

The TRunnion

Broadcasting to LVG and the World



202205 June



Editorial ...

It's 2.30pm on Tuesday 14 June and I sit with a cup of coffee wondering just what to fill this space with. You are fed up with me asking for feedback and articles and the letters page is there if you want it, although this month I have filled the space myself ...but feel free to write next time if you wish.

Petrol costs are still high which may be why many members don't venture far in their TRs. So many events are happening this year and apart from Shine & Showwhich I know you will ALL attendplease don't miss the special Shuttleworth day with TS2support LVG and have a great day for only £10 / TR.

Read the words of Phil & Mike and check the LVG website for the very latest News. Best if all LVG members are on the Whats App group for further updates and chat. Contact Phil if you are not yet on ?! I haven't joined the world of Instagram yet but if you need it, ask Phil.

Just finishing the coffee. Time to wrap up this issue and post it off to you. Cheers,

Chris.

What's IN ...

- 3 Taxing TR
- 4-5 GL reports
- 6 Events
- 7 Prizes WANTED
- 8 Fly TR at Shuttleworth
- 9 Wayne's World
- 10 Breakfast at the Mill
- 11-12 What Mutters most
- 13 Shine & Show
- 14-15 Hills & Valley Tour
- 16 Luke's TR3A
- 17 Best TR3 ... Tony
- 18 Readers Letters
- 19 PKV 373
- 20-21 GB Car Journey
- 22 TR6 in the dales

**DEADLINE DATE for articles
& photos for next issue is
THURSDAY 7 JULY**

Please send any Trunion articles direct to the Editor ...as an attachment!

Keep the text small, if possible use: TAHOMA, font size 10

PHOTOS : JPEGs of finest quality please *Send to Chris Glasbey, Editor:-*

E: chris.trunioned@btinternet.com

Please keep Text & Photos separate. My Publisher does not like it if pics are added to a Word doc. I like JPEGs !



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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
TR Forum : www.tr-register.co.uk/forums
LVG : 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 : trr.lvg@gmail.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.

Welcome to "The Cock Inn", Broom (home of LVG)...give Nick a calland book yourself in for a lunch one day soon ? Please also remember to book in advance for Lunch at Club Meeting Sundays.

For the full Calendar of events for 2022just CLICK on the link below :-

<https://www.tr-register.co.uk/group/lea-valley/social-report/2022/02/1941/2022-events-calendar>





Group Leader's Report



We are fast approaching a very busy time for the LVG, apart from the regular shows and meetings, we have our Shine & Show on Wednesday the 20th July and TS2 will be with us on its Round Britain Tour just afterwards from 21st to 27th July.

Our Shine and Show has gone from strength to strength, starting off from what someone called a "Wet and Windy" first show with about 30 cars to last year's TRiumph with nearly 200 cars turning up. As you will appreciate this takes a lot of hours to organise and we do need volunteers to help on the day. Just think of the WWI poster of Lord Kitchener pointing and saying **"Your Club Needs You"** and you will get the idea. Just a couple of hours of your help on the day would be very much appreciated. The roles are not onerous and are a really good opportunity to see some lovely cars and make a real difference to the Club. During the afternoon of the 20th, we need a few people to help erect the marquee and gazebo, mark out the field for parking, move tables and put up bunting. Once the evening has started, we will need parking marshals, greeters to welcome each car as it arrives, judges for the cups to be awarded, raffle ticket sellers and ticket folders. If you can spare us a couple of hours, please let us know either by phone or email. Join with us to make this year's Shine & Show the best yet.

Wayne Scott will once again be handing out the cups and helping with the judging, his presence at the microphone for the raffle is much appreciated. Elsewhere in this issue of TRunion our esteemed Raffle Master, Jon Evans, is making an appeal for raffle prizes.

That brings me to the arrival of TS2 just after Shine and Show. We are collecting it from the Vale of York Group and our main event with it is the display at Shuttleworth. Tony Bannard-Smith has negotiated a very favourable rate for the entrance ticket at £10.00 per car and occupants compared to the normal £17.50 per person. Apart from TS2 there will be lots to see at Shuttleworth and very often there are several aircraft movements. Bring a picnic, a chair and enjoy the day. We hope to get a photograph of TS2 in front of one of the collections aircraft. Tickets can be booked at <https://www.shuttleworth.org/product/lea-valley-group-tr-register/> please remember to email us if you are going so we can make sure there is enough reserved parking opposite the hangers.

It is also planned to take TS2 to Robsport to get it photographed alongside the TR7 that the Register are



having restored for the Triumph & MG Show at Stafford in August. It will be loaned by the Register to a young driver to encourage younger folk to own TRs and join the club. Handover of TS2 to the Essex Group will be on Wednesday 27th July at the Squadron Café on North Weald Airfield. A group drive to the airfield and lunch when we get there is an excellent opportunity to get more publicity for TS2's travels around Britain. For those that would like to drive TS2 please let the Events Team know and we will organise it for you.

That's all for now folks, I hope to see you at our events.

Phil



June Events & soon will be Shine & Show

We are now well into the classic car season and it is great to report that our events to date have been popular and we are seeing some new faces (and cars).

The regular monthly meeting continues at the Cock in Broom (3rd Sunday of the month), with the next one being held on Father's Day (19th June), so come along and bring the family. If you want to eat ensure you have booked with the pub. 01767 314411

We have now held 2 Wednesday evening meetings with good support. The first was at the Raven in Hexton and the second at the Hermit of Redcoats in Titmore Green. The first Wednesday in July is 6th which clashes with Classics in the Walled Garden on the Luton Hoo estate, so there is no midweek pub meet in July, but there is the opportunity to get the car out and join us for a picnic. We are arranging a group entry, so if you have not asked to join us yet, send us an email.

We will want a venue for our August meeting, so if you can suggest one, please speak up.

At the end of May Wayne Scott attended a pie supper and talk evening, where he spoke about "Living a Classic Life". He is an entertaining speaker and the 24 people present learnt a lot of his life, including an embarrassing episode where he put his smalls on his hotel balcony to dry (after washing), only to return a little later to find the wind had blown them away onto the diners eating at the restaurant below. We are sure he carried it off well, but it did make us smile when he told us about it.

As Trunnion goes to print we will be visiting IWM Duxford for a private TouR of Miss Pickup, a 79 year old Catalina flying boat. We are fully subscribed for this event, but committee member Phil Meldrum, who is a ground crew volunteer, has said we can organise additional dates if numbers dictate.

Finally, but most important, is to reiterate that we are approaching our annual Shine & Show classic car show at the Cock on the evening of Wednesday 20th July (see the flyer elsewhere in Trunnion). If you feel you can assist on the day with putting up a marquee or car parking during the evening, get in touch.

As usual, we will send out emails advising all local events we will be attending, but take a look at our "Local Happening" page on the TRR LVG website. Link below:-

<https://www.tr-register.co.uk/group/lea-valley/social-report/2022/02/1941/2022-Events-Calendar>

To contact us use our LVG email address – trr.lvg@gmail.com

Phil & Mike
LVG Events

Tony says ...

Don't watch the paint dry, DRIVE to EVENTS !



Wanted please ...

for Shine & Show

Shine & Show Raffle

Dear LVG'S as you know I'm now on the committee, committed to giving you the best raffle experience this side of Singapore. As we approach the pinnacle of our season Shine and Show, I need your help. Please, if you can, donate any prizes to make the raffle proceeds swell for us and for our chosen charity, Sue Ryder St John's Hospice in Moggerhanger. Booze is good but anything of quality that you would want to pick if you picked the winning ticket would be great.

Many thanks in advance "Jon the raffle".

Jon.



.and the PRIZE is ...

We need Prize Donations The sort of prizes that you would like to win !

Please bring to the next meeting ...and THANK YOU if you can help



Sunday 24 July

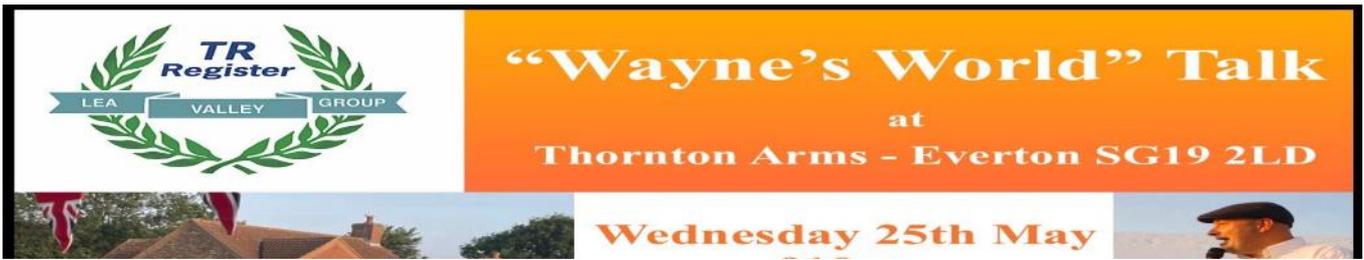
Support LVG hosting the visit of TS2 at Shuttleworthas part of its grand tour of Britain

This event deserves a BIG attendance from LVG ...so please buy your tickets TODAY! Only £10.00 per TR !

Sunday 24 July from 10.00am ... bring a picnic

When you have booked direct with Shuttleworth, also advise Phil so that we have an idea of attendance (e: trr.lvg@gmail.com)

<https://www.shuttleworth.org/product/lea-valley-group-tr-register/>



WAYNE SCOTT – Living a Classic Life - 25th May 2022

LVG were fortunate to enough to entice Wayne to come and give us “an audience”, where he told us about his background and involvement in everything classic. Most of us will know him as the man with the mike at shows, who seems to have an encyclopaedic knowledge of TR’s and classic cars in general. Little did we know, that his career in PR and Marketing had such a colourful and fulfilling background, from his very young days, when he was given a model police car by our own Eddie Holden, to podcasts for the TopGear team. The talk was very interesting and entertaining with the added advantage of a Pie Supper.

Over £100 was raised for a Ukrainian ambulance appeal, which Wayne very generously wanted supporting in lieu of any fee for his talk. We did buy him a pie and a pint though☺



Mike.

Thanks Wayne!

Breakfast at Jordan's Mill

LVG Events team tried a new concept for the Group, of a midweek Breakfast meeting. It proved most popular, with many members asking where and when the next one would be arranged.

Jordans Water Mill, near Biggleswade is on patch and has been on site since 1855. GL, Phil Sanford organised a conducted TouR for everyone, which was extremely interesting and told us how "high tec" the Jordan family were in building a mill with state of the art (for the time) equipment. It would still have been a hard working day, lugging heavy sacks of wheat & flour about. The well run restaurant provided good fare, with a varied choice, including a Millers Breakfast (full English) or just a bacon sandwich. Waistlines expanded, members left for home in some lovely Spring Sunshine. Now where do we go next month???



Mike.





The Matteringings of Muncer

Pete Muncer

Right, this month I am starting with a bit of a rant and a moan, and a chance to vent my spleen (it's all right, I'm downwind) – nothing to do with TR's I must add. A new bungalow is being constructed at the end of our close, and about 3 months ago, a trench had to be dug in the road to allow the various services to be connected - the trench was then filled in and finished off with new tarmac. This trench was about a foot wide, and ran across the front of a neighbour's driveway – no other houses affected, and the only traffic over the site would be our neighbour's car. A couple of weeks ago, the road gang were back in full force (3 large trucks, a van and a digger) to do guess what? – not to lay more pipes or cables, but simply to dig up the recently laid tarmac and lay more fresh tarmac! To quote Basil Fawlty, "what is the bl**dy point?" I should make it clear that the new tarmac is about 3 feet wide in places rather than the original 1 foot – that alone must justify all the cost and disruption. Anyway the next time you are stuck in a queue for road works, don't worry, the likelihood is you'll be stuck there again a few weeks later.

Having got that out of my system, now to motor sport matters. Sadly a last link with the one of the great eras of Grand Prix racing has gone - Tony Brooks passed away last month, aged 90. He was sometimes referred to as "the greatest unknown driver of all time", so you might never have heard of him. Tony Brooks was the last surviving driver to have won a Grand Prix in the 1950's, and he was the first British driver to win a Grand Prix in a British car (a Connaught at the non-championship 1955 Syracuse race), since Sir Henry Seagrave in the 1920's. He went on to win six championship G.P.'s at some of the classic circuits including Spa, Nurburgring, Monza and Rheims (see pic), in the days when these were fast road circuits with minimal safety features, so no Armco barriers or chicanes to slow the pace – apparently at the old Spa, at the flat-out kink along the Masta straight, if you got it wrong you would probably hit a house. Brooks was team mate to Stirling Moss in the 1957/58 Vanwall team, then in 1959 he was the Ferrari team leader, before retiring finally in 1961. Unlike Moss, who was in the news frequently for one reason or another, Brooks avoided publicity as much as possible, but was highly regarded by his fellow drivers. Many years later, after they had both retired, Moss was asked, "if you had been a team manager, what would have been your ideal team of drivers"? He nominated Jim Clark and Tony Brooks – you cannot have a better tribute than that.

Staying on the topic of past days in F1, I was watching the highlights of the recent Monaco Historic Grand Prix – you do get some interesting anomalies with "modern" historic racing, which in theory would never have happened in period. For instance, in the race for 1960's Grand Prix cars, a 1961 Lotus 21 fitted with a 4-cylinder Climax engine (150 bhp), comfortably drew away from a 1965 Ferrari 158, fitted with a 200 bhp V8 motor. However, that man Moss did something very similar in the 1961 Monaco G.P., beating the Ferraris with 180 bhp V6 engines, in his Lotus (see pic) – so it appears that the driver still is a significant factor, as it was 60 years ago. Mind you, even the best can get it wrong – current Ferrari driver Charles Leclerc was demonstrating Niki Lauda's 1974 Ferrari 312B and ended up backwards into the barriers, fortunately at relatively low speed, so damage was largely confined to the rear wing. Leclerc cannot claim a lack of circuit knowledge (he was born and lives in Monaco!), so this appears to be a clear case of "omelette sur le visage". At least he kept away from the barriers in the F1 Grand Prix a couple of weeks later, even though 4th place was disappointing after being fastest in practice. In the Mercedes camp, Lewis Hamilton (8th) was overshadowed once again by George Russell (5th) – is the end of the Hamilton era in sight?

Anyway, I think that's enough history for this month, now back to the future (where have I heard that phrase before?). Unfortunately our planned trip to the TRR Eastern Area gathering at Bradfield Combust on June 5th had to be cancelled, as the TR4A requires new driveshaft u/j's to be fitted – at the moment a nasty "clonk" is apparent when power is applied. I do not want to drive any distance until the problem is sorted, so the car will be visiting JB



Sports again in the near future. I suppose I should not complain, as far as I know these u/j's are the original items and therefore are 57 years old – no doubt some enthusiastic laps around various race circuits (Donington, Castle Combe, Silverstone and Thruxton) on classic tours twenty-plus years ago would not have prolonged their life. (Maybe I need a new u/j as well, given the way my hip is playing up).

Hopefully the car will be ready for the CACCC Tibbles Tour, which will be imminent by the time you read these Mutterings. Plans are in hand now for the Falling Down Tour on September 20th-22nd, and we are returning to one of our regular stamping grounds, the Cotswolds, based at the Stratton House Hotel at Cirencester – this will be our third time at this hotel in the last 6 years, but they have looked after us very well on previous tours, and to quote someone or other, "if it ain't broke, don't fix it". Some more pouring over maps (makes a hell of a mess) has produced a tour route around the area – some mischievous person did suggest to me that nobody would notice if we ran a previous route in reverse – but surely folks would get a stiff neck looking backwards all time? (you may have noticed that subtle humour is not a feature of these Mutterings). Anyway the planned route visits some parts of the Cotswolds not covered by previous tours, but includes a return to the Classic Motor Hub near Bibury, where we can all drool over some highly desirable vehicles which we cannot afford. Talking of which, at the Springing Up Tour, one of the entrants arrived in an Aston Martin Vantage V8 – very impressive motor car, and what is more it was bearing a personalised number plate with my initials – I suggested swapping cars or even just the number plates, but no joy.

Shortly before the FD tour, we are planning to make our first foreign trip in 3 years (thank you Covid) "sur le Continent" – and yes, I know we should be in the TR, but instead the VW campervan will be used for a few days in the Dordogne. As this will be our first post-Brexit excursion, I suppose things like a green card will be required – and apparently "GB" stickers must be replaced by "UK" – do our passports have enough life? We had better make some preparations - don't want to give a gendarme an excuse for pulling us over.

We have just returned from another campervan trip to Dorset – however we were on the top deck of a bus for a run along the B3157 (see pic), so had some great views of the Jurassic Coast. If you have driven this road, you will know that there are a number of very picturesque villages to pass through, including Portesham, Abbotsbury (see pic), Swyre and Burton Bradstock. All these have very narrow streets and some tight turns, which looked virtually impassable from the top deck of a bus. Things should be easier in a classic car (I hope), as I think I have discovered a route for a CACCC tour in 2023 (nothing like getting your planning done early).

One of the delights (?) of growing older is the need to adjust to prevailing conditions, where your own personal capabilities are concerned. After years of rushing around the countryside in the dark hours in various rally cars, I find now that my night vision is not what it was (not surprising really) – certainly driving the TR at night with glow worms for headlamps is not something I am keen to do anymore. I find I am better off in the campervan, probably because the higher seating position avoids most of the glare of oncoming headlights. So all this is a preamble, to explain why I may not be at some of the LVG summer evening gatherings – or if I do, it may be in the VW!

Talking of growing older, next year of course Lea Valley Group will be 50. I seem to have volunteered to assist in planning a celebratory tour, so I am wondering how to incorporate the magic figure 50 into the tour – 50 TR's participating would be nice but perhaps a bit optimistic? - maybe 50 people in 25 cars might be possible. How about a 50-mile route - maybe a bit short? If you have any 50 ideas for the tour, please write to the Editor. *(since you invited me into your mutterings PeteI may suggest 100 miles,+ , tulip route, LVG members mostly, Anglia area, 25 cars maxcheers, Ed.)* *

Pete .



* plenty of time to chat about this over a pint. Pat and I pleased to assist if required. Sorry to invade your mutterings



Bring your Classic Car to our

Shine & Show Night

On: Wed 20th July 2022 - 4.30pm - Dusk



@
**The Cock Inn
Broom
SG18 9NA**

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

LIVE JAZZ BAND
"Lend Us A Tenor"

All classic cars welcome
The show is staged on a large field at the rear of the pub.



Trophies for:
Best Sports car
Best Saloon Car
Best Rolling Restoration
Best TR
Furthest travelled to the show

Enquiries via email to:
trr.lvg@gmail.com



**FREE
ENTRY**

Grand Prize Raffle



Our start venue for this tour is The Lion Quays Hotel, just north of Oswestry. The hotel is situated on the banks of the Llangollen Canal, so is a wonderful place to have our bacon roll prior to our start at number 2. 70 classic and sportscars on this tour including the above replica Lancia Stratos.

We drive the first few miles in Shropshire before crossing the border into Wales over the River Dee at Overton Bridge. We journey through the private drive of the Erddig Estate (National Trust) and then pass the impressive Bersham Colliery Wheel (part of Bersham Coal Mine Museum) and continue to Alyn Waters Country Park for the coffee stop. The café had baked fresh shortbread for us and had cut the biscuits out into the shape of cars.

Leg 2 sees the terrain becoming much more challenging with many one-in-four climbs and descents on single track green lanes but revealing fantastic mountain views. We pass The Old Stores Motorbike Café (a real bikers stop point) and apparently full of motorcycle nostalgia.

We continue along the valley bottoms and then climb Meol Famau, the highest peak in the Clwydian Rangewith wild garlic, bluebells and rhododendrons making all the views spectacular. Crossing the mountain at Bwlch Pen Barrass pass, we descend the 1-in-4 gradient. We are now in a mini convoy of 3a Morgan which is belching out clouds of blue smoke, our TR3A which is popping and



banging and apparently breathing fire out of the exhaust at times and a Ford Escort.

We arrive at the town of Ruthina town we know well as one of our best friends lives here. (She and her then TR5 are how Pat met Chris - the rest is history). The town is full of historical buildings. The public school was started in 1294, the Court House 1421, Peers memorial clock tower 1883, 'Tom' Pryce memorial (F1 racing driver killed in 1977 at the South African GP), Ruthin Goal (a Pentonville style prison ...closed in 1916 and now a museum) plus Ruthin Castle 1277 ...rebuilt in the 19th century and now a hotel.



A few more miles and we reach the shores of Llyn Brenig and rive part of the "EVO Triangle".....used by the writers of Evo magazine when testing cars. We stop at the Llyn Brenig for a rather wet lunch break.



Leg 3 sees us continue on narrow steep green lanes through Clocaenog Forest with views of the Clwydian Range of Mountains. We pass through Eryrys and Bwlchgwyntwo of the highest villages in Wales. Our afternoon break is at Bwlchgwyn Village Hall where the WI turned out in force to provide us with delicious homemade cakes and tea.



Leg 4. We drive the whole of the famous Horseshoe Pass, a glorious sweeping 5 mile drive (now at a restricted 40 mph) which passes another famous motorcycle café , The Ponderosa and also The Berwyn Slate Quarry and Valle Crucis Abbey (built in 1201). We turn off before Llangollen to re-cross the River Dee and go under the fabulous viaduct of the Llangollen Steam Railwayto do a very hairy crossing of the A5 to immediately climb a very narrow 1-in-4 to take us above Llangollen and eventually over the River Ceiriog into Ceiriog Valley, known as "Little Switzerland".



We re-enter England and quickly cover the last few miles back to the Lion Quays Hotel for our finishers gift and a two course meal.

This was a fantastic event. We overshot a couple of turns but corrected ourselves immediately ...and we made all the checkpoints.

The TR3A ran well and the whole trip was a total of 550 miles.



Pat.

Congratulations Luke it's your TR3A



This is the car you were talking about and we look forward to seeing you with it at many of the Summer meetings ahead. I guess the performance is good but perhaps not the HP you claim. Great to have a Youth Group member amongst us. Enjoy some real TR motoring. Ed.

50 years of the TR Register Eastern area Groups Meeting

The Manger, Bradfield Combust, near Bury St.Edmunds. 40+ cars ...a good social gathering. It was on the Queen's Jubilee Sunday and weather was not brilliant otherwise many more TRs may have attended. THANK YOU to the organising team and pleased to say that the LVG gang enjoyed the drive out.

LVG member, Tony Bannard-Smith won the Best TR3 of the event.

Chris.



Letters ...



No letters this month so I have taken over the page with photos from a friend who recently visited the Guggenheim Museum in Bilbao . The Ferrari 250 GTO belongs to Nick Mason and I believe it does still see action on the racetrack. He has owned it for many years and in those early days, he did occasionally take his kids to school in it.



Angry letters also welcome. Is it time you wrote something interesting for Trunnion ?

You could fill up your fountain pen, write that letter, blot it, scan it and then email to

chris.trunnioned@btinternet.com

PKV 373

1955 LeMans Development TR2

Geoff Gordon's famous TR2is almost ready and hopefully will be tested in time for this years Le Mans Classic race.

We hope he gets there, qualifies and can finish the race. Ed.



Words reported from Geoff mid April :-

The modern version of the loom, cotton wrapped to look period, with additions to suit our set-up and guage arrangement is now installed. We still await the aero quality bag tank to go inside the aluminium fuel tank housing. The last items have arrived from the paint shop including our initial set of 6 wheels made for us by Image Wheels at Tipton ...from billet aluminium to resemble the original 4" steel rims.

Fortunately the FIA have accepted a 5" rim width which enable us to fit 5.50 x 15" Dunlop 'L' section period race tyre rather than a 5.0 seen here fitted up. If you remember, PKV 373 always ran on steel rims in body colour to hide the various brake options in experimentation behind.

The engine went away again to MASS to have the FIA inspector check the bore and stroke for capacity and now reinstalled.

Note the painted fabric 'P' section wing/body separation strip. Apparently this 'P' section left the factory in body colour at that time along with the boot and body hinges.

The car has now gone off to the trimmers, VAMP Trimming at Edenbridge, for its minimal level of leather trim in the period tan optionI wasn't too keen on the previous cinnamon. Its gone off with both driver and passenger roll bars loosely in place in order for the trimmers to ensure clearance in some areas. The passenger roll bar will only be used for road based rally work. We are already entered in the Italian Modena Centro Ore for FIA historic cars in October.

Geoff.



The Great British Car Journey, Ambergate, Derbyshire

If you want to revive your memories of the offerings of the British car industry of the second half of last century then there is no better place to go than Derbyshire for a few hours at the Great British Car Journey museum. There is also an opportunity to 'drive dad's car' for 20 minutes on a private road, supported by a full video and photographic package to provide lasting memories. The cars on offer for this experience range from a Mini through to a Bentley.

The museum itself covers 25,000 sq ft jam-packed with examples from just about every British car manufacturer you can think of as well as, no doubt, from some you may have forgotten.

My visit to the GBCJ was courtesy of the West Midlands group of Club Triumph, joining in with fellow LVG member Tim Hunt, Chairman of CT, so illustrious company indeed!. The day started off with the unavoidable trip 'Up North' to meet up with the rest of the contingent at Ripley before embarking on a country route around the general area, taking in a trip through Matlock. Anyone who has visited this area will know that it is a favourite with motorcyclists who enjoy fast riding and get extra enjoyment from opening the throttle before blasting past cars whenever half an opportunity arises. Fortunately, we saw none of that so it was a peaceful drive through the scenery. The museum is easily found and has plenty of parking spaces, even on a warm day at the weekend. There were other car clubs present on the day of our trip so it was also very interesting to wander around the visitor's car park to see on this occasion plenty of examples of Ferrari, Rolls Royce and the Ford XR series plus a 1902 Renault. The CT contingent comprised a TR4A of course, several Spitfires, a GT6, a Herald estate and a 2500S Saloon.

An additional PLUS side to the trip was discounted entry cost as we were in a group numbering greater than 12, the DOWNSIDES simply a little wait for the cooked lunches to emerge from the kitchen, light rain at the start and end of the day and some minor delays resulting from blocked lanes on the so-called smart M1.

Summary: an excellent day out with the bonus of being on the edge of the Peak District.

Pierre.



On Sunday 15th May the West Midlands Group of Club Triumph arranged a visit to the Great British Car Journey museum in Ambergate, near Belper in Derbyshire. The plan was to meet in a Sainsbury's car park in Ripley at 10.00 for a leisurely 45 mile run through delightful Peak District countryside arriving at the Museum at around 11.30. I invited Pierre along for the ride and he arrived at my place in very good time. Light rain had been correctly forecasted for the morning so I had left the hard top on. We set off just before 07.30 and had a very easy run up the M1 arriving at the appointed start at 09.20 in time to top up the tank and have coffees. One other participant had already arrived in a Royal Blue Mk 3 Spitfire to be followed shortly by a GT6, another Spitfire Mk 3, a Spitfire 1500 and the organisers in a 2500 saloon. Our departure was delayed since one participant suffered a puncture in their Herald en route to the start. We eventually set off at around 10.30 and enjoyed a highly scenic run following pre-printed route directions kindly issued at the start. The route took us right through the centre of Matlock, which was full of tourists, including many bikers who have a particular affinity for the Peak District's roads. We saw several fascinating looking shops which would have been worth exploring had we had the time. Eventually seven Triumphs ended up together in the Museum car park. Some other car clubs were visiting on the day – we saw some Rolls Royces and performance Fords. As our numbers exceeded 12 we benefited from a reduced entry fee of just £12 pp.

The Museum, founded by enthusiast Richard Usher, is a new attraction having been open for just one year. It contains well over 100 cars tracing the history of the British motor industry. The earliest exhibit is a 1902 Arrol Johnson, made in Glasgow and product of an association between locomotive engineer George Johnson and Sir William Arrol, architect of the Forth Railway Bridge. This car is mostly constructed of wood and has a two cylinder horizontally opposed underfloor engine and a high dog cart body with passengers seated in front of the driver betraying its horse-drawn ancestry. It was actually the first motor car made in Britain, production started in 1895 and surprisingly for such an old fashioned design, persisted until 1909. At the other end of the scale the most recent exhibit is an exotic McLaren 650S. None of the exhibits have that 'over restored' look but, rather, appear nicely kept examples that are on the button and ready for use.

There is a reasonably priced licensed restaurant on site and, as requested, we had ordered our main courses in advance. Despite this they took an unconscionably long time to appear, I understood the chef to have been on his own and very stretched so I guess we were simply unlucky.

This is a stop to be recommended if you are ever in the area. See: www.greatbritishcarjourney.com



Tim Hunt.

TR to the Dales

Pierre Miles



Having enjoyed our visit last year to the N Yorkshire Dales in the Giulia, I decided that for our return, I'd like to try it in the TR – the only downside being the distance to get up there. The obvious simple and quick route is obviously using the A1 but not much fun in a TR. The alternative is to use minor roads, that take much longer and requires a degree of navigation as well. In the end we bit the bullet and used the A1 – electing on the way north to have an overnight stay at a very good hotel near Pontefract, the return would be straight back.

Anyway, the journey up was fine until we got stuck in heavy traffic in the rain, just before turning off for Pontefract. This was the only time we experienced rain during our time away, and it was very wet indeed - especially as we were stationary at the time, roof down of course!

The next day started with a brief time on the A1 again before turning west onto ordinary roads. As this was now a weekday, we had no problems with slower holiday traffic so there were plenty of opportunities to blow away any lingering cobwebs.

The rest of our stay up north was focussed on country walking, even though there are considerably more hills there than in East Herts. The TR did come out a few times, mainly for provisions as we were self catering in an excellent cottage. My main memories of TR driving in the Dales are of rarely getting out of 2nd or 3rd gear and the way the fuel gauge dropping so quickly. The stone walls looked very unforgiving and I was thankful more than once that the TR is a narrow car. One of the reasons we elected to return to the Dales in June was to view the renowned wild flower meadows in the Muker area (Muker pronounced more as Mewker or Mooker rather than Mukker unless you intend to upset the locals). The roads around Muker are windy and involve blind bends, blind hump-back bridges and shepherds on Quad bikes complete with sheep dog on the back. I believe that the 2021 RBRR route passed through Muker – I'm sure that it was rather exciting.

And then it was time for home. Lots of memories: including realising we were a week or two too early to catch the meadows at their very best (still worth the trip though), a visit to the pub at Tan Hill the highest pub in Britain, oyster catchers mingling freely with pigeons, dozens of hikers on the Coast to Coast and Pennine Way footpaths that cross in this area, the very picturesque River Swale and sheep – lots of sheep!

We had just one regret though and that was we booked our time away at what became the Jubilee weekend and so missed the events in our home village. Although bunting was in evidence in the Dales, there were no significant events in the area of our stay.

Actually there was one other regret that lingers even now. On the return journey, I knew that we would have to fill up with petrol. The choice to be made was to either stay on the A1 and pay a little more or wander off to somewhere unknown to hunt down a convenient filling station. I took the easy way out and stopped off at the Blyth Service area a little south of Doncaster for a bite to eat and some ESSO E5 fuel. Both were essential and very welcome. But the fuel turned out to be £2.12.9 per litre!! I'm sure we've got used to the E5 mark-up and the trunk road mark-up but that was beyond my expectations. Having said that the Car did seem to go a lot better after the fill up, but perhaps that was psychology coming into play, justifying the extra cost.

How did the car cope? Only one part fell off! This was the aluminium cap on the OS B post, to which the hood clips. Investigation showed that it had probably never at any time been fitted correctly. Fuel consumption up by around 10-15% from the normal 27mpg. Oil and water consumption were zero as usual, but then the whole trip was only just a shade under 600miles.

Would we go back in the TR – yes but there are dozens of other places to visit first. Le Mans at the end of the month being one of them

Pierre.