



# The TRunnion

Broadcasting to LVG and the TR world

202401 January





# LVG Calendar 2024



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## Editorial ....

Happy New Year to all readers. It's hibernation time for most of us at this time but a core of LVG members will no doubt be braving the elements and taking their TR out on the road. I was going to say "out for a spin" but hopefully not.

My resolution is to try to stop nagging you to send letters or articles ....although I am short of interesting TR photos for the cover of TRunnion (fine quality jpegs please).

Inside we have tasty TR6 biscuits from Pierre, replies to previous letters and a chuffing good read by he who mutters. I last saw Del boy at our "Shine & Show" but he just had to turn up at Barrington on NYD.

See some of you at the AMM.

*Chris.*



## What's IN .....

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**DEADLINE DATE ... for articles & photos for next issue is Monday 5 February**

=====

*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**

***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**





# NYD @ Barrington







**NYD @ Brooklands**







# NYD @ Stony Stratford





ON THIS DAY

**9 years ago**

## Memory .... New Years Day 2015

*Those nice people at Facebook sent me a memory which I share with you. Pics by Brian ..*



I'm sure many of you will have been out for a New Years Day run and I'm pleased to say that there were plenty of interesting classic and vintage cars at Barrington. The first time we had made it to this meeting and sadly it looks like being the last after 32 years. The aluminium bodied car is an 'AJP', so presumably a special, but didn't get to chat to the owner. The Bentleys appeared to be His'n'Hers cars - some people have all the luck. The other TR3A is Chris ([Chris Glasbey](#)) and Pat's who provided us with an excellent brunch before driving to Barrington. A perfect start to the New Year.







## Group Leaders' Report

Phil Sanford

Here we are again at the start of another year, New Year's resolutions made, with some probably broken already. A resolution I want to stick to, is to get more miles on my TR than last year, when I did about 2700 miles, which was fewer than I usually do despite doing the trip to the TRCH event in Holland and attending the Inter Club Weekend at Shepton Mallet. We should have plenty of trips and events to attend this year so hopefully my resolution will not be difficult to keep. It would be interesting to know what is the average mileage across the Group, let me know yours by text or email and I will work it out and publish it in the next edition

I know several of you attended either Stony Stratford or Barrington on New Year's Day, thank you for the photo's you sent through, no doubt Chris has put some in this issue of TRunnion.

Our first "homegrown" event of the year is our Annual Members Meeting on the 21<sup>st</sup> January at 12 noon, held at the Mount Pleasant Golf Club, Lower Stondon. This is in place of our normal monthly meeting. Please come along and hear what we have been up to in the past year, how we are doing financially, what events are planned for 2024 and the awarding of trophies for Clubman/Woman of the year, best new car to the Group and winner of the photo competition. Apart from having a good catch up with old and new friends this is a great opportunity for you to have some positive input to the type of events we have and places we visit. Suggestions of what you would like us to organise will be very welcome. Complementary light refreshments by way of tea, coffee and biscuits will be provided. If the weather is fine it would be good to see you in your TR.

Once the AMM business is concluded and you have got yourself a drink we will have the Kick Off Lunch, this is our traditional way to get the LVG year "kicked off". During the lunch there is a table top quiz with a bottle of "fizz" as a prize and of course there will be a raffle with some really good prizes on offer. The lunch has to be pre-booked so if you want to join us, please get in touch as soon as possible.

February gets off to a busy start with the International Drive Your Triumph Day on the 10<sup>th</sup>. This celebrates the birthday of Sir John Black, join us for either a local drive out followed by a reviving cuppa, or a longer trip to the British Motor Museum at Gaydon. Let us know what you would prefer to do.

The MG and Triumph Spares Day on the 11<sup>th</sup> of February is an excellent day out to source all those elusive spare parts that you didn't know you needed and tools you may never use. Let us know if you are going and we can organise to meet up or travel together. Book your advance ticket to secure a discount at <https://www.mgandtriumphsparesday.co.uk/>

Our new Events Calendar is now on our website <https://www.tr-register.co.uk/group/lea-valley/social-report/2023/03/2238/LVG-Events-Calendar> This will be frequently updated throughout the year, please check it regularly to keep up abreast of new additions.

I look forward to seeing many of you on the 21<sup>st</sup>, remember you do not have to join in with the KOL if you just want to come to the AMM. To paraphrase Lord Kitchener, your Group needs you.

*Phil*





# LVG 2024 events...

Very last call  
to book your  
**KICK-OFF**  
lunch

# Contact Phil NOW

***....and that really does mean today***

Also, come along to this special meeting at the golf club.

We have taken out the **G** and changed it to **M** but it's still the time when we talk about what happened last year ....and then Mike will launch into the event plans so far for 2024 ....and your input for this is most welcome.

*The Events Team will be back on this page next month, meanwhile check LVG website for updates .*



## January 2024

Sun 21st - AMM & Annual Kick Off Lunch @ Mount Pleasant Golf Club SG16 6JL, from 12 Noon Meal selection in advance essential. Email [trr.lvg@gmail.com](mailto:trr.lvg@gmail.com)



## February

Sat 10th - Drive your Triumph Day. In honour of Sir John Black (some say the saviour of Triumph cars). Venue TBA. Watch this space for what LVG will do.

Sun 11th - MG & Triumph Spares Day. Stoneleigh Park CV8 2LG

Sun 18th - Sunday Lunchtime Meeting - Cock at Broom at 12 Noon

## March

Tues 5th - Concord pilot talk. TBC and possibly in Hitchin.

\*Sat 16th - TR Register AGM, Stratford Manor Hotel CV37 0PY. Registration required to attend.

Sun 17th - Sunday Lunchtime Meeting - Cock at Broom at 12 Noon

Fri 22nd - Sun 24th - Practical Classics Car & Restoration Show @ NEC Birmingham.  
<https://www.tr-register.co.uk/...>

Sat 23rd - Cars on Ramps @ Robsport, Shepreth. Booking essential. TBC

## April

Wed 3rd - Midweek Pub Meeting. Venue TBA

Sun 21st - Drive it Day. Watch this space for what LVG will do.

Sun 21st - Sunday Lunchtime Meeting - Cock at Broom at 12 Noon



# Members and Friends

The 2024 calendar is already starting to fill and in the depths of Winter, we can only hope for some sunshine and warmth to get our cars out. We continue to meet at least monthly and some hardy souls attend in their TR's, but you don't need a classic to be in the club or attend. Come along and say hello, it would be great to see you.

**TRR - LVG Committee**





Pete Muncer



Welcome to 2024 – another year already – doesn't time fly as you get older? For the next few weeks, there will be limited TR activity on my part at least, partly due to the efforts of the gritting crews whenever there is any possibility of frost - incidentally why is it called grit, when it has a large salt content? At the time of writing the TR is sulking anyway, refusing to fire up even though turning over on the starter very enthusiastically – must be suffering from SAD syndrome.

Now another reminder of passing years – in last month's TRunnion there was a fine pic of Welsh rally driver Elfyn Evans celebrating his win in the last round of the 2023 WRC, the Rally Japan, and thereby finishing second in the championship. Now why should this make me count the grey hairs you ask? Well, it is nearly 40 years ago now, that Elfyn's dad Gwyndaf was starting out on his own rallying career, and I think our team competed against him in a rally in Wales (he was somewhat quicker than us – he went on to become British champion in 1996). If I remember correctly, Gwyndaf also used to drive the local school bus, so presumably with plenty of opposite lock and handbrake turns on the hairpins – wonder how the kids enjoyed it?

I have greatly enjoyed reading the TRunnion Extra editions, featuring the photos taken by Graham Teeson on his 5000-mile/ 25-day expedition around the U.K. coast last year. The scenery, particularly up in the Highlands and Wales, was spectacular - but it was when Graham reached the West Country that the route became familiar - we have family and friends in Dorset, Devon, Somerset and Cornwall, so not surprisingly visits to the area in the campervan or for tours in the TR are regular occurrences. I was impressed and somewhat in awe of the sheer dedication Graham showed during his trip – on the road for 10 or 11 hours each day, and then occasionally having to sleep in a soggy tent – also he must have spent some time cleaning the TR, as it always looks immaculate in the photos. 5000 miles (in less than a month) is about one-twelfth of the mileage I have managed in my TR in 30 years! - but that is still not as long as our Honourable Editor though, celebrating 50 years with his TR in 2024.

On the subject of reading, does anyone else have difficulty reading the typeface used in TR Action? To my old eyes, the type is not **bold** enough – even with reading glasses and lamp switched on, I still struggle. Perhaps I need an LED lamp – although Michael Boast has converted his TR6 to LED lights, I have not made any further progress as yet with the same exercise on my TR4A (waiting for a Round Tuit) – by the time I do, no doubt the bright summer days will be here (we can dream) and it will be put off again. One sad omission from the 2024 summer schedule of course will be the Shine & Show evening - as our Group Leader says, a victim of its' own success – but better to finish at the top rather than have problems in future years. Maybe we could have an LVG only meet at The Cock on the equivalent date? The other big event of the summer of course will be the Inter-Club International at Malvern on June 28<sup>th</sup>-30<sup>th</sup> – unfortunately I will miss this, as we will be in Dorset that weekend with the family, celebrating a significant birthday.

Further reading or browsing on the TRR Forum found Paul Hogan's article (which for some reason has not appeared in TR Action), about a race between a TR3 and an Auster light aircraft – actually two races, the original



event back in 1956, and the recent re-enactment organised by Paul. The 1956 version involved driving and flying between Lands End and John O'Groats and back to Elstree airfield, whereas the 2023 version had to be restricted (partly due to the 'elf & safety' boys) to starting in Cornwall at St. Just airfield and then across southern England to finish at the Goodwood Revival. The object of the exercise was to compare fuel consumption, and both times the TR was a comfortable winner (although not surprisingly taking somewhat longer for the trip!). The aircraft used in both events was an Auster J4 (called "Priscilla"), and while the original TR3 could not be found, a sister car (just two numbers different on the registration) was used for the re-enactment. It was a fascinating article to read and good to see both aircraft and car from 1956 still going strong.

Response for the first CACCC tour of 2024, the Springing Up Tour, has been very positive, which is gratifying – so far 16 cars signed up even before Xmas. If you are interested and want to join us, let me know and I'll forward full details and entry form – in outline the dates are April 11<sup>th</sup>-13<sup>th</sup>, based at the Ufford Park Hotel, near Woodbridge in Suffolk. The tour itself is on Friday 12<sup>th</sup> with a 120-mile route via Snape Maltings, Aldeburgh, Southwold, St. Peter's Brewery, Bressingham, and Framlingham. As usual, I seem to have plotted a route that has very few fuel stations – maybe the route recce in March will reveal some more.

Now that this tour route is on the map, thoughts are turning to the traditional local event, Tibbles Tour, on Sunday June 23<sup>rd</sup> – from a planning point of view, this is both easy (with local knowledge of the area), and difficult (how to come up with new routes in a relatively restricted area, especially after 17 years in the job). My predecessor as route planner reckoned you could run the previous year's route in reverse and nobody would notice (but wouldn't folks get stiff necks continually looking backwards?). At the moment nothing has been decided regarding the September Falling Down Tour, so more news later in the year.

Apparently changes are coming for the sports of swimming, athletics and golf, to restrict performance – the first two sports do not concern me - I do not swim, and the last time I ran anywhere was for a bus back in 1968 (I was between cars at the time). However, I do flail my niblicks around the golf course regularly, and apparently the problem is that nowadays the professionals are hitting the ball too far – 300 yards or more off the tee, so what was a par 5 hole is now a par 4 or even less for these guys. Consequently by 2028, our balls will be less responsive (pause to wait for the inevitable comments) - according to the powers that be, this will mean that "recreational" golfers (I think that includes me) will have their drives off the tee reduced by only 5 yards (so 95 yards instead of 100 for some of us). When F1 cars started getting too fast for race tracks, the universal answer was to put in chicanes – so I suppose the golfing equivalent would be more bunkers – as bunker play is not one of the strong points of my game, maybe I ought to add a spade to my golf bag.

A very enjoyable "Non-Xmas Lunch" at The Cock the week before the festive day – a full Xmas dinner with all the trimmings - and when I say full, I mean getting up from the table afterwards was quite an achievement. Arriving in the venerable Skoda GTO (100,000 miles just clocked up), there in the pub car park was an immaculate black Rover 75 being polished by – could it be? – yes, it was that man Teeson again – but as Graham said, his 5000 miles around the U.K. might have been a little more comfortable in the Rover, but it would have taken considerably longer!

Finally this month - in winter when TR activities are at a low level, my attention turns to my model railway (OO gauge, 1950's South Devon, steam only, before any nasty diseases appeared). Recently a friend gave me some Continental Modeller magazines to browse through – did you know (and not many people know this), that in Austria, there is a railway line (see pic) that links two villages called Natters and Mutters?

*Pete .*





## Graham Teeson replies to the letter from Ian Cornish ..

I'm responding to Ian Cornish's letter (December TRunnion) correcting my error regarding the origins of the engine in my Triumph TR4. I have only been a TR owner and member of the TR Register since 2019 and had not previously seen Ian's excellent 2010 article on this subject.

Since joining the TR community, I have been told by various TR owners (none of them members of the Lea Valley Group) that the TR4 engine originated from a tractor (the Ferguson TE20). On one particularly memorable occasion, a TR5 owner heard of my TR4 purchase and said "It's got a tractor engine - oh well, someone has got to drive them!". I have never believed that it was a direct engine transplant but from my limited research, I knew that my TR4 engine was a derivative of the Triumph Standard engine and it seemed logical that, if there was a connection between the TR4 and TE20 engines, it would more likely be just the engine block casting or maybe a part of the engine design or production method.

But at least my error prompted Ian to remind people of his article, as I am maybe not the only one who was unaware of the fascinating history behind these engines. I'm also grateful for the fact that next time someone tells me I'm driving a tractor, I can confidently put them straight on the subject!

And here's another plus. In the film 'Castaway', Tom Hanks plays the sole survivor of a plane crash and is marooned on a desert island. He recovers some washed-up items, one of which is a tennis racket. He makes a face on the strung frame of the racket and adds seaweed to look like hair around the rim, and then he names it 'Wilson' as this is the manufacturer's name, stencilled on the frame. He has long conversations with his friend 'Wilson' and it appears to provide him with a lot of emotional support. Where is this going, I hear you ask.

My Rover has the nickname 'Ted' (named after my Grandad) but I have never been able find an appropriate name for my TR4 until now! My error and Ian's response has given me the inspiration to name it 'Ferguson'.

*Graham.*







Pat Glasbey

Dear Editor,

Reading Jean Holden's article brings back memories of my first Lakes TR Tour. I made the journey from Cambridge in my friend Mari's Valencia Blue TR5 ....and we pulled into Newby Bridge petrol station having no idea what to expect, certainly not the life changing event it turned out to be. We were the talk of the weekend as it seemed we were the first all female crew to take part in this event.

We did the Wrynose and Hardnott Passes on the Saturday morning. The TR5 did not like the downhill part of this drive. The car kept jumping out of gear and the only way we were able to continue was by me holding on to the gear stick with all my strength.

The 2 guys in the TR3A with aero-screens are Tony Jeans and Colin Jarry-Ryan ....who every year attended in fancy dress. The best was as firemen with ladder and bucket adorning the car.

We spent Saturday afternoon at a local TR owner called Keith's house. He had a very unusual ornament in his conservatory, an unregistered yellow MGB GT, which he had bought as an investment! Not something I would want to sit and look at each day.

The Saturday night disco was held at Lakeside and included the traditional hot pot that accompanied all the Lakes Tours in the early days.

Sunday continued with more convoy runs and finished at Newby Bridge Garage, before our long drive back to Cambridge.

The life changing event ? The Newby Bridge Garage forecourt is where I met my future husband, the event organiser and now known as the TRunion editor.

*Pat.*

*NB That's me (Ed.) on left of photo with the loud hailer, as used at all national TR Register events in those days.*

PS this letter should have appeared in last TRunion .....but Editor mislaid it .....oops !



# BEAT THIS !!

*A set of PANEL BEATING TOOLS .....also from Brian's Garage clear-out.*

*FREE to a good home ! Pick up from Hitchin— or at a Club meeting.....*

*Contact Group Leader Phil .*





Pierre takes the bûiscuit .....



No Trip out in the TR on New Years Day , but spent the afternoon making cookies, as per the photo.

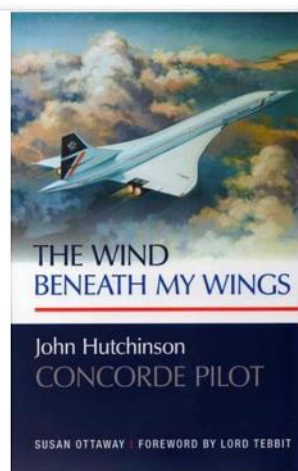
You should be able to see 5 of them resemble the front quarter view of a TR6.

A good subject ....and tasty as well !

*Pierre.*





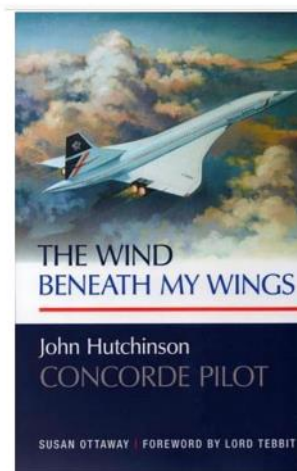


# Concorde Pilot Talk

## Tuesday 5th March

7pm for 7.30 start  
Tea & coffee will be provided

@  
Hitchin Town Hall  
SG5 1JE



See over ....**BOOK EARLY !**



“Cars on Ramps” returns in the Spring ! With thanks to Simon and his team at ‘Robsport’. A chance to have your TR inspected ...possibly followed by lunch at the nearby pub. Watch out for more news on booking your place on March 23

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# Concorde Lecture

By John Hutchinson FRAeS, FRIN

Presented by the Lea Valley Group of the TR Register

John Hutchison joined the Royal Air Force in 1955 and spent eight years in the service. He did a Squadron tour flying the Avro Shackleton in Singapore and then spent three years as a flying Instructor and Instrument Rating Examiner on the Jet Provost. He left the Royal Air Force in 1963 and joined Mc Alpine Aviation at Luton Airport. While there he flew a variety of light single and twin engined aircraft and was appointed Chief Pilot of Mc Alpines in his final year there

He joined British Airways in 1966 as a co pilot on the Boeing 707 and then transferred to the Boeing 747 in 1971. He gained his command on the VC10 in 1976. He joined the Concorde fleet in 1977 where he spent the next 15 years until retirement. During that time he became a Concorde Route Check Captain and a British selectors well as working for the BBC television as a Presenter of Airshow programmes. He was also closely involved in promoting the Concorde/QE2 packages and all other Cunard ships of the day

Since his retirement in 1992, he has worked as a consultant to the United States High Speed Research Programme and is a member of the Flight Operations Group of the Royal Aeronautical Society. He has regularly provided professional advice on aviation matters and has acted as an Expert Witness on many occasions in aviation related legal actions. He has continued to lecture about aviation on a wide variety of lines including Cunard, Fred Olsen, P&O, Seabourn, Hebridean, Saga, Cruise Maritime, Princess and Crystal.



He has delivered lectures to a variety of organisations and conferences around the world, ranging from Europe to the USA, Hong Kong, Australia, South Africa and New Zealand. He has spoken at

many corporate events in various venues including the House of Lords.

He is Past Master of the Honourable Company of Air Pilots of London and is a Fellow of both the Royal Aeronautical Society and the Royal Institute of Navigation.

He has flown over 70 different aircraft types and kept his hand in flying an Auster Aiglet which he shared with three friends until retiring from the syndicate a few years ago

Cost £10 per person, pay by BACs to reserve your seat in advance please

**When:** Tuesday 5th March 2024

**Where:** Hitchin Town Hall, Hitchin, SG5 1JE

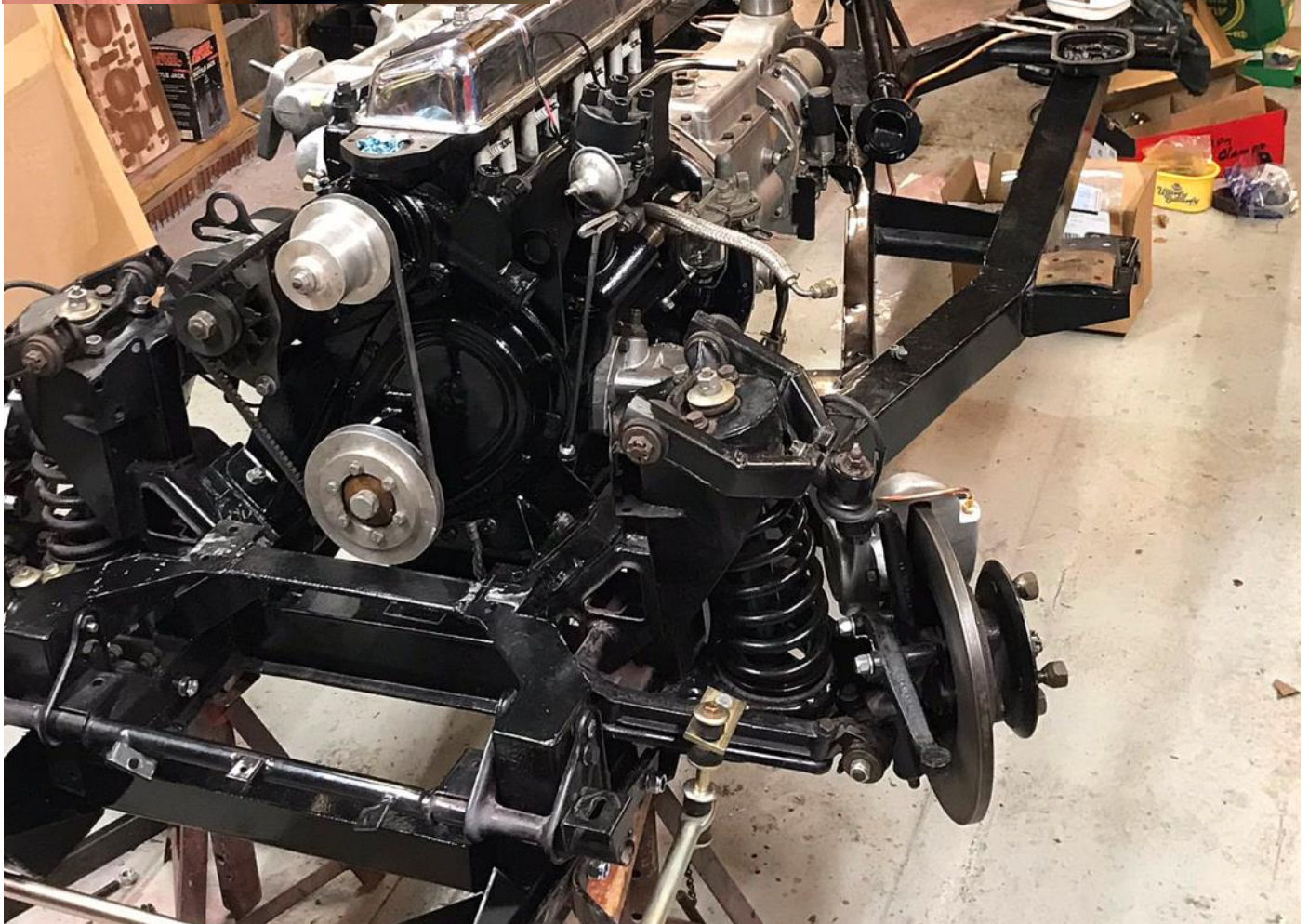
**Contact - LVG Events -** [trr.lvg@gmail.com](mailto:trr.lvg@gmail.com)

**Time:** 7pm for 7.30pm start



# Thanks Brian

...says Tony Bannard-Smith



Brian's tins of old fixings to the rescue .... TR3 prop shaft bolts are a particular design and length. Brian had 9, just the right length, but with old nuts ....bet 8 of them came off his car ! They'll do for the present .....



# With thanks again to everyone who made a donation at Brian's Garage Spares clearance ...for Sue Ryder ....

Sue Ryder St John's  
Hospice



Because no one  
should face death  
or grief alone

Mr P Sanford  
Group Leader  
TR Register Lea Valley Group



Dear Mr Sanford

Thank you for your kind donation of £525.00 to Sue Ryder St John's Hospice in memory of Brian Chidwick. This means so much to us, thank you for thinking of us with this gift.

At the end of someone's life, our Sue Ryder nurses, therapists, counsellors and physiotherapists can make all the difference. Whether in a person's home or in our hospices, our specialist teams pull out all the stops to provide the expert care someone needs. We take care of the practicalities, leaving space for friendships, family and favourite pastimes, allowing final days to be filled with cherished memories and love. The support from kind people like you is at the heart of all of our work - thank you for making our care possible.

You may be aware at Sue Ryder we have several ways to support people who have suffered a bereavement. If you or someone you know needs extra support you can find out where we can help on our website here: [sueryder.org/how-we-can-help](https://sueryder.org/how-we-can-help). This support ranges from our online community, self-help platform and online counselling.

I hope you find comfort in knowing your donations in memory of Brian will continue to enable us to be there when it matters for more people. Please extend our grateful thanks to everyone who contributed towards these donations. Once again, thank you for your support at this time.

Warmest Wishes

A handwritten signature in blue ink, reading 'Sarah Ashton'.

Sarah Ashton  
Hospice Fundraising Operations Officer  
St John's Hospice  
01767 642424

Ps. For further details about how we use and protect your information, please view our privacy policy at: [www.sueryder.org/privacy](https://www.sueryder.org/privacy). You can change your contact preferences, request a copy of our privacy policy, or ask any questions by contacting: [supportercare@sueryder.org](mailto:supportercare@sueryder.org) or 020 7554 5985.

**Sue Ryder St John's Hospice**, St John's Road, Moggerhanger, Bedfordshire MK44 3RJ  
call: 01767 642410 | email: [info@sueryder.org](mailto:info@sueryder.org) | visit: [sueryder.org](https://sueryder.org)



# Only the few ...Tour of Britain 1986

Chris Glasbey



## TOUR of Britain...

Having spent many years as organiser of the TR Register Lakes Tours (with a great team support) and those weekend events in the 1980s were attracting well over 100 TRs, I felt there would be a lot of interest in a Tour of Britain. I spent many hours planning the package and it was set to happen in September 1985. Sadly, only a few applications were received, so I postponed it to September 1986. I had some support including a Rover Vitesse from Austin Rover Group as a "convoy escort" car.

The package of route venues and accommodation was very good value, with support from the local TR groups set to welcome us around the country. I had everything in place but depressingly, only four members wanted to take up the challenge ....so I felt I had to cancel the event. It had been some years since previous tours of this type had successfully taken place and sadly I had to phone the four entrants to say it wasn't viable.

However, none of them would accept cancellation! I was exhausted at this stage and pleased to hand over tour planning for this small group to Tony Gerrard. Although we followed the majority of the route and venues as I had planned, Tony contacted Pete Buckles and in return for each car carrying large "Cox & Buckles Spares" stickers we were to be well received at each of the C&B agents around the country ....starting the event from their London area HQ.

Noting that of the 4 TRs entered, the two TR3As were set to complete the 6 day tour on aero-screens !! Pat and I completed the 5 car line up with the Rover Vitesse (3.5 V8) as convoy escort car. My TR3A was not reliable enough at that time and I may have forgotten to tell Austin Rover that the tour was now much lower key than originally intended ?!





We all had a great time and were hosted well by the C&B agents and also every evening by local TR groups .....although I do remember having too much Butcombe bitter when we met with Neil Revington and the Apple County Group.

One of the tour highlights was arriving at Doune Hillclimb for this classic car event.

Without rambling on with pages of memories from the 1970s/80s ...although I could do if asked .... I had built up contact with Austin Rover Group. On several occasions I was able to borrow cars from their Press Fleet for TR Register Lakes Tours (yes, my TR was either off the road or unreliable for longer journeys). All SD1 Rovers, I started with a 2300 version and later tested a 2600 version. The ultimate was the loan of the Vitesse V8. Cars would be delivered to my place of work in the Jewellery Quarter of Birmingham and then collected on the Monday morning following each event.

For this Tour of Britain, each car had a CB radio so that we could maintain contact whilst on the move ....and sometimes we would pick up other voices on the same frequency, with some assistance given to Pat and I in leading the convoy on the best route via Stirling and heading towards Doune.

Amazingly, there was a very quiet section of the M6 where I was asked by the group to possibly test the Rover further. Pat and I dropped back and I then pushed the pedal to the floor ....and we passed the TRs with the speedo reading 3 figures, the middle one being a 3.

After completing this tour and arriving back home we were then off again next day to head for the 10<sup>th</sup> TR Register Lakes Tour ....and finally the last one of these that I was to organise.

The Vitesse was duly collected on the Monday morning. I thanked the department at Austin Rover and reported that it had required a top up of a pint of oil. They were surprised and amazed when I said that I had completed just over 3,000 miles in 9 days.

Thanks again to Tony for driving us to do the event and in many ways it was better as a small group.

*Chris.*





You may have been there ..... But did you get the shirt ?

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# The Back Page

Chris Glasbey

Good to get some reader reaction to previous articles in this issue. I know we live in an age when replies are more immediate but I think a monthly response in a club newsletter is OK, don't you?

Those of you with heated garages are lucky enough to carry on with maintenance or rebuild projects on your TR during the winter months ...and I know that some of you have more than one classic car to maintain. How often is each of your cars used and surely they will suffer if they stand idle for months ?

My TR3A lives in a damp garage separate from the house. It also lives with a freezer, which probably doesn't help with moisture content. Air flow is OK because there is a gap above and below the garage door and I have also fitted louvre panels in the side entrance door. For me, the maintenance will have to wait until March....or when the warmer Spring weather arrives. Talking about flowers, aconites and snowdrops are starting to bloom ....but Pat and I have also recently spotted daises, which is ridiculous in January.

In Phil's GL report he asks us to advise how many TR miles you complete in a year. My average is just under 3,000 miles although I do have my insurance at an agreed level of 5,000 miles max. Some TR Register members and other classic car owners do far less mileage with the most extreme only driving to a garage for the annual MOT. I think that when I can no longer drive my TR3A in comfort, then it will be time to pass it on to a new custodian. However, no intention yet and plans are already being made to do as much TR touring as possible during 2024, my 50<sup>th</sup> year of ownership. I never have had a name for my TR although the previous owner called it "Smiler" because of the grille change from the TR2 he owned previously. I bought the TR from Paul Griffiths for £250.00 and it was his daughter Kim (age 8) who called it "Smiler". You know that people say they will remain in contact and look after the car, well in this case I did. I became a family friend and would call round to give them a ride in the TR and have a glass of Paul's home brew beer. Some years later Paul lost his fight with cancer and Pat and I attended the funeral in the TR3A. His wife, Sheila & Kim were pleased to see us and "Smiler". Moving on a few years, Sheila died of a heart attack and we attended her funeral. After the service I thought quickly and went over to speak to Kim, who smiled ...we had a plan. Pat had a sedate ride in the limo ...and Kim came with me in the TR3A for a fast 3 mile country lane drive to the hotel for the wake (no hood or sidescreens of course). A sad occasion but it made her smile. Finally, Kim gave me some instructions before departure and I could see all was clear down the long hotel drive.

We said our farewells and fastened seatbelts. I lifted the revs to around 3,000+ and dropped the clutch as the LSD did its job and we launched loudly down the drive.

I still keep in touch with Kim and her family but she is seriously ill and I haven't seen her for years . When I receive her Christmas card she says she always appreciates the TR photos I send her along with the occasional TRunnion.

Keep smiling ....and support your local Post Office !

*Chris.*

