

The TRunnion

TR Register Lea Valley Group

2012 Issue 5 (Sep/Oct)

LEA VALLEY GROUP COMMITTEE 2012

Group Leader:

JON MARSHALL ☎ 01462-673956
Email: jon.marshall@dsl.pipex.com

Treasurer:

CLAIRE PALMER ☎ 01767-224657
Email: cpalmer235@ntlworld.com

Events Co-ordinator:

PAUL RICHARDSON ☎ 01908-610098
Email: pr124@hotmail.co.uk

Editor/Membership:

BRIAN CHIDWICK ☎ 01462-730676
Email: bjmole1-trlvg@yahoo.co.uk

JULIAN HENSMAN ☎ 07818-060101
Email: jhensman@seorb.com

GRAHAM WADE ☎ 01582-609823
Email: grahamwade47@gmail.com

MEETINGS VENUE

Unless otherwise specified, all Group Lunchtime Meetings are on the first Sunday of the month at The Cock Inn, 23 High Street, Broom, Biggleswade SG18 9NA (Tel: 01767 314 411), commencing 12:00.

(Plenty of parking space behind pub).

N.B. This is a 'lunchtime meeting', not specifically a 'lunch meeting' – food is optional and you don't need to book.

WEB SITES

TR Register: www.tr-register.co.uk
TR Forum: www.tr-register.co.uk/forums
Lea Valley Group:
www.groups.tr-register.co.uk/lea-valley

This following event list is provisional - a full calendar will be published in the next TRunnion, so NOW really is the time to let us know what events you want - old favourites, new events, new places, etc.

2012 EVENTS CALENDAR (subject to change)

*Events with an 'official' Lea Valley Group presence are shown in **bold type**. Please let me know of any other events that may be of interest to members and I will include them, plus any others I hear about, as well as 'official' LVG events.*

Sep. 2: Group Lunchtime Meeting

Sep. 2: MK Classic 'Last of the SummerTour'
Sep. 14-16: Goodwood Revival
Sep. 16: Transport Day, Milton Keynes Museum
Sep. 22-23: Kop Hillclimb, Princes Risborough
Sep. 29-30: CACCC 'Falling Down Tour'

Oct. 7: Group Lunchtime Meeting

Oct. 7: TSSC All Triumph Day, IWE Duxford
Oct. 14: BMH Four Hour Relay Race – Snetterton [All-Triumph team will be there!]
Oct. 20: Nostalgia Forum Motor Sport Film Show, Albury, Herts.

Nov. 4: Group Lunchtime Meeting

Nov. 4: TRR AGM, Gaydon

Dec. 2: Group Lunchtime Meeting/AGM

Jan. 6, 2013: Group Lunchtime Meeting 40th Anniversary.

Note that several of these events are provisional. We have received a few new event suggestions but would welcome many more before finalising the calendar.

OK – 2012 is nearly over, so let's have some early ideas for 2013!

LVG 40th Anniversary in 2013

The group will be 40 years old in January, so please let the committee have your ideas for how we should celebrate this achievement. As a founder member, I would also like to invite as many other old lags as possible, so if you have contact details for any former members, please let me know.

EDITORIAL

It seems a long time since the last Trunnion, so many events have come and gone and it simply hasn't been possible to make it to every one without a TARDIS. Nevertheless, there has been an LVG presence at most of the regulars including Classics on The Common, Little Gransden Show and Flying Display, Knebworth Classic Motor Show and of course the TRR IWE at Malvern. Some of us have been trying a few different events, joining the local TSSC group for Classic Wheels at Willington Dovecote, Panshanger Revival and the Buckingham Steam Rail Centre Pre-78 Rally followed by a very wet barbecue at their Hitchin hostelry.

I'm pleased to say our TRio of TR3As were flying the flag again on the MK Classic 'Last of the Summer Tour' (thankfully without the monsoons of last year), along with a number of other TRs from neighbouring groups.

At the time of writing, there is still plenty coming up, including the Falling Down Tour, thoughtfully scheduled to avoid conflict with the Kop Hillclimb so we will be able to do both this year. Graham Wade is running his Ariel Red Hunter again at Kop. I failed to persuade him to enter his TR2 but there are plenty of TRs and other Triumphs in the entry list, so I hope to see many of you there supporting them. I'm especially looking forward to the BMH Four-Hour Relay Race at Snetterton and will be cheering on Team Triumph TR comprising some of the most successful current competition TRs – memories of heroic past Birkett Six-Hour Relays are already flooding back.

Away from the excitement of the track, there will be a Transport Day at Milton Keynes Museum and Nostalgia Forum Motor Sport Film Show.

This issue of TRunnion is somewhat shorter than of late, due in part to family pressures but also to an unusual shortage of material. In fact, I was tempted to re-title it 'TRunnion Lite'.

However, it did set me thinking about the best way to communicate with members, especially after looking at how other groups do it. Some merely produce a minimal one-page monthly news-sheet or email, but I'm especially interested in North London Groups use of Yahoo Groups to provide an interactive

service in between more formal newsletters. This is an email-based system to which anyone can subscribe (free of charge) simply by registering an email address with the group's moderator. If accepted, you will then receive emails informing you of new events, changes of venue, meeting locations and times, etc., and most importantly, to respond or comment instantly, rather than having to wait for the next newsletter or scan the website. This does mean you will receive more emails than normal from the group, but as each has a clear subject title, you can decide which to read or simply delete without reading. Please let me know whether you would prefer a more basic news-sheet or would be interested in trying something along the lines of the NLG model.



BrianC

*In case you missed my appeal in previous issues of TRunnion to encourage more of you to contribute, I will be pleased to hear from **rebuilders**, **racers**, **rallyists**, **tourists**, **concours specialists** and especially **partners** and **new** or even **prospective TR owners***

Classic Wheels at Willington Dovecote

This was an excuse for an evening run to meet up with the Herts and Beds TSSC group and owners of other classic cars, bikes, tractors, etc in the countryside. Willington Dovecote and Stables are the remains of a 16th Century manorial buildings complex and are rarely open to the public. The local history society put on a fine display inside the stables, showing what a unique site this is.

There were around 60 cars of all makes and ages, tea and cakes were available and it made a pleasant, relaxing evening, all for the price of a small donation to help preserve the buildings. Triumphs were well represented and we even met up with a few other TR owners, including one well-known Porsche driver - will he ever get his TR carbs sorted?

Many thanks to Peter Lewis of TSSC for letting us know about this.

Panshanger Revival

This is another local event that I'd not heard about before, and again thanks to Peter Lewis. Panshanger Aerodrome, near Welwyn, was used during World War II as a decoy and a number of non-operational hangers were built and the site dressed with dummy aircraft, vehicles, smoking chimneys, etc to divert enemy bombers away from Hatfield's aircraft factories and industry.

The Revival is a gathering of historic planes and cars, this year with a Thirties theme, although period dress was optional and all classics were admitted free. Currently, the airfield is home to the North London Flying Club, so it was not totally surprising to find a large contingent of TR-NLG cars already there when we arrived, along with a good selection of other Triumphs and very nice older cars.

We were pleased to meet Derek and Susie Scofield with their recently restored TR4. This one-owner car has had a hard life and after looking at the booklet proudly displayed with the car, I asked if I could include the story in TRunnion (see below).

In addition to the planes, cars and military vehicles there was music, including Derek's jazzband (so he was busy for much of the day), a historic airfield tour and food and drink in abundance.

[© Photos Copyright Susan Scofield]



Congratulations
North London Group
Winners of the
Best Club Stand
at
Little Gransden Airshow

Buckingham Steam Rail Centre Pre-78 Rally

This event was originally suggested at our AGM by Tony Jones but sadly, come the day, his TR was still hors de combat.

The weather was not looking promising and clearly deterred many classic owners from turning out and I understand numbers were well down on previous years. Nevertheless, at just £2 per car, there were reasonable numbers of cars and bikes to look at, but the TRains and railway museum were the main attractions for us.

We were surprised to find an extremely impressive station building rather than a simple country station. Although the original station building is still present and well cared-for, alongside it is the BRC visitor centre that was originally Rewley Road Station at Oxford. This was opened by the London & North Western Railway in 1851, and subsequently given a Grade II listing. It subsequently became redundant and was dismantled at Oxford in 1999, reassembled at Quainton, and formally opened in 2002.

On the day, in addition to the usual exhibits, there was an art display of historic transport the Travelling Post Office coaches were open and two steam locos were operating free rides up and down the short length of track. Definitely a worthwhile destination for rail enthusiasts and an event that we will undoubtedly do again.

We were lucky to get away driving topless to Quainton and back and wise to put the hood up whilst parked and again before leaving home in the evening for a very wet barbecue at TSSC's monthly meeting at The Three Moorhens, Hitchin.

~ ~ ~

MK Classic 'Last of the Summer Tour'

Anyone who did this event last year will well-remember the conditions! Undeterred, the inTRepid Trio of TR3As of Chris and Pat Glasbey, Paul Richardson and David Randall and ourselves were blessed with comparatively summery weather this year.



Format of these MK events is well known now and some regulars gave this one a miss as it used some checkpoints that had featured in previous events. However, the bacon rolls and coffee/tea start at 'The Inn at Woburn' and the fact that we hadn't been to the first stopover, Thurleigh Airfield before was sufficient motivation. Many of the roads around North Bedfordshire also turned out to be new to us and arrival at Thurleigh was a surprise as we entered Bedford Autodrome. Alas, we didn't get to drive around the four circuits, operated by Jonathan Palmer, but were there to visit the 306 Bomber Command Museum. Is it pure coincidence that so many classic car tours visit airfields and museums or does it simply emphasise the population demographic of the classic car fraternity?

The airfield was developed during World War II as a Bomber Command base for the RAF but was operated for most of the war by the US, using Wellingtons and B17s manned by American and Polish crews. The museum contents are privately owned, the owner and his wife having bought most artefacts themselves, although friends and families of US personnel that were stationed at Thurleigh have provided some donations and financial support. That seems to be typical of the military museums we have visited and there does seem to be more long-term support and respect for their military than there currently is on this side of the Atlantic for our own.

After a long and very educational stay at the museum, we returned to Woburn for an end of run cream tea at the Safari Park.

Local News & Events

I thought I'd include news of other local groups and clubs to encourage a few more to get out and about with (or without) their TRs. If anyone is a member of another club – Triumph or other classic – then please let me know of any meetings or events that you think may be of interest to LVG members.

TSSC Herts & Beds Group

From Peter Lewis:

Milton Keynes Museum Transport Day

This is Sunday 16th September. Websites have a location map. (sat navs MK12 5EL)

<http://mkmuseum-transportday.weebly.com/index.html>

<http://www.mkmuseum.org.uk>

There is not a club plot, so its just turn up and park up, pay on the gate £3. We have been here before and it's great to turn the clock back to school desks, water wheels, gas engines, Olde Shoppes, etc.

A great living museum, just outside Wolverton - everything from a working telephone exchange to playing a pianola and even doing toast on an open coal fire - not something most have seen for years.

It's only £3 per car full, brilliant cafe with homemade cakes and snacks - a good family cheap day out.

~ ~ ~

IMPORTANT NEWS PUB RELOCATION SEPT 24TH

The next area meeting September 24th will be at an alternative pub while the Moorhens gets its long delayed refit. The publican has suggested we use the LORDSHIP ARMS PH at Benington: <http://www.lordshiparms.co.uk/>

Map link: <http://goo.gl/maps/hTcMk>

This is only 15mins from Hitchin, just off the A1 J7 A602 (sat navs use SG2 7BX)

There will be a BBQ arranged similar to the last night – Hot-dog £2, Burger £2 + extras thrown in.

AGAIN I NEED SOME IDEAS ON NUMBERS. FOR THIS WE WILL PAY ON THE DAY, BUT A QUICK NOTE ON HOW MANY HOT DOG OR BURGERS WOULD BE HELPFUL.

This is only for the September 24th meeting. If the refit goes to plan, October meeting will return to the Three Moorhens as normal.

TR North London Group

From Howard Pryor:

Christmas Dinner Dance

Due to circumstances beyond our control it is necessary to amend our Christmas booking at the Chartridge Conference Centre for this year. Unfortunately the centre took another booking for the same night and allocated ALL the bedrooms bar one to them, leaving us without any for people wanting to stay over.

[Having previously spoken to Howard, LVG members are welcome to join this event, so the current arrangements are as follows].

The majority rule - the revised date for the Christmas Dinner/Dance is FRIDAY 14TH DECEMBER - at Chartridge Conference Centre, Chartridge Lane, Chesham, Bucks HP5 2TU.

This date is now confirmed with the venue and the deposit paid.

Overnight accommodation is available at a special rate of £45 per room Bed and breakfast for double occupancy and £30 per room Bed and breakfast for single occupancy. 10 rooms are being held with the booking - please email me back ASAP if you want a room booked in your name.

If you haven't already done so please send your money now - £31.50 per head - direct to Bob Grou, 34 Bampton Drive, Ruislip, Middlesex HA4 9DD -cheques payable to North London TRs.

There's still plenty of room for more to join the party - just let us know if you want to come.

~ ~ ~

TR & Tiara Tour 2013

This is advanced notice of the 2013 TR & Tiara Tour to Bath on Friday May 3rd to Monday 6th May at the Leigh Park Country House & Vineyard, Bradford on Avon, Wiltshire, approx 6 miles from Bath. FYI - Limpley Stoke our intended stop-over only caters for weddings at that time of year

The cost is in line with previous tours. Friday evening meal and room, Saturday breakfast, evening meal and room again, Sunday as per Saturday and Monday breakfast, leave to come home.

Full itinerary will be announced as soon as we have worked it out BUT you can be

6 The TRunnion

assured it will involve a lot of FUN.

Suggested visits may include a visit to Lacock, The City of Bath and if the lads are persuaded nicely we may take in a visit to the Victorian Shopping Mall, who knows?

Please register your interest - we will be taking money from you before you know it.

Reminder from: [TR Register NLG Yahoo! Group](#)

Title: KOP HILL CLIMB

Date: Sunday September 23, 2012

Time: 12:00 am - 12:00 am

Location: Kop Hill Road PRINCES RISBOROUGH
Buckinghamshire HP27 0LB, Kop Hill Road PRINCES RISBOROUGH
Buckinghamshire HP27 0LB
<http://www.kophillclimb.org.uk/>
Come and support the NLG Hill Climb team at Kop Hill, its a 2 day event but

Notes: we're there on SUNDAY, some of you will have already booked hill climbs (too late now) but you can still come and join in the fun: Contact Mike North

~*~*~

TR Chiltern Group

From Peter Bowden:

Kop Hill Climb 22nd-23rd September

[Chiltern Group are manning the TR Register area and I received this a few weeks ago, having enquired about which would be the best day to go. I understand bookings for club parking are now closed, so we will take our chances in the public car park – unless we can blag our way into the TRR area on the day. See TR-NLG reminder above also].

...one of our guys, David Broomhead is in touch with the organisers.

Your chaps will need to register on their website at www.kophillclimb.info/ by following the 'Entrance' tab. Agree to the regulations and you will find a page to fill in your details. At the bottom of this page there is a tab "Please Choose Individual or a Club". The TRR is on this drop down menu. If your chaps have not registered (and paid) they will be directed to the public car park.

It might be a bit late to get a run up the hill, you can always ask, but we will have a club area in the paddock.

Let us know if we can be of any help.

Our man Dave is at

dbroomhead@waddesdonschool.com

and their man, David Banes is at

classics@kophillclimb.info

~*~*~

Ecurie Ecosse Collection

Wednesday 21st November (the date of November mid-month meeting) is the visit to Dick Skipworth's Ecurie Ecosse Collection at Imler. Number will be limited to 40 so if you are interested please put your name on the list, if you haven't done so already.

Details of these and all the other meetings and event are on our website at www.chiltern-trs.co.uk/Events.htm

Classified Adverts

If you have anything to sell/buy or lend/borrow, please email me and I will include it in the next TRunnion.

FOR SALE

TR7 Haynes Workshop Manual

Triumph TR7 1975-1982 All Models 1998cc Workshop Manual. As new, clean condition.

£12

TR3A Bonnet

Early 2-slot bonnet without raised hinge pressings. Excellent condition (apart from blue Hammerite paint). Includes the bonnet release lever.

£125

TR2-3A Gearbox Tunnel

From 1958 TR3A but should fit any sidescreen car. Solid condition (aren't they all, being sprayed with oil from engine and gearbox?), and with slot for fitted ashtray - long since lost!

£30

TR2-3A Scuttle Vent Lid

Excellent original item with hinge but no spring or linkage. Moss want £67 for a repro!

£30

TR4-4A Spares

Offers invited for the following surplus items:

- * Smith's 12V +ve earth rectangular clock (tested working Jan 2010). I bought this with the intention of fitting it in the ashtray aperture so could easily be insulated and used on -ve earth cars.
- * Set of 4 Kevlar heater hoses (Adaptor to heater valve, adaptor to block, under dash inlet & outlet) (new)
- * S/S water return pipe (TR2-4A) (new)
- * Vent flap rod (611117) (new)
- * Vent flap lever knob (615888) - marked 'B' so not exactly as original (new)
- * Smith's voltage stabilizer (NOS from Dave Gleed)
- * Horn-push plunger/brush (142534 - 2.6" long) (new)
- * Spare wheel retaining hooks, wing-nut and disk assembly (used)
- * Ignition switch and key (used but recently tested).

Brian Chidwick (Contact details as on page 1)

Members' Stories

This feature is intended to encourage members to introduce themselves by way of TRunnion, so to set an example, I began by including the story of my current TR3A (now thankfully finished).

I know many others have stories to tell, not only of rebuilds or major projects, but how they became ensnared by this strange TR-addiction and how they use their cars – touring, competing, concours, etc.

It would also be really interesting to hear from newer (and, maybe, even younger) members and some of those who do not, or cannot, regularly attend local meetings.

Views of wives, girlfriends and partners would be especially welcome.

I am grateful to Susie Scofield for the following article and hope that it will encourage others to have a go.

The Story Of Moo - Susie Scofield One-Owner Triumph TR4 MOO 139



Derek Scofield bought Triumph TR4 MOO 139 fifty years ago in April 1962. He ordered it from his local garage and was going out with the garage owner's daughter at the time. The car became available sooner than he had anticipated. He was a cucumber grower and April is not a very propitious time to be laying out money when growing that crop, so he thought about cancelling the order. The garage owner told him not to worry about payment but to settle up when the harvest was in. He was under the impression that Derek was going to marry his daughter Joanie.

Derek had owned a TR3 previously. He really wanted an Austin Healey 3000. One became available locally but when he tried to get his baritone sax in the boot it wouldn't fit. Also the 3000 was too low to negotiate the unmade, potholed road leading to his holiday home.

Derek loved the TR3. He used to drive around with a hundredweight of cement in the boot to tame its tail-happy nature in the wet. When he first had it he was double

booked on a gig south of the Thames. He didn't care because he had enjoyed the drive there. He showed the car to the band leader who commented, "I wouldn't give you tuppence ha'penny for it." He drove it to the South of France with his girlfriend Marilyn. The TR3 started to go rusty, so when he heard of the launch of the TR4 he went to see one at the Motor Show in 1961.

Every time Derek got a new girlfriend he would ring the NFU and add her to the TR insurance. Quite a list started to form as he took the precaution of retaining the previous names. He took the TR4 in turn to the South of France with Jennifer. Jackie missed out on a southern trip but he left the car parked outside her house and hadn't secured the handbrake tightly. It rolled down the hill and demolished a wall. He got an old friend, who was doing brickwork on his nursery at the time, to rebuild the wall. They still play jazz together. It is thought that this incident resulted in the bonnet being replaced. The car had a short power bulge but the replacement features the long bulge.

Derek met Susan when she was working at the chandlery that he used. He would time his arrival at Maylandsea so that he could wave to her as she cycled barefoot along the chase. Eventually he stopped and offered her a cucumber from the stash he kept in his boot, telling her a sob story about how he had no friends. She took pity on him and invited him to her family home for tea. He threw her bike on the back of the TR and drove her home, taking tea with the family still wearing his salt-encrusted sailing shorts.

Susan was taken out in the TR often subsequently. He had the 'wrapping up women in a mohair rug and driving quickly round corners so that they would end up in his lap' down to a fine art by then.

Before they were married Derek towed his Enterprise to a dingy racing event in Cornwall with the TR4. Marilyn was crewing for him. Susan travelled by train to join him in Looe at the end of the race week and they went to Nigel Tangye's Glendorgal. Nigel was not impressed by the amount of space that Derek and his brother-in-law took up in the hotel car park with their boats.

Derek and Susan were married in 1970, David was born in 1971 and Sarah in 1972. The TR4 is not a family car and was relegated to a shed. The summer of 1975 was lovely and they used the TR occasionally to drive back and forth to the Public Enquiry Into The Expansion Of Harlow. Summer 1976 was a scorcher and Susan really enjoyed driving Moo. While work was being done on the house David and Sarah stayed with their grandparents for a few days. Derek and Susan well remember a trip to London on The Glorious Twelfth in bright sunshine when they parked outside The Old Vienna in Bond Street, had a nice meal and then cruised around the capital.

Because they had enjoyed a lovely summer of open-topped motoring they decided to get a four seated convertible to replace the TR. On the way to look at a Beetle in 1977 Susan saw a Lancia Beta Spyder, a two plus two, and fell in love with it. (The summer of '77 was a washout.) These cars were rusting away from new but Susan loved the white 1600 and the red 2000 litre that followed it. Derek didn't part with the TR, again it was relegated to the shed.

Around 1984 they got the TR4 back on the road again. Derek bought some new panels but pressure of work meant that they were never fitted and the car languished in a shed for more years. The last MOT that the TR had before was restoration was in 1990. In May 1990 Susan took delivery of one of the first M100 Lotus Elans and replaced it with another when the yellow Norfolk Mustard colour became available. In 2006 when her Lotus had done 117,000 miles she bought a

low mileage Honda S2000 parting with the Lotus in 2007.

Three years ago Derek met some TR enthusiasts at The Panshanger Revival when he was playing in the jazz band. He looked into getting the, by now rusty, replacement panels treated. He took them to RFI, a firm in Braughing and they were blasted and zinc-coated. The people at RFI recommended Greenwood Motorsports to restore the car. Derek and Susan went to see the premises and were blown away by the variety and quality of exotica that they were working on. The TR was trailered to Greenwood in November 2010. Seeing the car disappear out of the gateway got to Derek and he resolved never to part with it. The couple hoped that it would be restored in time for the Panshanger Revival in 2011. It wasn't. They were told that there was a possibility that it would be completed by Christmas of that year. It wasn't. In January 2012 the car was dumped back with them in pieces, Greenwood having gone into administration.

They didn't know what to do and were seriously out of pocket, having paid money up front. A firm in Royston was mentioned, Susan Googled and found Triumph specialists Robsport International. As it happens Robsport was holding parts for the TR that Greenwood had ordered from them. Rob came with Ben to look at the car and agreed to take on the completion of the restoration. Derek and Susan were impressed by their intimate knowledge of TRs. Rob noticed that the long power bulge was not original and that the engine had not been machined correctly. Hindsight is a wonderful thing. Derek and Susan would urge anyone considering the restoration of a classic car to go to a specialist in that marque.

The restoration was completed in July 2012. They have a useable classic in near original condition, which is what they wanted. They think themselves fortunate with the standard of finish that has been achieved, considering the tribulations encountered during the process. Susan took Sarah and the grandchildren for a first drive in bright sunshine. Oliver and Matilda absolutely love the car. Derek thinks that whatever it has cost to put the car back on the road is worth it because of the happiness and common

9 The TRunnion

interest it has brought to the whole family. He says that he would have been completely devastated if he had sold it and seen someone else driving it. The story of Moo has a happy ending...



... However, below are a few of the photos from Derek and Susie's scrapbook showing just how much work was required to achieve that happy ending to 'The Fall and Rise of MOO'.

I found this story interesting as it's very rare to come across a car that has fallen so far and then been restored by the one owner. Most similar restorations are as a result of 'barn-finds' and often result in unsympathetic over-restoration. Derek's car is a fine example of a TR4 pretty much as it would have been its prime and having been through a similar scenario, I can empathise with that. I hope they both use and continue to enjoy MOO as much as we do our TR3A.

[© Photos Copyright Susan Scofield]



10 The TRunnion

