not something I've had to practise very often), but in any case we decided to cut route and head directly for home via main roads.

Anyway, the lesson is, even if you are a technical moron like me, do a bit more than just checking the oil and water, and carry a supply of brake/clutch fluid. Thanks go to Brian Chidwick, Mike Mercer-Deadman and others for the moral support and advice at the time - new clutch & brake master cylinders have been fitted now, courtesy of master mechanic Cranners-the-Spanners. However, I have to report that CACCC founder John Tibble's 4A suffered problems even prior to the event (suspected cracked cylinder head), so he arrived at the tour driving a Porsche belonging to his navigator! Unfortunately, my navigator's vehicle would be our VW campervan - not quite the thing for a classic car tour.

Apart from the clutch problem, we had a great weekend - an excellent hotel, and fine meals both at the hotel and a rather quirky pub around the corner.

The Cotswolds is a superb area in which to run a tour - plenty of interesting roads with attractive scenery. However, the highlight of the weekend was the Drive It Day Gathering at the Classic Motor Hub, at their site on a WW2 airfield near Bibury. About 200 very assorted classic cars arrived, to join a mouth-watering collection of cars in the various buildings (I have included a few pics of some vehicles other than TR's for a change, in various shades of British Racing Green) - the Hub definitely is worth a visit if you are in the Cotswolds.

The next CACCC event, Tibbles Tour on June 30th, takes place just after the deadline for the next TRunnion, but there will be 33 assorted classics on the 125-mile route, heading back to Harpenden for the traditional finish at the Carpenters Arms, where the fish & chip

supper will be followed by a fund-raising raffle for local charities (also see below). The Falling Down Tour in early October, will be heading back to the Cotswolds, but to a different (northern) part of the area, and with a different route organiser (i.e. not me!).

There are times when life can be hard. There I was, sitting in the sun outside the Kings Arms at Marazion in Cornwall, dealing with a pint of Tribute (the local ale - not Guinness for a change), minding my own business - when suddenly the peace of the afternoon was shattered by the distinctive sound of a TR6 exhaust reverberating off the buildings in the town square. Having been shaken from my somnolent posture (i.e. I was dozing), lo and behold about 40 assorted classics soon followed, including several TR6's and a TR4A. All the cars carried stickers backing Macmillan Cancer Research, so the drivers were not only enjoying their classic cars but supporting a very worthwhile cause. One thing I did notice - MGB's seem to be about as common as VW campervans!



The "Daks over Duxford" event on June 5th was one not to be missed. I can claim a rather tenuous connection here, as my father served as RAF ground crew in WW2, and was posted to a Dakota squadron just after D-Day. The aircraft at Duxford had flown in from all over Europe, but with most coming from across the Atlantic (via Labrador / Greenland / Iceland / Scotland), which must be something like the equivalent of driving your TR from Peking (sorry, Beijing) to Paris across Siberia. The target figure of 30-plus Dakota / C-47 / DC3 aircraft was reduced to 21 on the day, but it was still a magnificent sight to see them taking off one after the other, before setting off over Essex and Kent and then across the Channel - the nine leading aircraft were carrying 200 paratroopers to drop on one of the original D-Day drop zones in Normandy. With reports of 90-minute delays on previous days for this event, I'm afraid I chickened out and did not take the TR - so I was suitably chastened to see three very familiar red TR's in the car park!



A couple of weeks later, my TR4A will have been in the vicinity of Duxford, for the visit to Revival Garage at Thriplow. Following the replacement of the Strombergs by SU's on my car last year, it seemed an opportune moment to get the car on a rolling road for the first time - more on this in the next issue.



Pete Muncer



It was a relief to wake up to cloudy skies and a cooler temperature after the hottest ever 200 mile drive over to Talgarth.

After our usual bacon butty at Gwernyfed RFC, at car number 6 (of 70 assorted classics) we set off. Although called the **Black Mountains Tour**, this year we travelled north and through Shropshire ..and just had views of the Black Mountains.

We headed off towards Painscastle, then Erwood where we ran parallel to the old railway line which early Le Jog rallies used. It was deemed too rough for our tour (we had plenty of rough roads later on). We go deep into moorland country, over many cattle grids with spectacular views left and righttowards Pen-y-bont and enter a private track through a farm to the A44 and arrive at the Severn Arms Hotel in Pen-y-bont for coffee and Welsh cakes.

For the next section, we travel some of the most used classic night rally routes of the 60's and 70's. (*Editor/driver note: passing places may be fewand if I was not sure how good the TR brakes were, I am now. As a car approached, I slammed the anchors on, with smoke coming off the rear tyresbrakes work!*) Most of these were really rough and ready. We pass through Cantal and go by the Anchor ...the highest and dirtiest pub in Shropshire ("You used to wipe your feet on the way out")!

After a really rough section, we arrive at Knighton Cricket Club for a break and are supplied with coffee and delicious home-made cakes.

We set off on the last section of 58 miles. The first highlight is at Knuclas where we pass under the 13 arch span of the Heart of Wales Railway line castellated viaduct built in 1865.

We pass Heyope quarry where in 1989 10 million Motorway Remould tyres were set alight. They burned for 14 years !! It must have been horrible living around there.

We next pass Phil Price's Rally School and can see all the tracks across the hillsidesalthough nobody driving on them this day.

Back into Wales with views of the Black Mountains ahead of us and at least a few miles of A and B roadsbefore back on the rough and narrow rally roads, parts with no passing places.

More spectacular moorland views to arrive back into Talgarth Town Square for our finishers Welsh slate coasterspresented to us by the Mayor of Talgarth. We then head back to the Rugby Club finish and a Ham salad and baked potato tea and profiteroles.

These runs are fantastically enjoyable but very hard on the Driver, Navigator and Car. Our last 20 miles were touch and go and necessitated our 2nd year on the trotAA relay home the following morning.

Pat Glasbey.

Editor's note: Checked TR on return, compression goodthink it may be a main jet to the Weber 45 that has vibrated loose causing the car to feel like it's running on 3 cylinders. Back to "Revivals" for sorting.



Committee Profile : **Mike Aldridge**

My interest in all things motoring, must come from my Father, who worked at Vauxhall Motors, man and boy. Being in Engineering, he had a different car every night (mostly Vauxhall and GM cars) and as soon as I hit 17 years of age I passed my test and he let me drive the company cars (probably more often than he should). I retired early from a finance role after 42 years with HSBC, in 2016.

I joined TR Register in 2014 and purchased my red TR5 (they are all red aren't they?) in January 2015. The great times my wife Christalle and I have had driving the car and attending TRR events, meant it was a natural course for me to offer to join the LVG committee.

I really don't know how I ended up working in a bank? Perhaps it was the corporate yellow of the old Midland Bank that attracted me. Anyhow, I started in 1974 and slowly progressed up the ladder (it was slow in those days). I can safely say I enjoyed my time at work and after reaching the dizzy heights of management, I took up the mandatory (in those days) game of golf. I have never excelled at the game but that's what the handicap system is for. I play at Millbrook GC in Bedfordshire and was a Director of the club for 14 years, before the calling from TR LVG for committee work, made me decide to try something new (also mix with people of my age, as most of the people driving classic cars are unfortunately those of advancing years - let's hope that can change).

I always had 2 ambitions, one to learn to fly and the other to play the piano. On my 40th Birthday I started training for my Private Pilots Licence and ultimately qualified to fly single engined aircraft, including a night licence. I am no longer current as the cost of flying is inhibitive without a lottery win, but I did manage to amass around 500 hours in the 15 years I flew. I still have not started to tickle the ivories though.

I was initially co-opted on to the LVG "Events Team" in late 2018 and was elected to a full committee member at the 2019 AGM. Being a pen pusher all my life has meant a steep learning curve doing work on my car, but I am learning fast and intend to do as much as possible (working with our son Ben). So far we have kept the car serviceable and allowed me to attend quite a few tours, covering around 5,000 miles this year.

I look forward to meeting and speaking with everyone who has an interest in TRs.

Mike .

Overdrive Mike & Ben Aldridge



Overdrive Woes

Those of you in LVG who attend our meetings will know I have had a really temperamental overdrive on my TR5, for the best part of a year. It was not engaging every time and as the year progressed it refused to engage more and more. On our trip to Wroxall Abbey in May, it only worked a couple of times for around 10 miles of the 180 I did that day. It's a type A unit and everyone I spoke to asked if the oil level was the problem. Many folk seemed to be in disbelief when I said I doubted it as I have been topping up the oil every 500/1000 miles (it does leak, but took no more than 1/8 pint each time and out of a full capacity of 3.5 pints, should not be an issue).

I continued to flick the switch to engage when out driving and sometimes it would engage immediately and others it would just drop in when it felt like it. I could always disengage on demand. This type of problem is so annoying, as it would start behaving itself just as I had decided to start taking things apart. Anyhow, it was getting so poor that something had to be done, so Ben and I decided on a day to get it sorted.

The symptoms seemed to be electrical, so we got the multi meter out and started checking connections. We confirmed the switch was working and power was getting down the wires, but to continue our investigations we needed to take the gearbox tunnel out, we had never done that before, so had trepidation's, but needs must so we cracked on. We were able to confirm power was getting to all the connections, but activating the column switch did not result in the solenoid working. Could it be a faulty solenoid? We had a new one ready, but when we wired that up, it didn't work either. At this point we were a little stumped, but Ben unscrewed the unit (photo 1) that the wires were attached to (prior to the solenoid) and the brass ball shaped end looked to be worn (photo 2). Perhaps we were getting somewhere. I called Simon at Robsport, who suggested I give Pete at Overdrive Supplies a ring. That was the light bulb moment. I somehow managed to explain the part we thought was worn and Pete said, try swapping it with the reversing light switch on the gearbox. Apparently they are identical parts, so back to the car to try and find the reversing light switch. It was located on the side of the box and after removal (it just unscrews), it did not look like the reversing light unit was worn. We swapped them and with the ignition on, the solenoid was activated (with the gear selector in 4th). We flicked the switch on and off and it worked every time. Eureka, had we found the fault? In short, yes, although we were still unsure, so should we refit the tunnel? If we needed further confirmation, the reversing lights now no longer worked, so we thought we had the answer. It was now mid afternoon and as we wanted the car for later in the week, we rebuilt everything.

Our carpet underlay was the horrible horse hair stuff and I had purchased a new carpet set and synthetic underlay, some time back, so while we had everything out we fitted the new ones. Those of you who have been following this will be thinking, what about your reversing lights? We took the decision that we would get a replacement switch and fit that in the future, until then I will resist reversing at night 😊. In truth we want to fit the tunnel better, with a seal and we can do this at the same time. The tunnel has not been sealed for the last 4 years and has not caused any problem, although the cabin does get rather warm on long journeys.

Neither Ben or I know anything about electrics on cars and so we feel really chuffed that we sorted this issue. It is just as mystifying that no one else has suggested the possible problem. Looking on the forum sites of both TRR and TSSC, they all talk about oil levels, but I could not find one reference to the overdrive inhibitor switch or the fact that it is the same as the reversing light switch. I have posted on TRR forum for the benefit of others.

We have had the car for nearly 5 years now (how time flies) and although Ben has vehicle maintenance experience, I had only changed plugs and oil previously. We both agree that our Triumphs are pretty basic cars (even our fuel injected TR5) and encourage everyone to have a go at fixing things. The switch we need costs £7.44 from Rimmer's (photo3) and other than our time, the work cost no more. How much would a commercial garage have charged for all the work (took the 2 of us about 8 hours)?

The only advice I would give is to tackle jobs with 2 people. It's amazing how fulfilling it is.

Mike & Ben Aldridge



Switch Groove worn in ball

Un Tour Della Bellissima Italia

AKA: 2600 miles in a TR to a beautiful country

Once upon a time long, long ago, the postman delivered to Pat and I large envelope extolling the virtues of joining in a tour of Italy designed for vintage and classic cars. Now Italy is one of our favourite countries and this tour looked very interesting, sufficiently so for us to have decided in about 90 seconds that we would sign up for it.

We've already done some longer trips in the TR so we're pretty well organised regarding what to take insofar as clothes, spares and tools are concerned. One thing we relied upon is that no warm clothing was needed for touring in Italy in June, as opposed to the last tour up in Scotland!

The tour was organised by Country Lane Tours and came highly recommended by Pat and David Dawson, who had used them several times before for trips to, among other places, Croatia and Norway. This tour was titled 'The 6th Grand Tour of Italy' so clearly, this company knows Italy well. Before the event, the organisers did two reconnaissance trips to check the actual route and to verify the accuracy of the route instructions. Interestingly, they usually do one of the recce trips in a classic car, such as a Morris Minor, but in this case, they did the final check in a camper van as the weather in Italy was forecast to be bad and they did encounter quite a bit of snow apparently.

Another of the plus points with this company is that they provide a back-up service car that travels with the group throughout the trip, acting as a 'sweeper' so that they are quickly on hand to fix any problems that might occur. The two mechanics travelled in a Rover 75 estate car packed with tools and an assortment of spares and it was clear as the tour progressed that these two knew their stuff about fixing older cars.

Now, what about the trip itself? Basically, the tour itself started and ended in Verona, in north Italy. Participants could either find their own way to Dusseldorf in Germany to catch a pre-booked overnight motor rail service down to Innsbruck in Austria and then drive down, or find their own way direct to Verona. We chose the train, as it was an easy way to get down to the Alps and offered the experience of driving the Brenner Pass. Getting to Dusseldorf was a breeze, especially as we chose to stop off at Ypres to break up the journey.

The motor rail service involved driving your own car onto the rail wagons and then finding your own two berth cabin on the same train. The train left at around 9pm and arrived, after much shunting, rocking stopping and a simple breakfast, at Innsbruck at around 8:30am. It was then a simple matter of driving off the train and heading south for the mountains and Italy. We chose to avoid the Austrian motorway and used a very scenic route through the towns and villages to get to the border, at which point we transferred onto the autostrada to arrive at Verona, having covered around 180 miles. It was a warm day, with 27°C being seen in the mountains. More about that later!



TR on train at Innsbruck

The next day saw the arrival of the Pasta Post. Almost every morning, we were presented with a short newsletter covering any important points arising from the day before and anything we needed to know for the next day. Brilliant service, don't you think? We thought so, especially as our car featured prominently in the first issue in a photo taken showing our arrival in the middle of Verona.

It was then on to Florence for two nights, where if our hotel had been any closer to the Ponte Vecchio, we'd have been on it! All I can say about Florence is that it is a beautiful city, full of amazing sights and millions of tourists. The hotel restaurant was on the roof and we had a fantastic panoramic view of the sunset over the city as we dined.

Pisa was our next stop and yes, we went to the tower. This was also the day when the organiser had his first problem to fix and no, it wasn't a car problem but dealing with a lady who fell and badly broke an arm. Enter Luigi, our Italian fixer! He is a barrister with a deep and strong voice, a good sense of humour and a fantastic Italian accent when speaking English. Anyway, he came to the rescue and sorted out some emergency treatment, a flight back to England and safe garaging of their Alvis until they could return to pick it up. This is just another service offered by this tour company that makes it so special.

The next day saw us heading south for Rome, using the Strade Statali No 1, or SS1, which runs from Monaco all the way down the coast to Rome. The countryside is beautiful but the road surface in many areas was awful, sometimes over long distances. There was no need for speed limits as the surface was that bad – I mean down to 40mph on a dual carriageway so that you could slalom between the holes. Even the locals were doing it, not just us in our old cars! Having said that, this was pretty much the only time we experienced really bad road surfaces, the rest of the time they were far superior, even on minor country roads, to what we have become used to in the UK.

Our Rome hotel was actually outside the city at Frascati, perched up on a hill with some lovely views. The hotel was rather grand but the service less so. This was when I first heard the term 'all fur coats and no trousers', meaning looks good but doesn't work well. The next day saw the whole group on a coach trip into Rome for a guided tour before doing our own thing for the rest of the day. Pat and I ambled around a few of the obligatory sites before succumbing to the heat and taking on the Ice creams! Delicious.

The next day saw us refreshed for a longer spell in the car, going down to Sorrento via Monte Cassino. What a magnificent building that is today, especially when you consider that it has been almost totally rebuilt in the old style after having been very badly damaged by the Allies in World War 2. The Sorrento hotel was in its own way, also magnificent, overlooking the Bay of Naples from up high. This was also the day when the tour lost its first car, a Porsche Targa. It had been playing up for a few days with either being very difficult to start or having started, suddenly cutting out. The car was fitted with an uprated ignition ECU and matching coil and one or the other was failing intermittently. Despite many telephone calls, it wasn't possible to locate the correct spares anywhere in Europe, so the car had to be recovered back to the UK and a hire car arranged to enable the couple to continue the tour. The moment of truth came when the car suddenly cut out and refused to



Florence by night



Checking in at Pisa hotel



The aqueduct

show any inclination to restart. Apparently, a couple of carabinieri policemen came along to find out what was happening and one of the mechanics tried to explain, with the end result that the two policemen burst into laughter and went away. Later, Luigi translated what was actually said as being 'the Porsche has had a baby and has died'. Actually, Luigi had had a busy day already, as he had been arranging for emergency treatment for a lady who had fallen and badly damaged her front teeth.

The next day was a day 'at leisure', with many opting for a trip to Pompeii, Herculaneum or Vesuvius. We opted for Vesuvius, to collect some volcanic rock for someone back home who will soon be going to university to study geology. Incidentally, it was from a roadside stall here that we had the best oranges we have ever had anywhere. Why can't we get these in the UK? After a quick change in the hotel, it was a bus ride down into Sorrento. Lovely little town, full of tourists (like us) and we were happy to get ripped off for a lovely meal in a restaurant tucked away in a side street.



Bay of Naples view

The next day was a real highlight for me – driving along the Amalfi coast road. Picture book beautiful coast and yes, it's all a bit manic with lots of traffic of all sizes, from mopeds right the way up to coaches. We followed a service bus for a few miles and boy, did he shift – making full use of a horn that wouldn't have been out of place on a ship! We relaxed by spending a few hours at Ravello, one of those pretty towns that seem to have been stuck on the side of a steep mountain. Our hotel that night was in a town called Paestum that was pretty ordinary and in fact, appeared rather dowdy. Apparently, it was possible to see 'ladies' openly plying their trade in the main streets. In total contrast, our hotel was magnificent, being huge and totally OTT regarding its marble construction, huge gardens, fountains and trees. It was capable of holding three weddings in separate areas at the same time and could cater for over 4,000 guests.



TR on Amalfi coast

Being about 20 miles south of Salerno, this was the southern-most point of our trip so the next day we started north, stopping first to see some old ruins (there are a lot in Italy) before calling in to a bell foundry for a private tour. The foundry started in 1040AD and is one of the oldest family businesses in the world. The foundry produced the last bell to go in the tower at Pisa, special bells for the Pope and Monte Cassino and to celebrate 100 years of the Italian nation. The techniques seem to have barely changed over the centuries, something that somehow made the tour more special.



Backup team in action

This was also the day that our TR had its first hiccup – an overheating fuel pump. I've not mentioned the weather before but this seems to be the opportune moment. Every day after arriving in Italy, the temperatures were in excess of 35°C, often approaching 40°C and this day was no exception. Coupled with being at around 1500m above sea level and with a tank only one third full, the fuel was vapourising in the pump, causing the engine to splutter and stop. The remedy is simple – empty the boot, lift the floor carpet and enjoy the scenery for half an hour. Then put it all back again and continue, calling in at the next petrol station for some cold fuel. We had to own up to the failure as several of the group stopped to ask if they could help, so we didn't get away with it.

The next day saw us go to Assisi. Another hot day and our second instance of an overheating fuel pump – and we didn't get away with it this time either. No fuel pump problem the next day, though – as it was not a driving day but gave us the chance to visit Assisi. We used the local bus service for the ride into town, had a good look around, spent lots of money in a leather goods shop (don't ask!) and had a restful few hours watching the world go by. Noticed that the traffic wardens are quite pretty.



Then it was on to Ravenna, thankfully coming down from the high ground to near sea level although it was still very hot – only 34°C when we were close by the sea. Ravenna was where we had another cooling problem that saw us arrive in the hotel car park in a cloud of steam and boiling water – quite an entry, I have to say. The cause was a badly crimped connection in the power line to the electric fan that intermittently prevented the fan from coming on. We had been stuck in traffic for quite a while just outside the garage and the inevitable happened. I think I've mentioned it before, but when the little light on the switch comes on, it doesn't mean the fan is actually going round, only that you've moved the switch! Anyway, the dodgy connector was located, cut out and replaced. Only the embarrassment (and a pool of water) remained.



The next day saw us returning to Verona for the end of the driving part of the official tour, but not before we called in to look at a fantastic museum, the Museo Nicolis just outside Verona. This is a museum that shows the private collection of a car collector who also had a passion for bicycles and for aeroplanes, although we could see only the cars and bicycles. If you're ever in this area, this is a 'must see' museum. This was also the day that saw a second car fail terminally. One of the Healeys arrived in the garage just as its hazard lights all came on, the alarm started sounding and then the engine stopped. Smoke was seen coming from the engine bay and the battery quickly disconnected, but not before a wiring loom was visibly badly damaged.

The final day was at leisure in Verona, although about two dozen of the group hired a coach and visited Venice, only 75 miles away. Having already been to Venice several times, we chose to stay in Verona and again have a slow day taking in the sights. The day ended with our farewell dinner, as the next day would see the group break up, with some driving home to the UK and Monaco and some, like us, returning to Innsbruck for another train ride north. We noted that the weather forecast for the drive over the Brenner was for 23°C and a 70% chance of rain and really looked forward to that after so many very hot days.



In reality, the next day dawned bright and sunny, with barely a cloud in the sky. It stayed that way for most of the drive to Innsbruck and in one of the towns, we saw a sign indicating 33°C. It appears that their weather forecasting is as accurate as ours seems to be most of the time. Having said that, it did actually rain for an hour or so as we were walking back to the Innsbruck hotel that night after a meal out – just a light shower but very refreshing. The next day saw us do a little shopping before getting the train for Dusseldorf. Again the journey was uneventful and once off the train, we set off for Calais and an overnight stop in Dover.

We arrived home the next day, 21 days after we'd left, with about 2,600 miles added to the odometer and having had about 92 gallons of fuel passing through the pump – which is still working perfectly!

A few points to summarise our experience:

- Brilliantly organised tour, with excellent route instructions, with the organiser, two superb back-up mechanics and a very good 'fixer' all travelling with us;
- No regrets about doing the tour – it wasn't cheap but definitely worth every penny;
- Despite the mechanics having something to do most days, they didn't get to touch our TR (although they did twice have to help out the TR4);
- For me, driving standards in Italy appeared better than in the UK, especially lane discipline;
- Next time, please can we have cooler weather?

The tour started with 35 cars: the oldest car was a 1938 Jaguar SS that just purred along so majestically and the newest a 2014 Bentley Continental, 10 Jaguars, 3 Austin Healeys, 3 Porsches, 2 Lotuses (one of which was a certain Lotus Elan +2S), Alvis TE21, Proteus C-Type, Jensen 541, 1962 Rover 100, 2 Mustangs (one a '67 and the other 2007 Shelby), DB4 and DB7, MGC, Stag, TR4 and of course a TR6! The organisers were in a Rover 3500, a Rover 75 estate and a Saab 93.

The Rover 100 belonged to a wonderful couple who went by the names of Fred and Boo and when you saw them, you wonder what on earth these two very senior people were doing on this tour and could they manage it – could they even get down the stairs? Well they did everything we all did, the car has apparently travelled over half a million miles, with many of those miles having been covered at speeds well in excess of the UK speed limit. Appearances really can deceive.

Now, the company that arranged all this (trains, hotels, trips, museums, coach tour, some meals, an extremely detailed route guide (about an inch thick) full of additional useful information, back up mechanics and Mr Fixit, etc) is Country Lane Tours, run by Ian Glass from North Wales. I cannot recommend this company too highly – they are simply excellent. The telephone number is 01824 790280 and they have a really good website that can be found at: www.countrylanetours.co.uk.

Finally, thank you David and Pat for introducing us to Country Lane Tours – I hope you both enjoyed The 6th Grand Tour of Italy as much as we did.



Pierre .

