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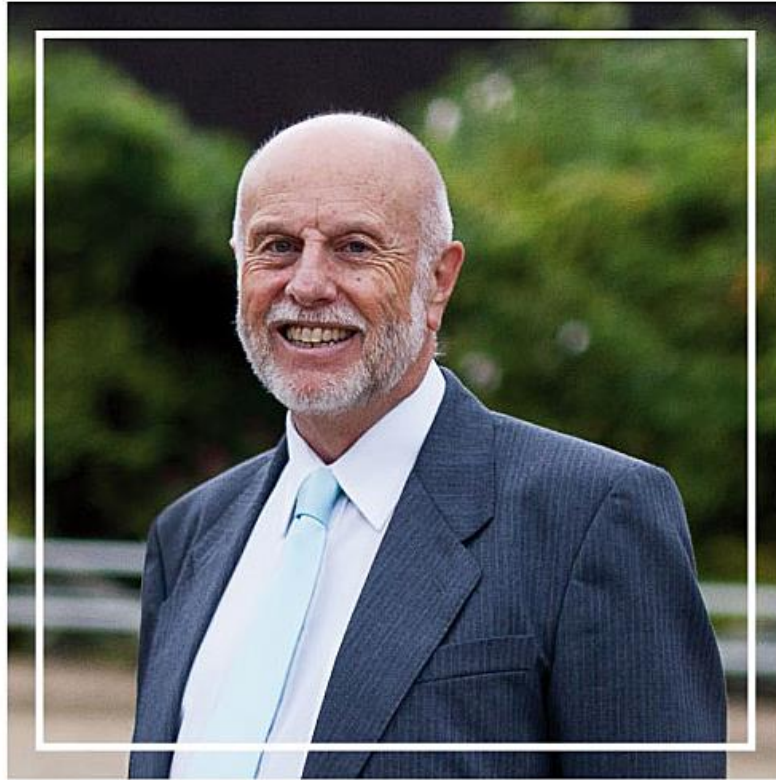
# TRunnion

Broadcasting to Lea Valley Group and the TR world

202306 JUNE







Brian Joseph Chidwick

29TH NOV 1946 - 26TH MAY 2023

## **Brian Chidwick 29/11/46 – 26/05/23**

Brian sadly lost his long battle against Cancer at the end of May with his wife Lynda and daughter Sarah beside him, whilst listening to Ruby Tuesday. A TR Register man through and through he was taken away in his TR T shirt and LVG sweatshirt.

He started his motoring life with a 1960 Royal Enfield 250cc Crusader Sports and then moved on to a Standard Super 10 and several Triumphs including a Spitfire, Vitesse and various TRs, starting with a TR3A in 1972 which he painted Hammerite pale blue. In the latter half of the year, after seeing an advertisement in the Exchange & Mart joined the TR Register as member 943, shortly before membership passed 1000 in that autumn.

He became a founder member of the Lea Valley Group on 4<sup>th</sup> January 1973 and remained a stalwart and active member of that Group for the rest of his life – as ever, actively and ably supported by his wife Lynda who he married in 1976 using his 4A as a wedding car when the taxi to the Dover Register Office failed to turn up. Over the years he and Lynda attended many International Weekends and AGMs taking a very active interest in all things TR and took a keen interest in the Nostalgia Motorsport film shows in Albury which gave him the opportunity to meet several motorsport legends including, Murray Walker, John Watson, Paddy Hopkirk and Graham Robson

In February 1983, Brian took over Spares News, which alternated with the TRR Newsletter with Lynda doing a lot of the typing, and, in the words of the late Ginny Soden (Editor of TR Action), “changed Spares News from a rather dry publication into one full of interest to everyone”.

In the spring of 1986, Brian acquired extra responsibilities at his (paid) work and, he and Lynda became parents to Sarah, so, after three and a half years, he handed Spares News to another Editor. For a brief period, Spares News became Extras, and then was subsumed into TR Action.

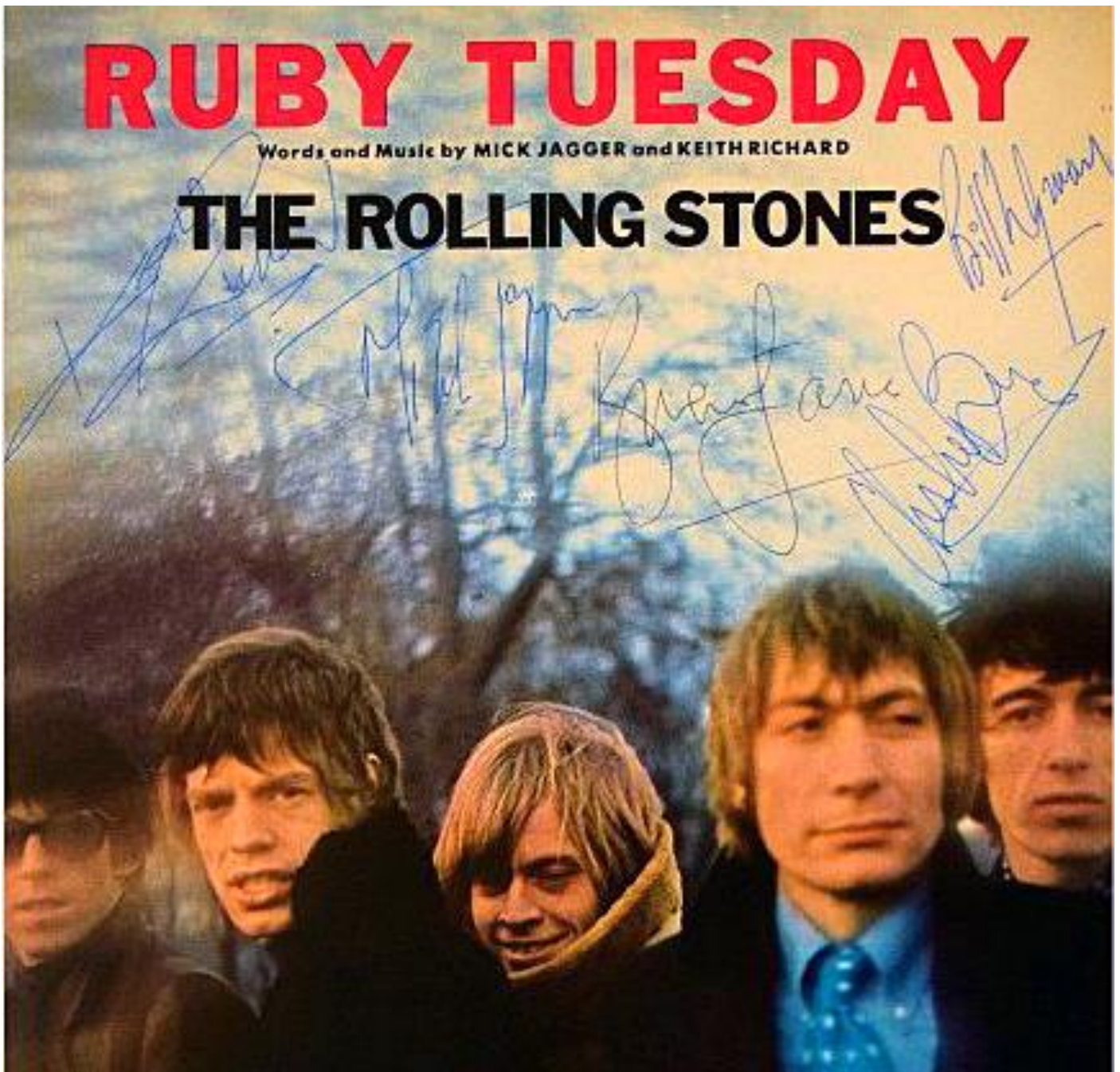
Brian didn't cease to write – he became Lea Valley Group's scribe, providing reports to TR Action, and then became the Editor of the Group's very successful magazine, the aptly-named TRunion, only stepping down fairly recently. He continued as a LVG committee member right up to the end acting first, as deputy Group Leader and latterly as Archivist. His willingness to be involved with helping run the group and be on hand to advise about potential car purchases and problems will be greatly missed.

He used his TR3A as a daily driver almost to the end of his life when his illness made it very difficult for him to drive. He affectionately named the car “Dirty Girl” as he was not one to lavish hours cleaning and polishing her, he was too keen to be out driving it.

In retirement Brian found time in his busy life to pursue not only his passion for his family and TRs but also for music and his extensive garden railway. He would love to share these with his grandchildren introducing them to the delights of his 45mm gauge, steam and electric powered railway.

Brian will be missed not only by his family and the LVG but all those who knew him.

*With thanks to the Rolling Stones, a tribute to Brian Chidwick*



Goodbye, Ruby Tuesday  
 Who could hang a name on you?  
 When you change with every new day  
 Still, I'm gonna miss you



## Brian

Started life with a motorbike .....I think a Royal Enfield .....moved on to an Austin A40 (or something of the sort) when living in London (people kept out of his way!), then a Spitfire and finally a TR3A which he purchased when he moved to Stevenage in the early '70s. I think this car was originally in Aubergine but Brian painted it in pale blue Hammerite.

When I first met Brian in Jul '75 he had a Conifer green TR4A. In Jan '76 the 4A was our wedding car as luckily the taxi which we had ordered to take us to Dover Registry Office didn't turn up so we jumped into the 4A and off we went. Two other LVG couples were married at Dover Registry Office .....must be the sea air. In the Autumn of '77 we sold the 4A and bought a Conifer green TR3A, his present car. Unfortunately eventually the 3A was off the road for about 20 years due to 2 young children and lack of funds!

In the mid '80s Brian was the editor of Spares News which he very much enjoyed. I well remember the drives across country to Berkhamsted taking copy to Val Simpson having spent the previous day "pasting" it all up!

All of the TRs were every day runners. I recall the 3A's demise shortly before Christmas 1987 .....I heard Brian coming down the road - the crank shaft had broken on his way home from work in Stevenage. Boxing Day that year, Brian took the crank shaft off and there the car sat in the garage until we could afford to take her to TRGB.

In late Summer of 2007 the 3A was back on the road and her first trip was a Sporting Bears Tour - Rumble in the East organised by Chris Glasbey.

Must not leave out our enjoyment at attending the Nostalgia Motorsport film shows in Albury, East Herts. The film shows were great and we met many famous people from the motorsport world inc Murray Walker (twice), John Watson, Paddy Hopkirk and many others inc our own Graham Robson who gave a talk.

The rest is indeed history - many much loved tours with the Sporting Bears and the Carpenters' Arms, Harpenden, Classic Car Club plus lots of trips out with LVG.

Luckily pre Sprog and broken crank shaft, the TR was well used - she attended many shows, race circuits, events with LVG .....so many outings too numerous to mention. Brian looked after most of the mechanics himself leaving only major works to the experts.

If you are wondering what happened to the Hammerite 3A, her chassis ended up at the Stevenage tip in Feb '77 having long since had all useful body and mechanical parts removed. Not to mention any names but her hard top ended up with a local grp member but that wasn't until recent times! Maybe we shall see it on his car one day.

*Lynda.*



*Editor notes:*

*The steel hard top from this TR3A will be seen again fitted to Tony Bannard-Smith's newly restored TR3.*

*We look forward to seeing it soon.*





Brian ...and LVG team  
attending "Cars on  
Ramps" at Robsport

Brian and Lynda at  
Knebworth in 1984



From Jon Marshall ...

*.....having resumed participation, Brian threw himself wholeheartedly into the management of the Group, becoming Deputy Leader, taking on editorship of TRunnion and being generally supportive ...and our friendship developed.*

*In 2012, with Brian's support, I arranged for Ian Cornish to give his talk on the "Works" powder blue TR4 rally cars ....in a school hall one Sunday afternoon. We threw it open to all Groups. It was a huge success. The hall which holds over 200 was packed and the car parks overflowing with TRs. Graham Robson attended. Unfortunately, I didn't take any photos and I don't think the Group has a record of it.*

*Jon .*

From Julian Hensman ...

*Dear Phil and dear Lynda and Sarah and all,*

*Magda and I are deeply saddened and shocked to hear this news. Both Brian and Lynda have always been at the centre of our involvement and memories of LVG. Virtually every event we went to and took part in, Brian and Lynda were there, and indeed my own car would not have had a gearbox in it at one point if it had not been for the help, kindness and advice of Brian.*

*I am pleased to hear he was listening to Ruby Tuesday. Brian was a true music enthusiast and he brought more than one track and indeed band to my attention. I tried to reciprocate and who knows, maybe he liked some of the stuff I mentioned to him too.*

*One of the most friendly and welcoming people you are likely to meet, Brian will be sorely missed. He was right at the heart and sole of LVG.*

*We send our deepest condolences, sympathies and love to the Chidwicks and to the whole group at this difficult time.*

*Julie and Magda*

From Chris Glasbey ...

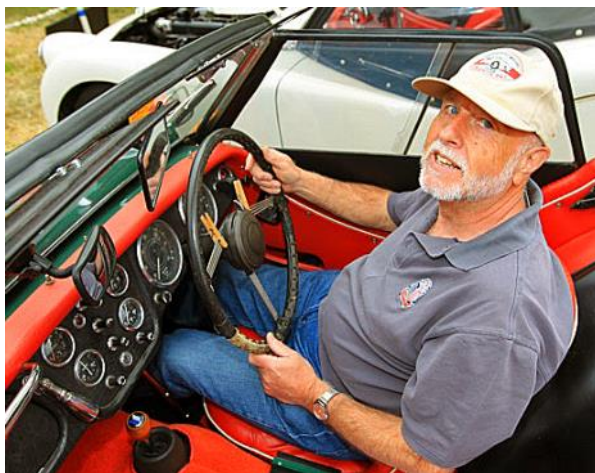
*Pat and I met Brian and Lynda when they joined Sporting Bears Motor Club and I remember a clash of AGMs one year at Gaydon ....and Lynda attended the SBMC meet and Brian the TR Register AGM. They then invited us to join LVG and apart from the club meets we enjoyed drive-outs in our 2 green TR3As.*

*In more recent times, Brian asked me if I would like to take on the Editorship of TRunnion ...which I was pleased to do.*

*Although readership response is minimal, Brian often said to me that the important part of editing the magazine (more than just a newsletter) was to enjoy producing it.*

*I still do enjoy Editing it .....and the next time I wonder how many members actually do read TRunnion .....I will think of you Brian.*

*Chris .*







### Editorial ...

The TRunnion plays an important part in our tribute to Brian. Readers of the TR Register Forum will now be able to read this via the LVG website. Until recent times, Brian also used to post his views on the Forum.

If the wider world of the TR Register wish to write in then I look forward to hearing from you.

Enjoy your TR motoring ....and another salute to Brian.

*Chris.*

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Email : [chris.trunnioned@btinternet.com](mailto:chris.trunnioned@btinternet.com)

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**DEADLINE DATE ... for articles & photos for next issue is Wednesday 5 JULY**

=====

*Please send any TRunnion articles direct to the Editor  
.....as a **WORD doc attachment** !*

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

**PHOTOS : JPEGS of finest quality ...if possible ... please.**

**EMAIL direct to: [chris.trunnioned@btinternet.com](mailto:chris.trunnioned@btinternet.com)**

***Please keep Text & Photos separate.***

***My Publisher does not like it if pics are added to a Word doc.***





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## Meetings Venue and Small Print

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 Ther 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 : [trr.lvg@gmail.com](mailto:trr.lvg@gmail.com)

**Disclaimer ....** The TR Register wishes 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 home of LVG ....The Cock Inn, Broom. Remember to book in advance for Lunch

**Check our LVG WEBSITE for all you need to know ....**

**About, Gallery, Social Scene, Events, Newsletter and Local Happenings !**

**Just click below to keep yourself updated :-**

**<https://www.tr-register.co.uk/group/lea-valley>**

**Click NOW for LVG updates**

# Shine & Show



**The Cock Inn,  
Broom**



**Wednesday 19th July 2023**  
**4:30pm to Dusk**

# LVG Events update...

## Events report for June 2023 Trunnion

There are plenty of opportunities, especially now summer seems to have arrived, to get out and about in your TRs, a few of which are listed below. If you are coming to any of the events starred \* please let us know.

**HALLS GREEN TRANSPORT PICNIC Saturday 17th June** Hall Green, Weston, Herts, SG4 7DP 11am - 5pm entry £5.00 per car. Live music, refreshments and stalls.

**LVG REGULAR MONTHLY MEETING 18th June** at the Cock, Broom. From 12 noon.

## July

**\*CLASSICS IN THE WALLED GARDEN, LUTON HOO on Wednesday 5th July.** Classics in the Walled Garden is an evening picnic within and around the historic Walled Garden on the Luton Hoo Estate. Join us for a picnic in the paddock and browse 100s of classic cars at this LVG regular event. This year we will be joined by our friends from the North London Group. Last year we block booked tickets to save you the bother of sending a cheque and a SAE. **Please let us know, by the 23<sup>rd</sup> of this month, if you want us to book a ticket for you.** Price is £8.50 per car, if we arrive as a group, we can guarantee a good pitch in the paddock. If you arrive later look out for the LVG & NLG flags.

**\*Eastern Region Get Together at Long Melford Hall CO10 9AA Wednesday 12<sup>th</sup> July.** This should include a tour of the Tudor Hall, details and prices to be confirmed. Please let us know if you are interested.

**Sunday Lunchtime Meeting 16<sup>th</sup> July** at the Cock Inn, Broom from 12 noon.

**LVG Shine & Show Wednesday 19<sup>th</sup> July.** Our premier event of the year, an early evening car show from 4.30pm. This is our annual show held in the paddock behind the Cock PH in Broom. There will be fantastic music provided by the band Lend Us A Tenor, a BBQ, vintage ice cream van, Grand Raffle with lots of prizes and of course various cups to be won. This year the prizes will be presented by Steve Denton. Entry is free but limited to pre 1985 cars. See the poster in this edition of TRunnion.

## August

**\*Eastern Region at Helmingham Hall Classic & Sports Car Show, Sunday 6<sup>th</sup> August**

**\*Kelmarsh Hall & Gardens Tuesday 8<sup>th</sup> August.** <https://kelmarsh.com/> A drive to the venue for a light lunch, followed by house and garden Tour. Please let us know if you would like to come to this as we have to pre book. This is the trip that was cancelled due to Covid

**\*Triumph TR@70 Friday 11th - Sunday 13th Bristol & West Showground, Shepton Mallet** Early Bird discount tickets are still available via the TRR website but only until the end of June. If you are going, please let us know and if you want, we can organise accommodation. Time is of the essence as accommodation is getting booked up.

**\*Pirton Classic Vehicle Show Thursday 17<sup>th</sup> August** a well established LVG favourite, a lovely relaxed summer's afternoon/evening show. An idea of who is going would be most helpful as we can reserve parking.

**\*Sunday Lunchtime Meeting 20<sup>th</sup> August - VENUE CHANGE - LVG@50th Birthday BBQ. Sankeys Cottage, Ponsbourne Park, SG13 8QT.** Join us for our final 50<sup>th</sup> Anniversary celebration, plenty of parking. **Please let us know if you would like to come to this special event as we have to organise catering etc.**

Details of all these events and more, can be found online at <https://www.tr-register.co.uk/group/lea-valley/social-report/2023/03/2238/LVG-Events-Calendar>

*Phil & Mike* LVG Events [trr.lvg@gmail.com](mailto:trr.lvg@gmail.com)





## Group Leaders' Report

Phil Sanford

Sadly, we said our farewells to Brian Chidwick on 12<sup>th</sup> June at the Holwell Crematorium and afterwards at the Cock Inn. Fittingly leading the convoy of 15 TRs to the pub was Tony's TR3 with photos of Brian in the front windscreen, thus driving Brian to his last LVG meeting. Our sincere condolences go to Lynda, Sarah, Ben and the grandchildren who are sure to miss him greatly, as will the Group.

Graham successfully completed his 5000+ mile tour of the UK mainland coast and the sponsorship money for Guide Dogs for the Blind is still coming in, he is nearly at his target of £5,000.00. If you can help him reach his target there is still time to donate at: <https://www.justgiving.com/page/graham-teeson-5000-miles-25-days> A small group of us travelled down to Eastbourne to send him off on the final day of his odyssey and make sure he was well fed, watered and rested on his last night of the trip.

The 50<sup>th</sup> Anniversary Drive Out, a 120-mile circular drive starting at Baldock Services and finishing back at the Cock Inn was a great success with 14 cars taking part. The stop at the Rural Life Museum at Ramsey was very interesting and well worth taking a repeat visit to. It has the added bonus of selling massive portions of delicious cake and lovely cups of tea.

MG & Triumph Weekend at Silverstone was blessed with glorious sunshine and a fantastic array of Triumphs and MGs plus Geoff Gordon's TR2 racing. On the Saturday we had 7 cars convoy there, stopping at the Super Sausage on the A5 for a "proper breakfast" Unfortunately Jon Evan's TR6 had a problem with its gearbox on the way back and had to be recovered home, hopefully an easy fix. Jon was bowled over by the amount of people stopping to see if they could help and even offering him a cheese burger, chicken wings, beer and water.

Volunteers are thin on the ground for our Shine & Show on the 19<sup>th</sup> July, still no applicants for Best Boy or Key Grip! Help is needed in the following roles (no previous experience required): car parking marshals, greeters, raffle ticket sellers and folders, judges and general dogsbody. Even if you can spare only a couple of hours it will be a great help, the more the merrier. Don't forget all volunteers receive a free BBQ voucher. We will have the usual TR parking and a display of "interesting" TRs at the front of the showground.

If you have anything you would like to donate as a prize to the raffle it will be gratefully received. Or if you know of a business that would like to sponsor a prize, please get in touch with us. Good raffle prizes equate to a good amount of money being raised.

On a different note entirely, I see the debate is hotting up about electric vehicles versus using non bio synthetic fuels in internal combustion engines. There is still a lot of research to be done but substantial amounts of money are being invested into developing these non-carbon fuels. For those that missed the link on the LVG WhatsApp, click on the link <https://www.bbc.co.uk/sport/motorsport/65874444> for a very interesting read. In the meantime it is good to see the price of fuel has come down quite a lot but oh for the days when you could flash a Pound Note out of the car window and say to the attendant, "fill her up mate".

Keep up to date with all our events via our website <https://www.tr-register.co.uk/group/lea-valley/social-report/2023/03/2238/LVG-Events-Calendar>

Don't forget let us know what you can do for our Shine and Show and what other trips and events you can attend.

Happy Driving.

*Phil*

Bring your pre 1985 Classic car to our

# Shine & Show



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

**Wednesday 19th July 2023**  
**4:30pm to Dusk**  
**All pre 1985 Classics Welcome**  
**show staged in large field at rear of pub**







Chris Huish

# The Bluebell Run

Pat Glasbey



After quite a tedious drive involving 3 detours (one was a detour on the detour), it was lovely to arrive at Goodrich Castle in warm sunshine for a break prior to booking into our accommodation at Symonds Yat West. The amusement at the evening meal was the middle-aged couple sat behind us. We think it was probably a first date and not sure there will be a second. He talked for 45 minutes about carburettors and fuel injection systems. She did, gamely, ask a few questions ....but boy was it boring.

We had a dull and cold 20 minute early morning drive to the start at Hopewell Colliery in the Forest of Dean but at least it was dry. After the driver's briefing we set off at number 6 through the very muddy roads of Gloucestershire, Herefordshire and Worcestershire. The bluebells were not quite as plentiful as usual but the wild garlic was in full flower, so the journey was very scenic all the way to our coffee stop at the Three Shires Garden Centre at Newent.

We now criss cross over the M50 ...continuing on single track roads. Luckily most traffic we meet (bikes, horses, tractors and 4x4's) were at reasonable passing places as the verges were really soft ...and evidence of deep ruts where vehicles had manoeuvred to get past.

Near Eastnor we go through a very deep ford, taken at a more leisurely pace than when we were on the Cambridge Classic to pass the exclusive Eastnor Castle ...which Land-Rover, amongst others, have used as a place for product launch.

We pass through the lovely market town of Ledbury before arriving at Westons Cider for a





sandwich and fries lunch. This business has been operating since 1880 and must have had at least 20 different ciders for sale. Not too sure about the Raspberry and Cucumber offering!

We are now on the longest leg of the event. We pass the very large Belmont Abbey ...still an active order of 30 monks and now being close to the Welsh borders, the castles come up thick and fast.

We were travelling south again to finish at the Paddocks Hotel at Symonds Yat West for a two course meal.

The senior owner of the white TR3A said he had the best day because he had spent it either in front of us or behind us and couldn't decide which he preferred, as he had loved listening to our TR3A. His hadn't been modified but turned in a good head of speed.

Another thoroughly enjoyable event although the car looks as though we have driven through a mud slide. Five days to get it cleaned down before going off to the Hills & Valley Tour next weekend.



*Pat.*



*65 classic cars entered, generally running in car age order. Several TRs and a good number of Minis, with Porsche 911 at the rear.*







Pete Muncer



Tours, tours, even more tours!

Over the last few years, I have had only a limited number of tours in the TR for various reasons – just one tour in 2020 (Covid), one tour in 2021 (Covid & fuel shortage), and only two tours in 2022 due to TR drive shaft problems. However 2023 is looking to be a much better year, with five tours currently on the calendar – Tour 1 was the CACCC Springing Up Tour, reported in last month's issue.

Tour 2 was a significant one for LVG, the 50<sup>th</sup> Anniversary Drive on May 28<sup>th</sup> - 14 cars turned out for the run (although it would have been good to have seen more cars, considering the size of the LVG membership). Half of these were driving solo, including yours truly, but before the start our Group Leader paired up the soloists with a pair in a TR, if you follow me, to ease the navigation load. Starting from Baldock Services, the route headed into the Fen country, calling at the Old Ferry Boat Inn at Holywell for a lunch halt beside the River Great Ouse. A short section then took us to the Ramsey Rural Museum, passing on the way the spot near Chatteris, where a certain green TR4A ignominiously ground to a halt on a previous tour a few years ago – no problem this time. I had forgotten how bumpy some of the roads in Fenland are – even at modest speeds (honest) I was bounced out of the seat several times. The final section took us on relatively smooth lanes back to The Cock at Broom. The weather was in a benevolent mood, which made for a most enjoyable day's driving in our TR's.

Tour 3 will be the CACCC Tibbles Tour on June 25<sup>th</sup>, starting from Aldwickbury G.C. in Harpenden. The 125-mile route will include stops at Stoke Bruern alongside the Grand Union Canal, and at Claydon House in Buckinghamshire, before heading back to Harpenden to the club "H.Q." at the Carpenters Arms, for the usual post-tour activities, including F&C supper. We would still like to see more cars on the tour – contact John Tarbox to book your entry ([john@tarbox.plus.com](mailto:john@tarbox.plus.com)).

Before the next tour, on July 5<sup>th</sup> we have the gathering at Luton Hoo, followed of course by the LVG Shine & Show on July 19<sup>th</sup> (I missed both of these last year).

Tour 4 is very significant for us. 25 years ago we first met David & Jane Warren on the TR Tour of Ireland, and celebrated David's 67<sup>th</sup> birthday in a Donegal hotel by being introduced to Irish whiskey (I have not lost the taste for same). Over the years we did a number of tours in the U.K. together, and visited their farmhouse near Bridgwater in Somerset several times. David was Chairman of Burnham-on-Sea M.C. for many years, and after he passed away in 2020, the club renamed their annual classic tour the David Warren Tour. In 2022 we planned to do the event, but unfortunately a bout of TR U/J-itis prevented us. This year is the club's 70<sup>th</sup> anniversary, and we will be heading down to stay with Jane Warren, for the start of the tour at Glastonbury Abbey on July 23<sup>rd</sup>.



Tour 5 will be the CACCC Falling Down Tour, which this year will be based in Norfolk, on September 21-23 – more details to follow.

With all this touring the TR will need to be in top form, so another brief session with “TR Doctor” Pete Major recently saw some further improvements made. The car ran well on the Springing Up Tour, but still had a tendency to run on when switching off, which we all know is not desirable. Doctor Pete had taken advice from another classic car owner suffering from similar symptoms (the car not the owner), and arrived with a new set of NGK spark plugs, which seems to have sorted the problem (for the technical gurus, BP7HS have replaced BP6HS plugs – don’t ask me to explain the difference). Some unburnt fuel previously was getting through to the exhaust when switching off, and this seems to have been dealt with also – it was most embarrassing when the inevitable pop or bang in a filling station made everyone duck for cover, then stare accusingly in my direction.

Over the last 15 years, a group of us have visited various European circuits (Monaco, Portimao, Estoril, Angouleme, Zandvoort) to see some classic motor racing – all these trips have involved flights by Squeezyjet, rather than a ferry crossing and motoring to the venue. This year I suggested that we should visit a U.K. circuit for a change, so at the end of July we are off to the Gold Cup meeting at Oulton Park (see pic of last year’s meeting – looks almost as crowded as the M25). I have never been a spectator at Oulton, although I have been to the circuit once before – this was on the 1978 RAC Rally, when a special stage used the circuit, but run at night and in the reverse direction. No pace notes were allowed in those days, but I managed to work out which way most corners went and to advise my driver (“fast right next! – no, sorry, left!!”) – eventually.

Apparently the Shepreth meeting last month saw “four-up” in a TR, and this reminded me of a similar episode many years ago (1965 I think), involving a mate’s A-H Sprite Mk.2. We had travelled down to Looe in Cornwall in the Sprite, to be joined by two more guys who had used the train. After a few days exploring Looe (there were a lot of pubs in Looe), someone had the bright idea of driving to the Jamaica Inn on Bodmin Moor, a round trip of only 40 miles – but “four-up” in the Sprite. Well, we got there and back OK, but the car needed the leaf spring rear suspension rebuilt after the holiday, and sitting perched over the rear axle, the trip did not do my back any good either.

A more recent excursion to the West Country saw us in Devon and Somerset last month in the VW campervan. Dartmouth has always been one of our favourite places to visit, especially the Royal Castle Hotel, where this time we met up with former LVG members Phil & Sue Jones (Phil being the originator of the title of this illustrious publication), for a most convivial lunch and natter about old times. Not having visited the town for a few years, what surprised me was the sheer number of small boats / yachts / launches now moored on the River Dart, literally hundreds of them – a veritable maritime multitude – just like the M25 at times - mind you, it can’t help when boats this big (see pic) park in the middle of the fast lane.

Someone else who has seen a lot more of the U.K. coastline recently of course is Graham Teeson in his TR4 – 5000 miles in a month – makes my planned tour mileage this year look pathetic (my TR is only insured for 3000 miles per annum). Our Group Leader took a brief video of Graham setting off from Eastbourne for his last day’s run back to home – and the TR4 still looked immaculate! What a marvellous achievement, and a great publicity boost for Lea Valley and the TR Register. A few days after getting home, Graham was out again on the 50<sup>th</sup> Anniversary Drive.

Finally this month, on the day that I was carrying out the route survey for Tibbles Tour, came the news that Brian Chidwick had passed away. Brian and Lynda were regular supporters of CACCC tours for some years, and Brian shared a common interest in steam railways with me – I remember the peace of our close being disturbed by the arrival of a certain TR3A, to deliver a vast collection of railway magazines for me to browse through. Sue and I send our condolences to Lynda and the family – R.I.P. Brian.

*Pete .*





# Hills & Valley Tour

Pat Glasbey

A lovely cross-country drive, via Malvern & Ludlow, took us to our B&B near Welshpool ready for one of our favourite tours of the year ....and it did not disappoint.

We started from the Welshpool Livestock Sales Complex and the first leg took us onto the ridge of Long Mountain with wonderful views of England & Wales. There are bluebells, gorse and buttercups galore along the whole route. After an easy few miles we arrive at the Meadow Springs Country & Leisure Park for our coffee stop. This is a caravan and lodge park only opened in 2022, with no expense spared. The gardens will be fabulous once they get established and as for the marble clad toilets, amazing.

We leave via a long steady climb to reach wonderful views of Llyn Clywedog reservoir to join a route that Chris and I know well ....it is one of my favourite drives anywhere, and we have used it on tours that we have organised in the past. The road hugs the lake for several miles before entering Hafren Forest (used regularly on the Wales Rally GB). Turning away from the lake, the road now passes the enormous Dylife Gorge ....created by the last Ice Age. We then climb and then descend into the beautiful Afron Dulas Valley and on to Machynlleth.

We ascend, passing the Centre for Alternative Technology (really worth a visit if you are in the area) to the lunch stop at the Corris Craft Centre ....full of artisan shops plus caverns to explore (no time on this trip but again really worth a visit).

Due to a landslip, we had to double back and go through Corris village. This was tight and awkward (65 cars) and I should think the residents were not too thrilled to have us all passing through. We enter the Dyfi Forest and





then climb the single track 1 in 5 Bwlch y Groes road for over 2 miles. We have caught up with and get stuck behind a Mini Cooper struggling at about 10mph (? slipping clutch) ...and even though the kenlowe fan is on, the temperature gauge is climbing high. Eventually he was able to pull into a passing place and we managed to get to the top of the hill and water temp returned to normal!

The road descends to the beautiful Lake Vyrnwy (as per title photo) and we drive the length of this and over the dam for the tea halt at the magnificent Lake Vyrnwy Hotel. No helicopter here on this visit ....the helipad is our parking zone.

Section 4 is a much more gentle drive through Dyfnant Forest on open roads, to return to the Welshpool Livestock Sales Complex for an end of tour two course meal.

A great event, roll on next year.



*Pat.*





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**You can now get regalia with the LVG logo.  
Below is a selection of items already purchased, but we  
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See Phil or Mike to order**





Bring your pre 1985 Classic car to our

# Shine & Show



**The Cock Inn,  
Broom  
SC18 9NA**

**Wednesday 19th July 2023  
4:30pm to Dusk**

**All pre 1985 Classics Welcome**

**show staged in large field at rear of pub**



**Trophies for -**

- Best Sports car
- Best Saloon car
- Best TR
- Oldest Vehicle
- Furthest travelled to the show

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

**Live Jazz Band  
'Lend Us A Tenor'**



enquiries to - [trr.lvg@gmail.com](mailto:trr.lvg@gmail.com)



**Free  
Entry**

**Grand Prize Raffle**





## LVG50 the Anniversary Drive



*Pat Glasbey*

A beautiful day for the start at Baldock Services and for five minutes we had three green TRs alone ....but then the red cars started to arrive. We had 14 starters and, hurray, 6 were sidescreens.

We set off in pairs, two minutes apart to assist the cars without navigators. We only made the first few miles before Tony flashed us as, somehow, after a large hump in the road (this tour was dominated by pot holes, speed bumps and undulating roads) our locked boot opened!

Travelling into Cambridgeshire via Comberton and Cottenham we enter the Fens to continue through Wilburton, Haddenham and Earith to arrive at The Old Ferry Boat Inn at Needingworth, alongside the Great Ouse. A very pleasant hour was spent eating and drinking before we set off on the second leg.

The cyclists were out in force along the whole route. We are now deep in the fens and after circling around St.Ives, we travel through Somersham, Chatteris and Doddington. Each village has interesting architectural features with enormous square towers on the churches and attractive clock towers in their centres.

After Benwick we arrive for the tea stop at Ramsey Rural Museum for excellent cakes and an interesting array of countryside rural artefacts to look at.

We set off again in pairs....passing through Ramsey, round St.Ives again, over the A14 to Graveley ....and then a particularly hairy crossing over the A428. After passing through Gamlingay to reach Potton the route instructions took us on to the A1 to reach The Cock . An alternative route could have taken us through Biggleswade but I remembered on one of our Sunday Drives to lunch (which Chris and I organised) we turned left just before entering Potton ...to get to The Cock Inn via Dunton and Langford and crossing the A1 via a flyover.

We had a good after tour chat and drink with the 5 car tour participants who managed to complete the whole route ...and it was fantastic that Luke had had the thought of putting a photo of Brian in his windscreen to come along for the ride.

Thanks to the team for organising a great day out.

*Pat.*







As part of the TRIUMPH with mg 100 event at Silverstone

Geoff Gordon Provided the racing interest for LVG with his TR2. Sadly the car developed a misfire and Geoff retired . His team at Raceworks need to make sure the TR is fully fit to tackle the Le Mans Classic





# GT 5,000 in 25

## 5000 miles in 25 Days in a 1962 Triumph TR4. Day 1: Hertford to Kessingland.

I had two attempts planning the trip. Following the first attempt I revised the journey time by adding 7 days to the schedule. I'm glad I did. (Thanks Howard – I still love the car).

With each day based on journey times taken from the RAC Route Planner site I felt confident it could be achieved comfortably as driving time and stopping time had been allowed for separately. I also included a degree of flexibility into the timings to allow for possible situations that could not be planned for.

Falling behind at any point would affect the remainder of the trip. Camp sites and B&Bs had to be pre booked and some had specific arrival and departure periods.

It was around midday on day one I began to realise I might have a problem despite my detailed planning and the addition of the 7 days.

I was late leaving Hertford as it took time to scrape the heavy frost off the car! In addition, I arrived at Brentwood as the school run was just beginning so extra cars and school coaches slowed things down considerably.

Then there was the road works, and in some cases road closures. One way traffic systems had 'sprung up' all along the route each claiming more time. The start of the coastal route was at Tilbury Fort and it was reached almost an hour behind schedule.

The roadworks at Shoeburyness was also protected by traffic lights allowing one side of the road to be dug up. However, the workmen digging the hole decided to park their lorry next to the hole while they loaded it. The chaos in the area caused by the gridlock meant a lot more lost time.

In addition, with most of the route at this point being on small country roads it was going to be difficult to make up lost time. I was running approximately 2-3 hours behind schedule when I started to realise that route changes were inevitable if was to finish on time.

With the changes made I managed to finish the day as planned, however I had been driving for most of the time.

The 2.5 hours I had allowed for leisure breaks had been taken up by the delays. Whilst some days would be worse than others, I realised that the route, but more importantly the time allowed, would have to be revised.





The map above has been taken from a tracker fitted on my car and shows the actual route I decided to take to recover time. Some planned locations were missed however the coast was kept as close as possible.

The purple straight line is where the signal was lost however, I can confirm that I was on the A12.

**Proposed route: 260 miles. Revised route: 254 miles. Driving time: 10.5 hours**

**Start of the coastal route. Tilbury Fort.** The Worlds End Pub. (It looked closed for business).

**Southend Pier** with the tide out.

**Maldon.** Famous for its Thames sailing barges.

**Maldon.** I once worked for a company based in Maldon. The pub (behind me) sold excellent real ale and amazing fish & chips, whilst the pub at the top of the hill had its own brewery out the back. Lovely place Maldon.

The barges look pretty good also.

**Harwich.** The Pier. It might not be as long as Southend but it is definitely better looking.

**Kessingland.** The first night of 19 nights under canvas. I spent all day driving 'under canvas' as well.

Hopefully that gives you some idea of what happened on my first day. As you can imagine I have a fair number of pictures and a few stories to tell as well. At this rate the 25-day journey could keep Chris busy for 2 years!

Don't worry that won't happen. Following guidance/ suggestions from the editor, I will be condensing everything and letting you have it in one hit! Watch this space.

May I take this opportunity to thank everyone who have generously donated to my just giving page. Thank you.

[www.justgiving.com/page/graham-teeson-5000-miles-25-days](http://www.justgiving.com/page/graham-teeson-5000-miles-25-days)

GT



# Best move ....Triumph replaces MG !

Paul & Julie Garvey



I made my decision to move from T type MG TD to a Triumph TR4A after the Shine & Show meeting last year where I discussed the merits of all the TR range with various members who were all very helpful. I then joined the TR Register the following week and started to look for a TR4A.

After being disillusioned with Classic Car dealers in my search for a TR4A, I decided to only look at cars from private sellers.

After over 6 months of disappointment, I finally found a decent car at the end of April.

For those of you on the WhatsApp group you will remember me saying the reason for moving from T type MG's to TR's was that I wanted more power for long journeys, a bit more comfort and great styling of the car. For me the post 1956 MG lost their style after the MG TF last produced in 1956. So for me it was an easy step to make to Triumph.

I also said I wanted that power and better comfort to drive Stelvio and the Dolomites in Italy.

It is too late this year as, like most people. We have commitments this year.

So, in 2024, if anyone is interested, why not get a small group of approx. 6 cars to go in either June, July or early September 2024. As a group we can agree a route to get to Italy, a route around Italy and maybe drop off at the BMW museum and BMW welt in Munich on the way back if the group wish to do so. Details of the trip, etc can be done once we have a working group to do the fact finding.

If anyone is interested, please contact me at: [walnut100@hotmail.co.uk](mailto:walnut100@hotmail.co.uk)

Prendiamo la strada aperta perche non e troppo lontano in un TR.

*Paul & Julie*





Pierre Miles

Not necessarily the shortest but certainly shorter than going via John O' Groats! Our start on 10 May was delayed attending the funeral of a dear friend. However, our first stage was relatively short, going down only as far as North Wiltshire. Short – yes but we encountered two very heavy downpours on the way – roof down of course! Fortunately, we were able to maintain a speed that kept us dry probably raising a few smiles for other motorists. I can really recommend The Red Lion at East Chisenbury, especially the quality of all the meals (Michelin star in 2013) and the Troutbeck accommodation on the bank of the River Avon. Lovely sight of a heron having breakfast.

Day 2 saw us off to Lulworth, through just one downpour of hailstones. Lulworth is very close to the Etches Museum at Kimmeridge which contains an amazing collection of large and small fossils collected from the local beaches. We spent a really interesting couple of hours wandering around the museum before heading off on our own beach walk. We were the only fossils we saw on the beach.

Day 3 was a day at leisure, with a 15 minute walk down to Lulworth Cove. Everyone around us seemed to have a dog, or two or three – a trend we noted throughout our time away.

Day 4 was our day to head to Two Bridges on Dartmoor. Close by our hotel was the start of a track to Wistman's Wood, an ancient high altitude oakwood possibly used by Druids many years ago, containing stunted oak trees and rare algae and lichens, including horsetail lichens. It also reputedly contains a colony of adders, which we came to find out only when we got home.

So Day 5 was our opportunity to stroll up the track for half an hour to properly absorb the Dartmoor experience in the sunshine and to evaluate what many refer to as the mystical atmosphere of the woods. Although not large the wood was well worth the trek from the road although we saw no pixies or druids (probably). The sole other point to note about this stop-over is that it was there that I saw the only other TR of our holiday (a yellow TR6), there was also a cream Herald we saw later near Truro – otherwise not one classic – with or without chrome bumpers for those who consider the distinction to be notable! The Herald incidentally had rubber bumpers, as did ours back in 1966. The Two Bridges Hotel is an excellent base for relaxation.

Day 6 was a 45 mile transit day to Charlestown, a picturesque coastal town, home to several tall ships including some used in TV and film productions. We had previously learnt about the interesting development of both the town and its harbour from a Portillo TV travel programme. The day ended with finding The Crown Inn at Landiverry, using very narrow 3-ply roads – grass sometimes touching both sides of the car at the same time! The Crown is a very picturesque inn first built in the 12<sup>th</sup> century to house workers building the nearby church.

Day 7 was our day for an expensive visit to the Eden Project – prepaid annual tickets £36 each – although the website sometimes has special offer tickets available, such as one day tickets for £1. We found it somewhat patronising with a lack of interesting plants in the Mediterranean /N American dome. We came away thinking that the emphasis has shifted towards expensive refreshment facilities and gift shops.

Day 8 and we were off to the Lizard peninsula, staying at the Halzephron Inn, close by the lovely long beach at Gunwalloe. The beach certainly looks good but apparently suffers rip tides and a steep drop in the sea bed a little way below the low tide line.

Day 9 was a short drive down to Lizard Point, including a short walk through a profusion of wild flowers down to the southern most point of mainland GB, although the highlight for the day was eating one of 'Ann's Pasties' – reputed to be the best in the country. This was also the day we realised we did not have accommodation booked for that night, but had double bookings for the night after. All of our accommodation had been arranged by telephone and we had not accurately verified the details in the confirmatory emails that we subsequently received. The Halzephron staff then made many phone calls trying to find somewhere for us, eventually finding a farm that had a residential caravan available – all of 150metres away! This turned out really well with wide open views to the south west over fields to the cliff top and out to the sea, There were free range chickens in the garden that provided us with very tasty eggs the next day so it turned out very well indeed – and much more comfy than trying to sleep in the TR!

Day 10 was a transit day to the Gurnard's Head Hotel located close by the coast about 12 miles north of Land's End. This hotel is a favourite of ours, fairly basic but comfortable, with easy cliff top walks to Zennor or the Geevor Tin mine. The hotel gets its name from the nearest rough looking rocky headland which is so called because it is reminiscent of the head of the really ugly gurnard fish.

Days 11 and 12 were for cliff top walking and the obligatory trip to Land's End. The unusual climate down here enables a wide range of wild flowers to flourish, usually tough to identify!

Each morning and evening, the herd of cows from the farm adjacent to the hotel are walked along the narrow but busy coastal road to and from their pastures. The animals know the way and are not guided, although one farm hand follows behind in a tractor to urge on the same three or four animals that always decide to try the grass on the verge opposite the hotel.

Day13 and time to start the homeward journey: a couple of hundred miles along the A30 and A303 with lots of other people. The TR gets the opportunity to get a move on quickly after too many miles creeping along the lanes in low gears. Night 13 is at the Hawk Inn close by the Hawk Conservation Trust near Andover.

Day 14 and all we want to do is get home, so A303 again, M3 and M25 quickly do the job.

Home again after a little under 800 miles averaging 27 mpg – which is not too bad considering the distances we travelled in low gears along those narrow and sometimes steep coastal roads and the fact that almost every time I looked for fuel, I ended up having to buy 95 octane E10, which does nothing to help fuel economy.

Perhaps not as glamorous a trip as some being carried out this year by other LVGers, but a really good region to visit in a TR. What's to not like about the West Country? We had a brilliant holiday touring the SW in our TR. Lovely accommodation with excellent food, beautiful scenery and lots of sunshine.

The question now is where next?

*Pierre .*





THANK YOU in advance .....

Bring your pre 1985 Classic car to our

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

**Live Jazz Band**  
*'Lend Us A Tenor'*

## Grand Prize Raffle

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**Free Entry**