



# The TRunnion

*For the enthusiasts of Lea Valley Group* 20195 September/October

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



## Editorial ....

John and Val may be just over 50 but it is the TR6 we are all celebrating this year. Red still continues to be strong amongst the LVG members and Pat and I continue to apologise for missing meets at The Cock because all the tours we enter seem to happen on the 3rd Sunday of the month! I was pleased to catch up with John Hanna at the excellent LVG Show & Shine evening and hope you enjoy the period photos over 3 pages. Back in the 1970's many TR2-3's were just old cars. I bought my TR3A at the age of 22 for £250 in 1975 ..and most TR Register members at that time were in there 20's ...we were all "Youth Group".

LVG Events team have certainly come up with a varied choice programme this year and **YOU** can always suggest further ideas.

Enjoy the Autumn season ....and may catch up with you at the Caper ? **Keep those articles & photos coming in !**

*Chris.*

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Extra Note : **Please send your letters/articles + photos as ATTACHMENTS ....NOT in with your email.** Thank you, Chris .

Deadline date for Text and Pics for next issue : **30 OCTOBER** ....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 ...

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.*



*Phil*



*Mike*



*Paul*

**If you have any questions about an event ....or 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 ...**

# EVENTS - September/ October

The events committee would like to draw your attention to the following events:

Sunday 15<sup>th</sup> September, Group meeting at the Cock PH. Don't forget to book a table if you want to eat.

Saturday & Sunday 21<sup>st</sup> – 22<sup>nd</sup> September, Pistons and Props at Sywell Aerodrome, discounted tickets can be purchased in advance online.

Saturday 5<sup>th</sup> October **NEW EVENT** The Italian Job, come and see a private screening of the 1969 film The Italian Job and enjoy an Italian buffet plus other themed entertainment. Please bring your own alcohol, although tea and coffee will be provided.

This will commence at 7.30pm in the Garden Square, Eastcheap, Letchworth. Plenty of parking on street and nearby carparks, bringing your TR is not recommended.

Numbers are strictly limited and tickets can be obtained from the Events Team. Pre-booking essential.

If this format proves popular, we intend to hold similar events over the winter months.

Sunday 6<sup>th</sup> October, Sunday Scramble and open day at Bicester Heritage. Tickets must be bought in advance, no tickets sold on the gate.

Sunday 20<sup>th</sup> October, Group meeting at the Cock PH, don't forget to book in advance if you want to eat.

Friday to Sunday 8<sup>th</sup> – 10 November, The Classic Car Show at the NEC Birmingham. Discounted tickets can be bought in advance for the Saturday and Sunday. The show on Friday is full price but is usually the best day to attend as the crowd is smaller

## Events in the melting pot for the coming year:

If you have any suggestions please let the Events Team know

A visit to RAF Museum in Hendon with a chance to experience the Dambusters Virtual Reality Experience. Probably a Saturday or Sunday visit in your day car.

A visit to a car factory with an overnight stay.

Drive out to a country house.

Continental tour or UK tour, maybe both!

A tour of Bassingbourn and Nuthampstead airfield memorial museums with a pub lunch in-between. Probably taking place in the spring.

Long weekend tour

Visit to De Havilland Museum

Inter-group games/quiz night

Plus, all the usual activities.

**IF  
YOU  
ARE  
KEEN  
TO  
BE A  
PART  
OF  
ANY  
EVENT  
CHECK  
WITH  
Phil ,  
Mike  
Or  
Paul**

**See the contact  
list .....**



## GROUP LEADER'S REPORT



What a busy time we've had since the last TRunnion – and wasn't that a good edition with so much to read and loads of photos to peruse! As for this contribution, the obvious starting place is to say a few words about the magnificent Shine and Show put on by the LVG in July. You can read all about it elsewhere in this TRunnion but for me, it is necessary only to say a huge 'thank you' to all who contributed to making it a success, but especially to Phil and Mike who put in a tremendous amount of work to bring it all together. The jazz band was great, the marshalling and parking coped well, the raffle took in a lot of money and the pub did a great job with the food and drink. Roll on 2020.

Also in July, I took up invitation from the Cam Followers for the LVG to join them at the Kimbolton Country Fayre. A great event with hundreds of classics and loads of 'country fayre' type stuff to enjoy, including a stunt horseman that the ladies in particular seemed to enjoy – something to do with the swarthy-looking rider being dressed in black leather and sporting long black flowing hair!

At the end of July, a handful of LVG TRs found their way to the Silverstone Classic Weekend, where we parked inside the circuit in the area reserved for the TRR. It has to be said that it was a damp affair but that didn't detract too much from the event. I took the opportunity to join in the TR6 60<sup>th</sup> birthday celebration drive around the circuit, along with dozens of other cars of different types it has to be said. It was all a bit staid and for me a little bit of a let-down, although it did lead to a video of me driving around containing the words: "Who's the bird?". Yes, I had a passenger and it wasn't Pat. 'Nuff said!

Moving swiftly on, we get to the LVG trip Sezincote House. This little jewel of a house and estate is tucked away near Moreton-in-the-Marsh and was suggested by Phil Titchner as a good place to visit. We found it by following Paul and Wendy along some really good TR roads from their home on the edge of MK. The house is not big but is nevertheless interesting, including a curved orangery that featured recently in a Poldark episode (thank you Tony for the heads up). The only downside for me was that I couldn't use the TR as I had developed De Quervain's tenosynovitis doing clearance of Himalayan Balsam from our local river. Sounds a bit exotic but it's no more than an RSI-type problem. Driving the TR without power steering was considered not a good idea so it was our Giulietta that followed a handful of TRs along the road. Sadly, it wasn't appropriate to park it in front of the house with the TRs – especially as they were a grand sight, complete with LVG banner. Anyway, welcome to Ray and Morna Perkins on this, their first trip with the LVG – hope to see you on many more.



Helmingham Hall near Stowmarket was a meeting place for the TRs of the TRR East Region. I didn't manage to get to this one, for a couple of reasons, one of them being the growing realisation that I was fast approaching the annual mileage limit for the TR's insurance cover. As I write this, I've got only 500 miles left to spread over a bit more than 2 months. Incidentally, I was in a similar position a few years ago and was told that if I exceeded the limit, I was still covered but only to the absolute minimum required by the UK. A safety net - yes, but with a big mesh! Might have to soon confirm this remains the case, as it's a little while since I checked.

The big event in August was of course the Inter Club Triumph Weekend, AKA the IWE, held at the Stratford-Upon-Avon racecourse. This was only my third IWE and in my view, was better than the previous two, not only because of the venue but also because it was a pan-Triumph show incorporating not only the TSSC but also several other Standard or Triumph related clubs. Much nicer to see a range of different cars and not just TRs, pleasing though that may be. Other than the Friday evening being close to a wash-out for the campers, the weather over the rest of the weekend was pretty much perfect, especially for the fly-pasts of the Spitfire and Dakota. Hard at work in the auto-solo arena were Mike and Phil, looking after the big orange cones and later much smaller cones of the vanilla variety. Well done to all LVGers that went along, not forgetting also CFers Val and John and Joanne and Jon - sorry I didn't get to say hello. You can always check out our Facebook page and the TRR webpage for a few photographs, including the mystery of the missing wiper motor!

I'd like to introduce you to a new member of the LVG - Jon Evans. While being new to us right now, Jon has actually re-joined the TRR after a bit of a lapse and doesn't have a TR at the moment. However, he is looking to change that in the next few months and will be on the look-out for a CP TR6. Let me know if you think you could help him and I'll put you in touch.

Finally and certainly not least, **YOUR PHOTOGRAPHS!** We'll soon be collecting together photographs for inclusion in the LVG 2020 calendar and right now, all I can say is that we need more. Look for the notice elsewhere in this TRunnion for more information - unless you're happy to see lots of photos of a certain TR6 in Pimento Red!

Keep smiling and see you at the pub.

*Pierre.*

# The LVG 2020 Calendar

## It's not long now and we need YOUR PHOTOS !

- **Must be a photo of an LVG car(s) or part of an LVG car**  
**May or may not include people or animals**  
**Scenic views incorporating TR appreciated**  
**Must be interesting in some way**  
**Good quality enough for expansion to A4 size preferable**  
**Lower quality photos may be acceptable for themed montage presentation. Priority given to 2019 photos.**  
**Does not have to be a red car! Must be copywrite free.**

**If you have any photos for consideration, please email to Pierre : [pierremiles@hotmail.com](mailto:pierremiles@hotmail.com)**



## Third Shine & Show a Triumph

The LVG 3<sup>rd</sup> annual Shine and Show exceeded all expectations and was indeed a TRiumph. We had an attendance of about 180 classic cars, motorbikes, tractors and even a lorry. The weather gods were kind to us and the weather was just perfect. The TR contingent was an excellent turnout with nearly 50 cars of which 26 were from the LVG, a wonderful input from our group members, thank you all for coming. It was good to see several of the local TR groups in attendance as well, Inter-group co-operation at its best.

A new attraction for this year was live music from the eight-piece jazz band Lend Us A Tenor which featured our very own Christalle Aldridge on baritone saxophone and Sharon Korek on soprano saxophone. The band played a wide range of jazz standards and certainly made the evening go with a swing.

As usual there was the grand draw with Pat Miles doing a terrific job selling tickets, she must have been exhausted by the end of the evening. It is the profit from the raffle that finances the show and thanks go to all of you who bought tickets and donated prizes.

Despite the show not officially starting until 4:30 cars started arriving at 3:50 and just kept on coming, so much so that we very nearly ran out of parking space. In fact, they were still arriving at 8 o'clock whilst the



prize giving was going on. A special thank you should go to Phil Meldrum's grandson Stuart who did a great job of directing the cars in and helping with the raffle, no doubt a future Youth Group member. Many LVG members "volunteered" to help and grateful thanks go to all of them, too many to mention individually.

The standard of turnout was very high giving the judges a difficult task to select the winners. This year we had a judge for each category to make the task less onerous, with the TR category judged by Gary Bates of TRGB fame. Gary also very kindly presented the cups.

The Best TR went to Dennis Bartle for his pristine TR4A

Best Saloon, judged by Graham Teeson went to Graham Shipman's Triumph 2000

Best non TR sports, judged by Reg Jones went to Brian Weedon's Jaguar XK150

Best Rolling Restoration, judged by Pete Muncer went to Andy Gostling, Sunbeam Tiger

Furthest Travelled to Show, judged by Rocco and Luis Rizzo went to Dave Solomon TR4A 103 miles

The evening was rounded off by a display of Morris Dancing which had been arranged by the Cock's landlord. Grateful thanks go to Nick and Michelle and all the staff the Cock for the hard work they put in to make the evening a great success.

We look forward to seeing you all next year for our 4<sup>th</sup> Shine and Show.

*Phil Sanford*





# Great Jazz music at Show & Shine



*With thanks to "Lend us a Tenor"*



## *Helmingham Festival of Classics & Sportscars .....*

More than a 1000 vehicles were exhibited at Helmingham Hall on Sunday 4th August. These were displayed at club stands, general classic and sports cars, and the Tollemache 110 which were shown in front of the Hall. Little did we know that dressing up to match your car's era was encouraged, although with a 1980 TR7 perhaps that was just as well!

The two sessions of driveway runs allowed visitors to see various cars in action and learn a little of their history, including the silver Lotus Elan that had once belonged to Graham Hill.

There was lots of other entertainment with stalls, birds of prey, a brass band, a country music band, and a dance group demonstrating jive, swing and lindy hop; and of course there was plenty to eat and drink.

It was a very busy, colourful event and the weather was kind; all in all well worth the trip.

*Alison Payne.*



Photos: Alison Payne



## The Nottingham Classic Tour

Our start number was 2 and we would have been one of the featured cars in front of Kelham Hall ...but we had to do the event in the 595 as the TR3A was still off the road. This meant we started in the penultimate position. A new experience for us to be at the back of the 65 car entry list.

After the obligatory bacon roll we are off ... This route is mostly on 'B' roads so, by our standards, quite gentle but the weather was good, traffic light (except bikes) and scenery and villages very pleasant. The first highlight was passing beautiful Belvoir Castle and we were soon stopping for coffee at a lovely pub called the Tallemache Arms.

Refreshed, off we go via Cottesmore Airfield, now used by the Army, and we realise we are in familiar Welland Valley Wander territory ....passing along the south shore of Rutland Water and under the Harringworth Viaduct on all 3 possible roads, to arrive at Rockingham Castle for the lunch break and time for a walk with Paul & Wendy round the beautiful gardens.

We continue on familiar roads along the Eyebrook Reservoir and through the village of Horninghold (only has about 12 houses and each one is a stunning mansion).

Suddenly life gets interesting as we come to a Road Closed sign ! There is a Castrol Arrow redirecting us and soon we follow the next arrow down a "gated" road. This is more like a path with grass a foot tall down the middle ! We are used to this kind of terrain but a few very worried drivers were unsure whether to continue. Luckily some walkers (who also very kindly open & close the gates for us) assured all that we could get through and marshalls were waiting for us at the end of the track. The marshalls had run out of arrows, so, with some sketchy instructions for about 3 miles ...we were soon back on route ...and after an enforced stop to allow the biggest herd of cows we have seen, to cross the road ....we enter Melton Mowbray for our reserved parking in the Market Square. YES Phil ....we did buy a Pork Pie!

The 4<sup>th</sup> leg was very straight forward and we crossed and drove along the banks of the River Trent to arrive back at Kelham Hall for sandwiches and cake.

The marshalls have to be congratulated for their quick route rethink. This road closed situation is one all organisers dread. It certainly created a lot of chat at the end. Some did not even attempt the new route and just "sat-naved" themselves to Melton ....their loss ! It was "the best bit of the route" as Paul said.

Despite being in the "wrong car" we really enjoyed the event and lots of people were interested in the 595, especially because we had the NC 500 sticker on ...and that allowed more chat about that trip.

Welland Valley Wander next .....so more passes under the Harringworth Viaduct !!

*Pat Glasbey*

# Sezincote House & Gardens

This LVG Trip was first mooted after our AGM in January. The Events Committee are always asking for suggestions of interesting places to visit and thanks to Phil & Miriam Titchner we added this very interesting venue to this year's calendar.

We thought we would try a midweek visit, but had to select a Thursday or Friday, due to the properties limited opening times. We had 8 couples down to attend, but (unusually for LVG) 2 cars were needing maintenance and GL Pierre had injured his wrist using a scythe, meaning he wanted power steering to assist his driving. Not to be left out, these 3 couples travelled in their day cars, leaving 5 TR's to take advantage of some VIP parking in front of the house. Paul Richardson planned a really nice drive to get us to Moreton in Marsh with a lunch stop at The Boxing Hare Pub, just outside Chipping Norton.

Sezincote is a family run estate covering 4,500 acres of rolling Cotswolds countryside, with the house being 200 years old and built in the style of a Mogul Indian palace, reminiscent of the Taj Mahal. It is said that Sezincote influenced the design of the Brighton Pavilion, after a visit by The Prince Regent in 1807. This is easy to see as we drove the cars over a bridge and down to the house, to be confronted by a weathered-copper, onion shaped dome roof that could have come straight out of India.

In typical LVG style, most of us took advantage of refreshments in the elegantly curving Orangery, before a wander around the well established gardens. House entry is permitted at set times, with a guide who gives many interesting facts and points out items of interest.

The weather was kind to us and the trip was a great way to spend a day and learn a bit more about an unusual country estate that I certainly had not heard about. I travelled 150 miles on the day and thoroughly recommend that anyone who enjoys driving their car and wants a day out, should join one of the LVG visits. Thanks Phil & Miriam for great suggestion. Keep the ideas coming.

*Mike A.*





## *The Matteringings of Mancer*

There I was, with the engine roaring away at 5250 rpm, nudging 104 mph - wishful thinking or a case for the boys in blue? OK, you guessed it, the TR was on the rolling road at Revivals Garage in June - and it wasn't even me in the car! The impressive graphs produced by the highly sophisticated equipment as a result of the session, are a trifle beyond me, but the plotted curves look very smooth, no bumps or squiggly bits - is that good? A fascinating afternoon, which proved in my case at any rate that I have not been utilising the potential of my TR to the full - but I suspect many of us don't - maybe time for a track day? Anyway, thanks go to Mike, Phil & Paul for organising the session.

There was plenty of touring activity reported in the last TRunion, what with the C2C and LVG Welsh tours, GL Pierre exploring most of Europe, and Chris & Pat also in Wales and other remote areas. At the end of June, it was time for the 2019 edition of Tibbles Tour, the traditional C.A.C.C.C. one-day tour. As the LVG tourists had only just returned from Wales, representation from the Group in the 30-strong TT19 entry was confined to Brian & Lynda Chidwick in the 3A, and my 4A with SHMBO in the passenger seat. We had a good day, only slightly spoiled by a last-minute road closure near the A14, but luckily everyone managed to find alternative routes around the problem - although I think some people were using something called a satnav - is that allowed on a classic tour? However, I have to accept responsibility for the error in the road book, which instructed everyone to turn left at the Inn on the Green pub in Abbotsley - trouble is, it is no longer a pub, but a private house - much resulting confusion - apologies folks. (Memo to self - when using Google Earth to perform a follow-up visual check of junctions, make sure the image displayed is not dated 2008!).

Planning is under way already for future C.A.C.C.C. tours - the Falling Down Tour in October is being planned by another organising team (so hopefully no road book errors!), and will be based at Mickleton in the north of the Cotswolds. The Springing Up Tour in April 2020 looks to be heading to a South Coast location near the New Forest - watch this space for updates.

I was somewhat surprised (and of course deeply honoured) to be asked by our esteemed Treasurer, to act as a judge at the LVG Shine & Show Night. Some of you may recall that at the very first S&S Night in 2017, muggins here somehow was awarded the trophy for Best Rolling Restoration - so clearly this had to be a case of poacher-turned-gamekeeper - guess which category I was to judge? Any guidance as to the definition of a "rolling restoration" seemed to be lacking from senior LVG management (I did think of judging drivers rather than cars), but on the night there was a clear winner, a partly restored Sunbeam Tiger. Luckily Gary Bates of TRGB was on hand to judge the other categories. A most enjoyable evening, with about 180 very assorted classics arriving, including nearly 50 TR's - maybe an extension to the display field needed next year?

TRGB was featured recently in Classic & Sportscar mag., and in the same issue was an article about unlikely rally cars (Rolls Royce Silver Cloud, Saab 95 estate, Morgan Plus 8, etc.) - very interesting, but where was the mention of a DAF 66, complete with rubber band transmission? When Tim Stevens and I entered the 1975 RAC Rally in Tim's DAF, initially we were given a reserve entry, and finally took the place of an Escort Mexico. However it became apparent that the commentators at the various stately home special stages still had no. 228 as an Escort in their information sheets - our arrival at the stage start invariably caused a break in commentary while they tried to work what this strange vehicle was. Mind you, I recall that such motor sporting thoroughbreds as Moskvitches and Wartburgs were entered in the rally - factory team entries too.

TRGB may see some more business coming their way next year, as TR guru Pete Cranwell regretfully has taken the decision to close his business in the UK (Pete & Amanda live in Normandy). Many of us in LVG have taken our TR's to Cranners in the past, and my 4A has been looked after by him for question now arises, where attention in future - TRGB? others based upon their own my own level of expertise re-mechanicals, getting my hands not really a practical option. I articles in TRunnion and TR operations performed on TR's, but such activities are not for me now (although many years ago, I did rebuild the Ford 1300 crossflow engine from our autocross car after a major blow-up - amazingly it lasted the rest of the season).



about 20 years. So, the should I take my TR for Robsport? Any advice from experiences welcomed - given

lated to TR significantly dirty myself is am always impressed by Action, describing major

A few days after the next TRunnion deadline, a (non-LVG) group of us will be off to Zandvoort, courtesy of Easyjet and Dutch State Railways, for the Historic Grand Prix on Sep. 6<sup>th</sup> / 7<sup>th</sup> / 8<sup>th</sup> - unfortunately this trip means I will miss the LVG visit to Fawley Hill, which I had hoped to attend. I will be intrigued to see the paddock area and other facilities at Zandvoort, as the F1 circus are due to descend upon the circuit next year - surely all those enormous motorhomes and mobile hospitality complexes won't fit in? - I did hear a rumour that smaller units will have to be used. Zandvoort has not hosted a World Championship G.P. since 1985 (Niki Lauda's last G.P. victory), and things have changed a bit since then. If Bernie Ecclestone was still in charge of F1, no doubt he would demand that the North Sea be moved back to provide more space - I have heard it said that if Bernie had been in charge of the Brexit negotiations, the EU would be paying us, and we would have left the EU months ago!

*Pete Muncer*

## Sezincote Gardens

*Extra*

The TR's parked outside the house were in good company, as the estate owners have a Hindustan Motors Ambassador, which adds a bit of authentic India (even if originating from a British design) to the surroundings.

Hindustan Motors produced the Ambassador, based on a 1956 Morris Oxford Series 111, which was once a mainstream car in India and was in production from 1957 until production ceased on 24 May 2014.

Of personal interest to me is the fact that my Uncle, Max Aldridge, was the CEO of Hindustan back in the 1970/80's

*Mike A.*



*Editor' view ..... IF you are searching for one of the best TR5s in the UK, then the below is an example that is worth travelling many miles to see.*



### **The Story ...**

Some 15 years ago my wife Pat and I decided that upon retirement we would do some European touring in a Classic Sportscar and having had (many years previously) a TR3 and TR4, we decided on a TR5. After 9 months of seeing some dreadful cars for sale, we found an original car that had been well looked after over the years and we spent a year having it fully re-commissioned along with sensible upgrades. It has been continually maintained and garaged to date.

Since then we have both driven it well over 20,000 miles, mainly in Europe, Ireland and also UK.

It is a beautiful car inside and out. It is quiet, comfortable, quick, good on fuel and easy to drive (helped a great deal by the addition of hydraulic power steering).

However, the time has come to move it to another owner. It is fully ready to drive anywhere and I am not aware of any outstanding work required to be done.

### **The CAR ...**

**TR5, 1968 (built 1967) CP88-0 \* Mohair Soft Top \* White with Shadow Blue interior \* Over-drive \* Knock-on "Minilites" \* Aley Padded Roll Cage with Windbreaker \* Power Steering (hydraulic) \* Matching Numbers from Car to Heritage Certificate and C5A Registration Certificate**

- TAX & MOT EXEMPT (but with MOT)
- Huge files for all work carried out and parts fitted since 2004 ...plus lots of previous Invoices
- Heritage Certificate, original service book & handbook, Workshop and Parts Manuals
- DVLA list of previous owners
- Huge number of parts come with the car, including all removed items for upgrades and replacements
- All upgrades from original can be easily retro fitted using the actual parts supplied with the car
- **Two important lists available are :-**
  - A complete list & components fitted to the car by date
  - A full specification for the complete car

AVAILABLE NOW. £52,000 Serious enquiries only, please

**If you need further information, call David Dawson on 07785 – 502830  
...or Email : xd.xp@btinternet.com (Beds/Herts)**





## Welland Valley Wander

An early start to be on time for this event ...but an excellent choice of venue made up for that. We started from the Stonehouse Farm & Motor Museum in Mountsorrel, Leicestershire. After our bacon roll we had time to visit the interesting museum but the highlight was the piglets, guinea piglets, baby rabbits and chicks ....each one more cute than the one before. On site was also a Michelin starred restaurant and a farm shop. Definitely worth returning to.

The first part of the journey through Leicestershire reminded us how wealthy this area is, with village after village of large mansions and country houses plus Charnwood Forest (containing Beacon Hill, an old Speed Climb course in the 1900's) and lovely rolling countryside.

After a coffee stop, we journey on past more estates to arrive at the lunch stop on the meadows beside the River Welland in Stamford. A tricky access to the meadow over a flooded area and very temporary ramps, then saw all enjoying picnics and more cuteness in a very late brood of ducklings.

After negotiating the exit, we head along the Welland Valley via Rutland Water, the Harringworth Viaduct (only one pass this time) and Blatherwycke Lake. We reach Fotheringhay by the River Nene (the castle where Mary Queen of Scots was beheaded has long gone) and pass the edge of Rockingham Forest ....to arrive at the finish venue of Deene Park for tea and cake. Most of us take the opportunity to walk the lake, grounds and gardens of this private estate. The summer flowers were past their best but it still was a beautiful place.

The navigation Road Book was descriptive rather than a "tulip" route. My comment : " a picture is worth a thousand words"!

*Pat G.*

With thanks to Phil T. and Pierre for these pics

## LVG to Fawley Hill Railway

Fawley Hill Railway, near Henley on Thames, was the inspiration of Sir William McAlpine and this private museum and railway can only be visited by invitation. It is only open to charities, railway and vintage vehicle related clubs.

After meeting near Luton and a cross-country drive via the Chilterns, LVG met with the Chiltern Group and one North London Group member at "Toad Hall Garden Centre" ....to drive up Icehouse Lane to the Fawley Hill Estate. We were then given priority parking in the heart of the museum.

When Sir William purchased his first train, it took a week to get it up the Icehouse Lane ....a single track, probably 1 in 10. Two sections of track were laid and like the ancient Greeks, the track was moved one length at a time ahead of the train.

The museum today has a fully operational line, with a Hill line (1 in 13) and a Valley line. There are dozens of Victorian buildings and old bits of station and signalling memorabilia ....from stations all over Britain. These are laid out throughout the estate and can be viewed as you travel on the train. The park also has deer, llamas and meerkats.

We caught the 1.30pm train (after excellent refreshments at the pop-up café on Somersham station). Phil Sanford had a ride on the foot-plate and the rest of us were in waggons. The ride was great, especially going full steam up the hill to cope with the gradient and having 200 yards to then come to a stop at the station. (Our charge was a little interrupted by deer who had strayed onto the line)

The museum itself has thousands of artefacts and models and tracks from all aspects of rail travel. Equipment, clothing, catering, you name it...it was there.

Back to the Café for coffee and cake and the end of a fantastic day out.

*Pat G.*



# John Hanna

## TR Racer and early Group Leader



Always good to have a chat about TR's with John. His unique TR3 was most famous in the 1970's as John reminds me .....

*"896 BHP is my Daimler 2.5 V8 at Silverstone in 1979. This is the car most old timer TR Register members remember me for. I removed the engine to sell it (it was the factory prototype engine—engine number EXPD 3) and raced it in the inaugural Cox & Buckles Championship. Two years ago I received a message that a good friend's brother had bought it and discovered my name in the documents that came with it. It has been superbly restored as a standard road car but I have not seen it yet. It resides in Somerset.*



John was one of the early members of Lea Valley Group .....and later went on to form the North London Group.

Note on his TR4A on next page that the word Section was originally used.

With thanks and credit to Julian Stephens, who took the photo of the TR Register sprint at Goodwood circuit (1977) .....



Pictured below: TRW 529 is at Silverstone in 1985. This was a spaceframed lightweight special, built on the basis of a log book I aquired. I never realised at the time it may have been a Works numberplate/logbook I used. The registration is so close to some well known factory cars. It is currently recorded on the DVLA website as taxed but I have no details .....

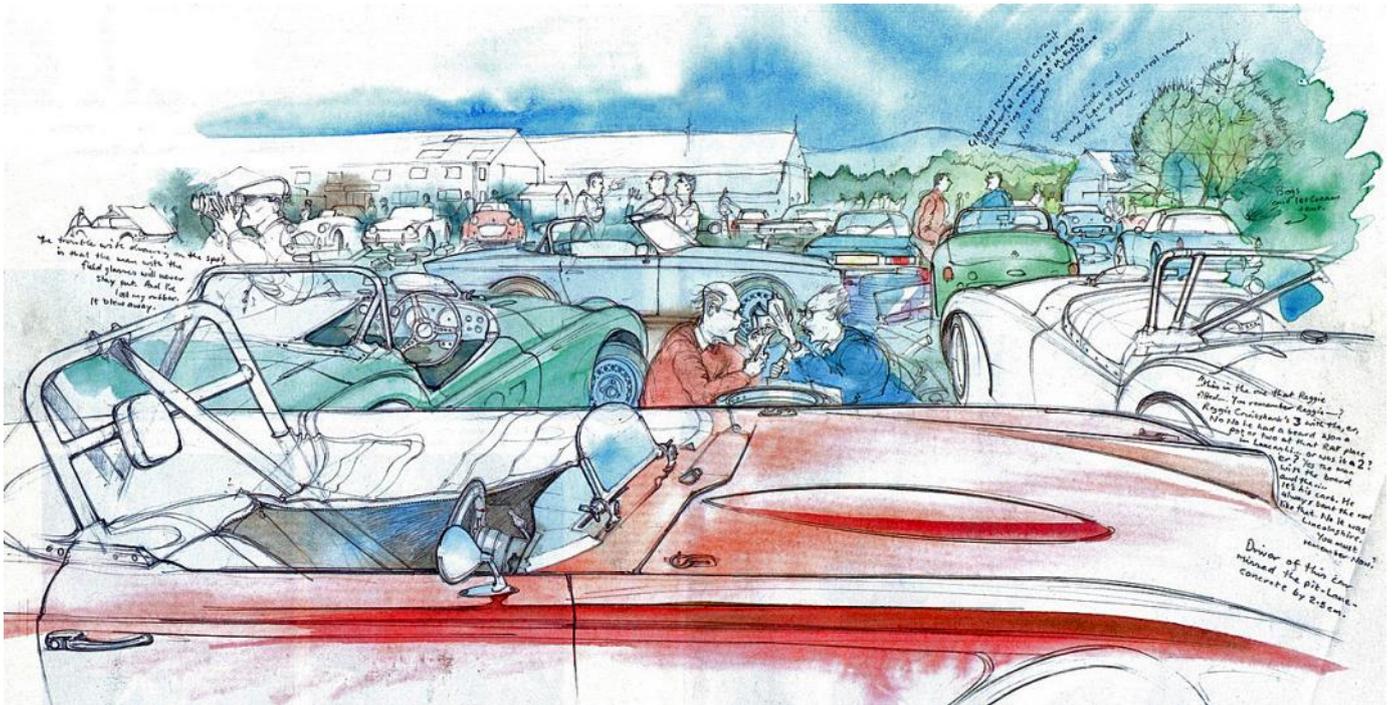


713 NNK (in red) is at Castle Comb in 1987—both images. I sold it in 1989 and bought it back in 2013 ....as you see today it is now green. Pics below:-

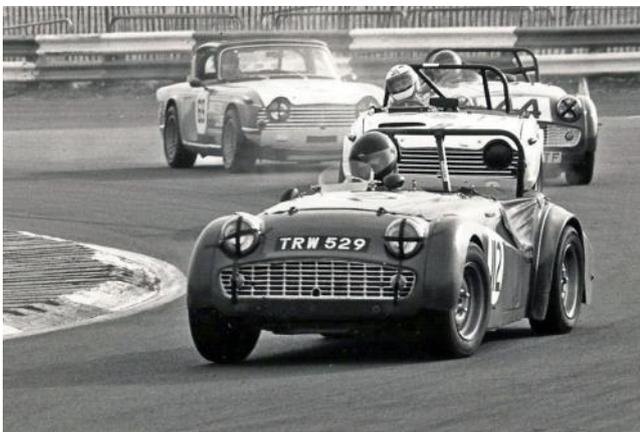


Below at Bo'ness in 2017





This drawing is from the centre spread of *Supercar Classics*, issue December 1987. It was drawn by the talented Bob Freeman at Goodwood in 1987. He was a TR7 owner and spectating. There are some other identifiable TRs in the background but I don't know who they are. He died not long afterwards. I recently managed to buy an original print from his website, run by his family .



Two more pics from Silverstone 1985. It was a great race ....with a good write up from *Autosport* ....

The BMRMC's first 1985 Silverstone meeting saw eight races run in cold but dry conditions last Saturday.

The TR Register Challenge saw Reg Woodcock lead from pole in his TR3, unchallenged throughout. The best battle was between Phil Eddington (TR3A), Michael Hughes (TR5), John Hanna (TR3B) and Michael Walker (TR4A) fighting merrily. Hanna was in sparking form, passing the whole bunch in one go for fourth place on lap 6 where he stayed until the last lap when a mistake put him back to seventh. Woodcock's overall and class E win saw him lap everyone up to third and take the fastest lap. Hughes TR5 won class D and the only non-class E car in the top seven.

John,

Thank you for sharing the story of your seasons of TR motorsport.

Chris.



*Italian food ....with a caper thrown in !      Limited places ....*



A special invitation to 30 LVG members ....

You have already received the handout for this event ....and if you haven't booked it yet ....then  
**Contact Phil Sanford NOW !**

E: [p.sanford051@btinternet.com](mailto:p.sanford051@btinternet.com)

Or telephone him ....see committee list

Enjoy an Italian meal ....whilst watching a film

**It all takes place in a Garden City  
on Saturday 5 October .....**

**£10 per person**

*If I tell you more ...  
I may have to  
Blow your TR doors off*

Late addition ....

**Les Leston STEERING WHEEL .....**  
**Contact Pierre if you are interested**

*3 spoke alloy steering wheel, Les Leston (1960's)  
14" leather covered.*

*Seller has not tried to clean it....and he bought it about 50  
years ago!*

*The wheel is FREE ...and can be delivered to anyone genuinely  
interested ...and who lives near to Pirton*

Contact Pierre