



The TRunnion

202408 September





Still remembering Phil ...and his TR3A is now for sale, see following pages.

Best regards to Jon and also Paul and hope you may be reading this.

Note the new never ending deadline date for articles and please adjust to Tahoma Size **11**.

I just use a large Cavolini to fill this editorial space.

Best wishes to all.

Chris.

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* as below ...now **TAHOMA**, size **11**

DEADLINE DATE ... for articles & photos for next issue is **by 6.30pm on the 5th day of the Month !**

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

Keep the text small, if possible: **TAHOMA**, font size **11**

PHOTOS : JPEGs of finest quality ...if possible ... please.

EMAIL direct to: 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
TR Forum: www.tr-register.co.uk/forums

LVG: www.tr-register.co.uk/group/lea-valley

Facebook: "TR Register Lea Valley Group"
www.facebook.com/leavalleyTR

REMEMBER : All recent Trunnions are available on the website but if you are not already receiving them directly, we may not have your current email address. To keep in touch, update your details : 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. Book your lunch!

Check our LVG WEBSITE for all you need to know

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

Click NOW for LVG updates

Just click below to keep yourself updated :-

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

Photo entries for Calendar 2025?



Take a fine scenic photo with your TR and email it to Group Leader



Group Leaders' Report Phil Sanford

Welcome to September's TRunnion, we cancelled August's issue to allow time to compile a tribute to the late Phil Titchner, he will be greatly missed by the Group and all who knew him.

The Summer BBQ was held in wonderful August sunshine, Howard and Loretta did us proud with great food, games and a quiz.

Pirton Classic Car Show attracted an eclectic mix of vehicles and a good turnout from the LVG, or was it the offer of free cake on our pitch that did it? Answers on a postcard please.

You cannot have failed to miss what a great success our **All Triumph Day** was. You will find a full report and pictures elsewhere in TRunnion. Huge thanks go to all the volunteers who worked very hard to make the event so well received. We had an email from one visitor who said it was the best show he had been to and he has attended 100s, a wonderful endorsement. If you attended and have tickets for Shuttleworth they can be reused up to 8th October.

We have a couple of new members to welcome to the group. First up is Nick Lotan who has a rather special TR250. It has been fitted with a 5ltr V8, hopefully he will be bringing it along to some of our meetings where we can cast envious eyes over it and hear the glorious exhaust note.

Next is John Dewick who bought his Carmine red TR6 a few years ago as a retirement present to himself. We look forward to seeing John, and the car, at our events.

Also, Nelson has finished his restoration/modification of his TR3A. He has brought it along to a few of our meetings where it has drawn a lot of praise and admiration. Evidently Nelson has finished with his experiments with converting water to a substitute fuel and is settling for E5.



Nick Lotan's TR250 V8



Please see elsewhere in TRunnion details of other events we are planning or on our website <https://www.tr-register.co.uk/group/lea-valley/local-happenings> Please note we are looking for interest in a trip to Holland next year and a talk in January held by our friends Camb Followers. If you want to contact us about any of the above or anything in general, please email on trr.lvg@gmail.com or phone/text 07919 037321



Phil

John Dewick's TR6



Nelson's modified TR3A



Whats On see LVG website

Dates for your Diary

Saturday 21st September Pistons & Props at Sywell Airport. 10 cars booked to go.

Sunday 6th October, Race Day & Airshow at Shuttleworth if we can get 15 people to go, we can get group rate of £35.00 per person and reserved parking in Paddock 1. This promises to be a really good event. Check out their website <https://www.shuttleworth.org/product/race-day-2024/> we need to know numbers urgently.

Sunday 20th October, regular monthly meeting at the Cock PH

Friday – Sunday 8th – 10th November Classic Car Show at the NEC the club discount code is CCCNOV227 we usually go up on the Friday as it is not as busy. Anyone want to car share? Please get in touch.

Sometime in December, the Adult Panto + meal please let us know if you are interested. The box office for this is not open yet but we need to be ready as tickets sell quickly.

Monday 13th Jan 2025, A Talk at Pidley Village Hall. Lucy Lewis - the first female bomb disposal officer in the Army. £5.00 per person. Organised by Camb Followers, booking essential, limited space available. Please let us know asap if you would like to go.

Sunday 19th January 2025 AMM & Kick Off Lunch at Mount Pleasant Golf Club. A date for your diary.

11th April 2025 Dutch Delights – Windmills & Waterways Is there any interest in this 4-day tour organised by Scenic Car Tours? For details see <https://www.sceniccartours.com/dutch-windmills> £599.00 per person including ferry, 3 breakfasts and dinners.

If you would like to attend any of the above events, please let Phil or Mike know today or at the usual email address trr.lvg@gmail.com or by the Group WhatsApp or call 07919 037321

Thanks

I want to say thank you to all the LVG car club members for all the support they have given me during the last few difficult weeks and for the offers of help in the future. All the kind messages and cards and the attendance at the funeral were greatly appreciated and I apologise if I haven't replied or spoken to everyone as yet.

I was astonished and extremely touched by the tributes assembled by Chris Glasbey, which I plan to print to add to my mementoes and have forwarded to the family. Mark and Vikki have asked me to add their thanks for the tributes and photos.

Phil was a modest man and would have been amazed and delighted by the respect and appreciation you and so many others have expressed.

Miriam Titchner



FOR SALE

Triumph TR3A
Excellent condition

£27,500 or near offer





For Sale - details

Build Date – 1 March 1959 Export model but re-imported into the UK in 1990s.

First UK Registration 1 March 2003

VIN TS 57936
Engine TS 14109E (E?)

DVLA listing : Historic Vehicle
MOT Last paper document on file dated 9 May 2012

Bought by current registered owner on 3 October 1990 as a rebuild project. Rebuilt to original specification was completed in 2004 by the owner with professional input as required. This car was converted from LHD and is finished to a very high standard.

Items fully rebuilt or overhauled include engine & gearbox (by M.F.Cranwell): overdrive, rear axle, prop shaft, new core to the radiator, steering box and ball joints, all dash instruments and switches. New wiring loom and sub looms in cotton insulated cabling.

The Body work is in "tip top" conditionsprayed in synthetic two pack Black, no blemishes at all. Rebuilt by Classic Car Restorations & Repairs. Still very straight panels. All brightwork has been re-chromed. Four new tyres were fitted 2 years ago.

New interior includes leather faced seats, carpets and cards. New black vinyl hood, side screens rebuilt and re-covered.

A full service history file and other records available for inspection. The last invoice (June 2023) from TRGB was over £2,000the paperwork is on file. This TR has been maintained to a constant and very high level. Stored in a dry garage Car-Coon in Winter. Used regularly and starts on the button.

Inspection is highly recommended.

CONTACT in the first instance :-
Tony Bannard-Smith : 07866 – 073148
or Mike Aldridge : 07847 – 585120

Car's owner is Miriam Titchnerbased in Gamlingay, South Cambridgeshire.









ALL TRIUMPH DAY @ SHUTTLEWORTH



All Triumph Day—8 September

If you didn't attend, you missed a cracking event which saw around 250 Triumphs convene at Shuttleworth Aerodrome in Bedfordshire.

Being held at the start of September meant that we were risking poor weather and the pre event forecast did give some concern that we would see Thunder & Lightning. This unfortunately did materialise across the South of England, but was very localized and Shuttleworth saw a massive downpour just before proceedings got underway. After that the sun came out and it was warm, with many people sitting out behind their cars having picnics. People came from far and wide and many commented that they had come through rain of biblical proportions and the heaviest rain they have ever encountered while driving their Triumph.



This event was a joint effort between TRR Lea Valley Group and Herts & Beds TSSC, both of whom had previously held separate annual events, but 21st Century difficulties meant neither could continue. LVG's free to attend Shine & Show event attracted 200 vehicles and simply outgrew the pub field where it was held. TSSC has held an annual gathering at Duxford IWM for 29 years, but at £20+pp and IWM insisting on a minimum take of £2500, costs and guarantees were unacceptable for a small local group to risk.



Shuttleworth is a destination in its own right and with ample parking it lends itself ideally to car club gatherings. They were also extremely approachable and their Group admission costs of £10 per car were substantially cheaper than IWM.

Although ATD was just a gathering of Triumphs, the entrants cost gave access to the Shuttleworth Museum and Swiss Garden (normal admission price is £15.50pp)



When the ATD was in the early planning stage, it was hoped that we may get 50-100 Triumphs, little did we know how well the event would be received and how many owners would bring their cars. We had decided we would collect pre payment from attendees, so that we could plan for the size of the interest and also dispense with major payment collection on the day. Thank goodness we did, as the small organising team would have been inundated and the attendees experience, far from good. As it was, we had to find an efficient way to issue Museum tickets and with the uncertainty of how many people would be in each car it was not an easy thing to plan. Thankfully Shuttleworth management were very relaxed about ticket issuing, giving us ample pre stamped vouchers to issue on the day. Overall we had 295 people pay to bring their cars, which meant £2950 has been paid to the Shuttleworth Trust and this really helps keeping this wonderful museum going.



The adverse weather did mean some owners came in "moderns" and those who had pre paid were still able to collect their Museum entry tickets and enjoy the venue.

We did run a small raffle on the day to cover the group's cost and although figures are still being collected as this article is being written, we will be

making a donation of a few hundred pounds to various Cancer charities. A big thank you to everyone who bought the tickets and if you didn't win a prize, some of your money will be going to a good cause.

Entry tickets to the museum entitle people to revisit the venue for 30 days after their original attendance and the ATD tickets also give this ability. We have already heard from a few people who said that they really didn't get time to do the Museum justice on the day and have already returned.

Having attendees contact details gave us the idea to take a photo of the cars arriving and distribute after the event. This was something LVG did at it's Shine & Show event and was well received. Around 200 cars arrived in the photo window (10am-Noon) and photos have been sent out.

Hopefully everyone who attended, felt it was a worthwhile and enjoyable event, with minimal cost for such a good return (where else can you get 4 people into such a nice venue for £10 & without the Walt Disney cost of having a photo of being on the ride – Assuming you are in a Dolly Sprint??)

Do we try and run something similar next year??? Well, that is the \$64,000 question.

Many attendees have already written to express their thanks for a good event and some have given views on what could be done differently in future. However, it is difficult to adopt some of the suggestions as there is only a 3 man organising team, with additional volunteers helping on the day. We are also hearing from Triumph owners who did not know about the event and would have attended if they had known. This would make the event even bigger for the small organising team to accommodate.

If you are reading this and think we should organise something similar at the same venue next year, let us know by email to trr.lvg@gmail.com



Mike, Phil....and all the Team









A Triumphant Day !





Pete Muncer



Well, there was a break from any Mutterings by yours truly in August - for a very good reason, the TRunion Tribute to Phil Titchner - a further tribute was the sheer number of attendees, including many LVG folk, past and present (and 8 TR's), at Phil's funeral.

A few days later we had a very pleasant afternoon at the LVG Summer BBQ, hosted by Howard & Loretta Pryor - having had to put some E10 fuel in the TR on the way to the funeral, I was filling up with E5 at our local BP prior to the BBQ, when I met Mark Button, an LVG member who owns a Dove GTR4 - he hopes to be at Shuttleworth on September 8th.

For some reason, many folks seem to have the impression that I regularly imbibe alcoholic beverages (but not when in TR mode of course). I cannot understand why this should be so, but nevertheless on the occasion of my 80th a couple of months ago, a large number of the gifts I very gratefully received were of this nature, including no less than 12 bottles of Irish and Scottish whiskey/whisky (delete the "e" as appropriate). One of the other gifts was for a "flight" in a Spitfire Simulator, so I must make sure that I present myself for this in a state of total sobriety, otherwise I may endeavour to raise the undercarriage while still on the ground - I will submit a flight report in a future TRunion. Another gift was a Lego kit of a McLaren MP4/4 F1 car with nearly 700 pieces, which will keep me quiet for a few hours.

We had zero TR activity in July, because our method of transport was the VW campervan, for a trip in a northerly direction. Prior to this, a weekend in Lincoln with some other old geezers kicked off with a visit to the Battle of Britain Memorial Flight at Coningsby - the Flight was still grounded at the time, but a tour of the hangars gave us a chance to get up close to the aircraft. The Lancaster is big! (see pic) - and so is the 10-ton Grand Slam bomb that it carried. The next day we had a walking tour of Lincoln - now I have always thought that Lincolnshire was flat - I should have known better - Steep Hill in the city is not named without reason. Recovering from this exertion, a day at Cadwell Park for a 750MC meeting provided some entertaining racing - this was due partly to the unusual mix of cars in some of the races, with cars from distinctly different eras having a bit of a dice (see pic).

After the Lincoln weekend, Sue brought the campervan up to a rendezvous near Newark, before we set off to Yorkshire for an overnight stop. The next day it was across to the Lake District for three days, staying at Pooley

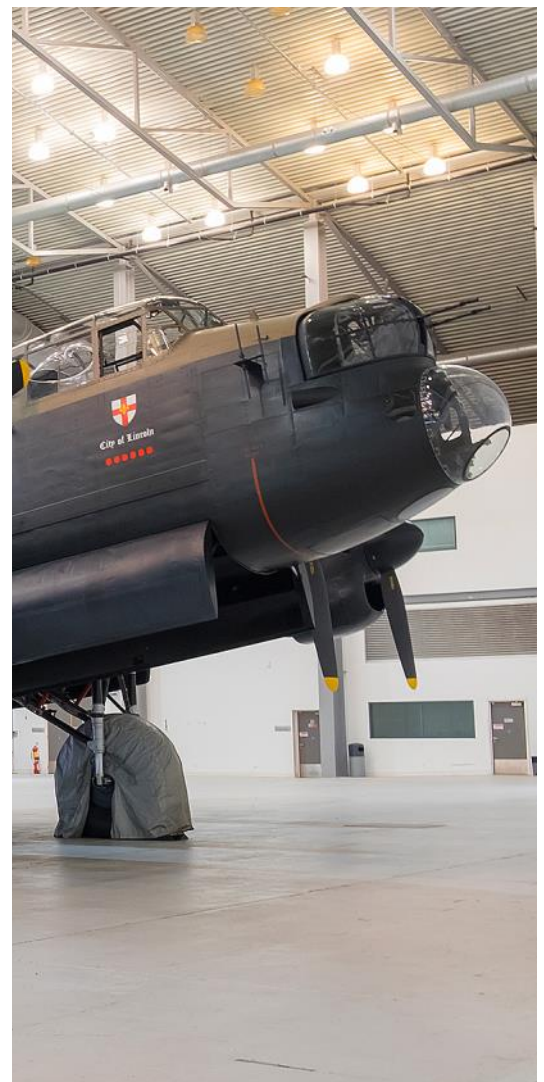
Bridge at the head of Ullswater, so a trip on a lake steamer was required (see pic). After this it was up to the Scottish Borders for a few days, visiting friends and family. There are some interesting roads in this area, particularly the A68 which features many blind brows (see pic) - the road went straight on over the top, which was just as well as we were nearly airborne even in the campervan a couple of times. There was a road closure on the A7, causing a diversion onto the B6399 to reach Hawick, so we had 20 miles of road like a rally special stage – definitely would have been more fun in a TR!

September will see the 4A back in use, firstly at the Shuttleworth TR gathering on the 8th, with over 250 TR's lined up. Later in the month, it will be time for the CACCC Falling Down Tour based in Faringdon, with just 11 cars entered. Browsing through some old issues of TRunnion recently, back in 2011 apparently we had 60 cars on Tibbles Tour (how did we manage to find checkpoint venues to cope with that lot?). I guess it is an inevitable sign of the times, but nowadays numbers for CACCC tours are down, particularly for the stay-away Springing Up and Falling Down tours. Sadly, in the last year or so, a number of enthusiasts in the local classic car fraternity (from both LVG and CACCC) have left us, and a couple from CACCC, Malcolm & Maggi Wickens, both passed away suddenly in July – also, several of our regulars have moved away from the area recently. Taking all these factors into account, it seems likely that we will run only the one-day Tibbles Tour in 2025.

Still, even F1 teams have their problems – Mercedes and George Russell “won” the Belgian G.P., only to be disqualified for being 1.5 kg under the weight limit (the car or George?). Fortunately the other Mercedes driver (some bloke from Stevenage) did not suffer from the same problem and inherited the win. Over the last few races, Mercedes have won 3, McLaren 2, and Ferrari 1, so it seems that the Mad Max period of dominance could be over – but is Verstappen still on track for his 4th consecutive title? – maybe – certainly his points advantage is steadily diminishing.

Browsing the TRR Forum site recently, I noticed that someone was looking for the correct oil for his TRunnions – strange. Another item was a report of a classic car auction, with some interesting results - several TR's were sold for the sort of prices you would expect, nothing startling or outrageous. However there were a couple of Jaguar XK8's and an XKR for sale – these are good looking cars and to my mind a modern classic (my fellow CACCC organiser John Tarbox runs an XKR Cabriolet). Now the thing is, none of these cars sold for more £2000 – but what's worse is that a Morris Marina went for £2800! Clearly everyone has their favourites, but I know how I would rather spend my funds – although I think a Jag would be too big for the garage anyway (the 4A is surrounded by golf gear, lawn mower, camping equipment, bikes, bottles of wine, etc.).

Actually I had the chance recently to change my classic vehicle for something slightly more modern. No. 2 granddaughter Bea was given by her parents for her 21st last year, a very tidy 1992 Mazda MX5 (in British Racing Green), which she was delighted with. Unfortunately her new job requires her to have the use of a 4/5 seater vehicle, so the MX5 needs to be replaced. However, Bea is keen to have the car retained in the family, and she very kindly offered me first refusal – but as I pointed out, I have owned the 4A for 31 years now, and this is not the time to take on a new challenge (it might involve getting my hands dirty). So the MX5 will join a 1962 Land Rover in the garage of son-in-law Stephen & daughter Claire – that makes a family line-up of MX5, Landie, TR4A and 1954 MG TD (owned by Stephen's dad Mike).



By my reckoning, that gives a total age for the cars of 223 years (we won't try to calculate the drivers' total age).

At the end of August, our usual trip in Stephen & Claire's boat to watch the Bournemouth Air Show was not possible due to wind / sea state, so a picnic on Boscombe cliffs was our view point instead. The B of B Flight was back in action, with the Lancaster, three Spitfires and a Hurricane (but not all together) – also in the air was that familiar Duxford resident "Sally B" (B17 Flying Fortress). Unfortunately the Red Arrows were absent – however the finale with the Typhoon made sure no one had nodded off – **IT'S LOUD!!**

Finally, did you know that cycles are not subject to the 20mph limit in Wales – apparently a cycle race has had to be re-routed because the support cars would not be able to keep up!



Pete.



Eds note: sorry the pics are not necessarily in the right places. I fitted them in before reading your mutterings !

Welland Valley Wander



Pat Glasbey

A 6.30am start and a bit cool but a light traffic drive to Beedales Lake Golf Club (which lies to the north of Leicester) for a welcome coffee and bacon sandwich.

A 90 car start list with us at number 12. On this event the early starters are always a group of vintage cars and number 1 was a 1914 Ford Model T.

Editor jumps in here with a note of some of the cars in the list :- 4 x TR6, 1x TR5, a TR7, TR4 and our TR3A. Assorted MGs, Escorts, Minis, Jags, Mercs, Porsche ...and my favourite, a Frazer Nash BMW 328. The replica Lancia Stratos looked the part.

The tour takes us north and west via Quorn (well into hunting country here). The scenery is surprisingly hilly with many stunning manor houses leading into the picturesque Charnwood Forest.

After climbing Beacon Hill (used for hill climbs in the early 1900's) we pass Mount St. Bernard Abbey (still in use as a retreat and as a Trappist Brewery). Continuing through the forest we arrive at the coffee stop at Cropston Pumping Station. A gorgeous Victorian building on the outside but converted inside into a modern restaurant and wedding venue. This is nothing like the stunning Papplewick Pumping Station in Nottinghamshire, which is now a museum which offers underground tours to see the amazing Victorian brickwork of the reservoir.

The houses in the villages in this area are stunning and of interest is Frisby-on-the-Wreake. The Danish farmers who lived here with their Frisian cattle. On Walpurg's night (April 30th) every leap year, dried Frisian cow pats would be flung over the land and where the pat landed would be your allocated plot of land.

The countryside now becomes much less inhabited, with large estates (most of which have public roads running through them) including Baggrowe Hall. Early Top Gear programmes (Quentin Wilson days) used this road for car testing.



We next drive through Lowesby Hall grounds to arrive, along a gated road, at Launde Abbey for the lunch stop. This is also still open and used as a Christian retreat.

The afternoon leg takes us on more familiar Welland Valley Wander territory into Rutland, where we drive through lovely Uppinghamand then pass under the magnificent Welland Valley Viaduct twice. The viaduct is 1,275 yards long and has 82 arches !

The houses are still magnificent but are now more honey coloured. We travel along the shores of the Eyebrook Reservoir to travel a few more miles to the finish at Leicester Airport for coffee and cake.

A national aero stunt flying competition was taking place and our parking was on the airfield, so we had to give way at the crossroads for any plane arriving or leaving. Never looked left and right for an aeroplane before!

A much busier drive home after a 13 hour day and approx 300 miles travelled. Now looking forward to one of our favourite events, the Black Mountains tour.



Pat .



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Ask Phil or Mike



LVG Clothing



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



Men's Shirt £28.20
Short sleeve



Men's Polo £18



Ladies polo £21.60



Fleece M or F £28.20



The weather forecast was appalling (80% chance of rain and thunderstorms) so the decision was made to use the Abarth and not the TR3A.

It started to rain as we arrived in Talgarth on the Saturday afternoon and did not stop until Sunday night so, along with several others, we felt justified with our choice.

The start was from the Lake Café at Llangors. Lovely sweeping roads took us round Brecon and into the Brecon Beacons National Park, past Pen Y Fan (the highest peak in South Wales) which was visible despite the heavy rain.

The easy driving roads continued and we turned north to enter the Sennybridge Military Training area (SENTA) to drive along the military road to the Fedw Equestrian Centre (not a horse to be seen) for excellent coffee and cakes.

Part 2 continues through SENTA passing the "German Village"built to allow military training for ant potential trouble in East Germany during the Cold War.

After Llanwrtyd Wells (the birthplace of the Monster Raving Loony Party, the Horse v Man Race and the Bog Snorkelling World Championship) we drive on familiar territory to us (having used these roads on our own organised Welsh Tours) along the Irfon Valley, through Abergwesyn and on to Llandrindod Wells to the Lake for the lunch stop. Anyone familiar with past Welsh and RAC Rallies will know that the cars used this lakeside as a service area....back in the 1970's.

It was really pouring with rain now, so many people got back on the road early, leaving us half way down the field amongst many Ford Escorts.

Black Mountains Tour

Sunday 8 September

Pat Glasbey



The third section of the route was the longest and most arduous (54 miles) on single track and rough roadsclimbing high into the hills now covered in low mist, so none of the promised views were visible to us.

We had to cross the Toll Bridge at Whitney on Wye and this caused a real tail back. The safest way to queue was to drive past the turn and double back into a layby/slip road. We all did this in orderly fashion except a bright yellow Escort RS who just had to execute a neat hand brake turn to get himself in line. It took 15 mins to get ourselves to the barrier and we can only assume that someone had trouble paying by card as all the £1 coin payments seemed to have no problem at all. The wooden slats over the bridge were all very loose and the whole experience was quite dodgy to me. Whilst in the queue, we saw a Ford Cortina MkII abandon the tour as he had badly dented his offside front wing in contact with a 4x4 on one of the single track roads. Another car seemed to have collected half a hedgerow round his bumper. *(Eds note: we were leading a group of 4 cars for much of this section, driving with caution and lots of horn hooting for awarenesssometimes good to swap lead as it's much easier to follow)*

The next part of the tour was the roughest and narrowest of all and we had the luck (?) to be the lead car. We did end up in a tractor sandwich at one point and had many near encounters with many pheasants and sheep on the roadbut we came through unscathed and, luckily, the double ford, six miles from Talgarth, although very uneven and rough was not too deep. Several members of the public, despite the weather, had found their way to the spot for photo opportunities.

It was with relief that we arrived at the Three Cocks, Old Railway Line Garden Centre after a tour of 150 milesto enjoy a roast dinner and roulade. We have added yet another 2 welsh slate coasters to our collection ...having done 8 years of these tours (only missing the first in 2015). We now have 16 of these coasters around the house!

Pat .



Aston to Aston

Pierre Miles

Aston to **Malvern** to **Luton** to **Dover** to **Aston**

Basically a week in the TR6 at three very different classic car shows. Now I know that lots of us get out and about in our cars but this is a brief story about my recent experiences.

This 10-day odyssey started off just fine, with a very pleasant weekend at the **Inter-club International** (AKA the IWE) at the Three Counties Showground near Malvern then on to a peaceful LVG picnic at the Walled Garden show at Luton Hoo before ending with a really mixed weekend at the Deal and Walmer Classic Car Show in Kent.

As we all know, the TRR IWE has changed very little over the years and so has suffered from an increasing lack of interest that when coupled with increasing costs of suitable venues, resulted in the club having to do something quite different if it wanted to keep a major show in its diary - hence this year's inaugural multi-marque show. Yes, it was basically the same as in previous years but now with hundreds of non-TR cars in attendance to add interest. Judging from responses at the show, on the Register's online forum and in the reports in Classic Car Weekly, the multi club approach seems to have gained a lot of approval across the board. The most common comment was along the lines of 'the only way classic cars and their clubs will survive is by joining together whenever possible'. Many LVGers stayed at hotels in Malvern but Pat and I decided we would try a nearby Warner's Leisure Hotel (I say 'nearby' but it was about 23 miles away along some of the worst maintained roads I've encountered in this country – definitely not friendly to a TR with suspension slightly harder than standard. The Warner's hotel was super, a very grand building in immaculately maintained gardens. The hotel drive did however have several speed humps that were a challenge to the exhaust rear box, even without a passenger and an empty boot!

One unexpected bonus of Malvern this year was the opportunity to chat with Laurence Jones again, which was good – he was my saviour when my car suffered a water pump failure on Anglesey during the Paul Hogan 'Italianate Coast to Coast' three years ago. Was it really only 3 years ago?

The return trip home via Broadway was uneventful.

Then of course it was prep for the **Walled Garden at Luton Hoo**. Just need to find the picnic chairs and slot them into the boot – no problem now that I have sawn off the ends of the arms! The weather looked uncertain so just 3 LVG cars this year. As it turned out, the rain never arrived and ice creams could be savoured at leisure. And to respond to the unasked question on WhatsApp – no, I do not now have a green VW. And thanks to Mike Aldridge for the group photo.

The next day Thursday, dawned to give a really sunny day (for a change) which was perfect for us as we were off to Kent where Pat and I were brought up, to visit family and to participate in the Deal and Walmer Classic Car Show on the green next to the beach. Some of you may remember the LVG going down to Kent in 2018 to this car show. One important additional objective for



the weekend though was to visit the site on the Dover cliffs (near the White Cliffs Visitor Centre) where Brian Chidwick's ashes and some poppy seeds had been spread – Brian was from Dover. Friday was very wet and extremely windy – well, this is coastal England of course. Even the short walk into Dover town was challenging, such that the idea of a cliff-top walk to Brian was out of the question – part of the walk is on a narrow, uneven wet chalk path on the cliff side that would have been very slippery indeed.

Saturday was show day and dawned OK, just rather breezy. So it was a prompt start after the 'all you can eat' breakfast before the 8 mile drive to the show venue. The show was well attended, although perhaps not quite as well as in 2018. Then it was time for ice cream, fish and chips on the beach and a walk to the end of the pier, followed by meeting the family and back to the car. Finally, it was time to leave, just as we were being surrounded by a handful of 4-5 year old children who were really interested in the TR, not the Stag or Jaguar alongside. Yes, of course they all wanted to sit in it, so we obliged – I think the parents were more worried than I was about what damage their little darlings would do but all was OK. Previous similar occasions have taught me to not point out the location of the horn switches so all passed off peacefully and with lots of smiling faces, young and old. A very good day all round.

On to Sunday and the day for our return home– and yet another really bad weather day, possibly more so than Friday. I had hoped that we could fit in a visit to Brian before setting off, but the weather was so bad that it was definitely out of question yet again. We did however drive up to the Visitor Centre but this simply confirmed that a cliff top walk was not sensible, if only because of my continuing loss of confidence in balance since my stroke a few years ago. The sole positive point of the morning was seeing several orchids by the Visitor centre, but no poppies anywhere. Actually, we did not see one poppy anywhere around Dover and Deal, although it is normal for them to not appear in that area until October/November.

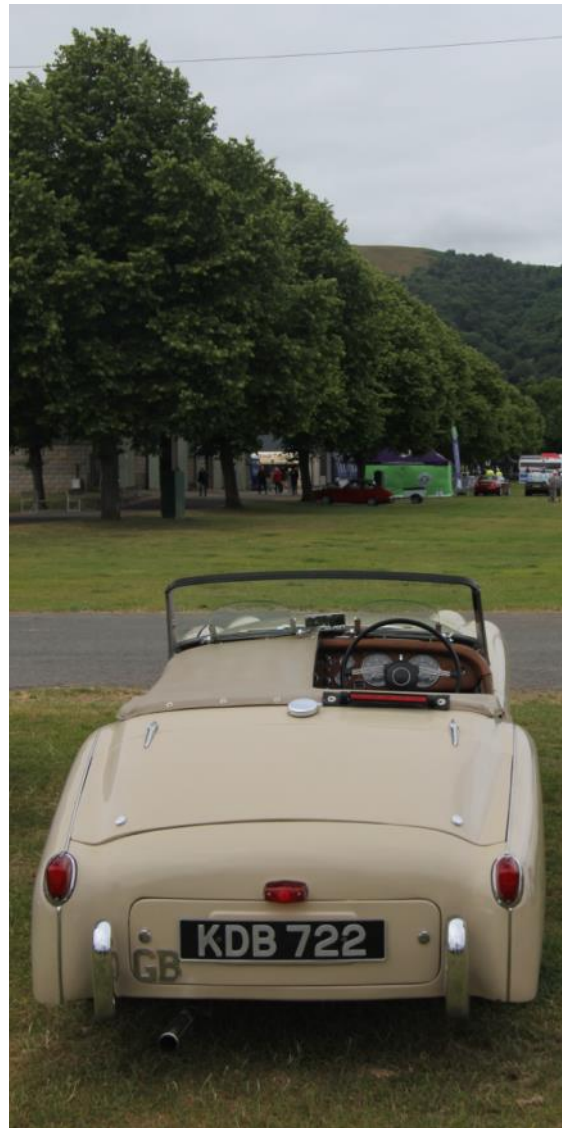
For the journey home, it was not the weather that was a problem, even though I now know that each of the door windows should be adjusted to rise another half inch or so. The problems we had were heavy traffic on the A2 leading to the M25 and congestion into the Dartford crossing tunnels. Together these problems caused our expected 2 hour journey to be a little over 4 hours, so a poor end to the weekend.

In summary, an eventful few days, the Inter-Club plaque had an outing although I had removed it for the Dover trip.

Well, that's more than enough car shows for a long while – now need some driving events, but where to go? I picked up a really interesting leaflet in Dover about Chatham historic dockyards, a very interesting place and somewhere I've not been for 40 years, so that is definitely on the list.

The associated photos show the InterClub plaque on my TR. (I saw more of these plaques on cars at Walmer than at Malvern!), Tony's TR at Malvern – quite rightly attracting a lot of attention, a picnic including an unknown Beetle and a view of Dover harbour from White Cliffs Experience.

Pierre.



The Back Page ...

If anyone is interested in becoming the Eastern Area Coordinator please contact Andy Holyoak at membershipmanagement@tr-register.co.uk

Eastern Area Coordinator Job Description

- Facilitating discussion and cooperation between Group Leader (Occasional Team Meeting)
- Develop links and relationships with other car groups in their region. Examples, TSSC, TR Drivers Club and Inter-group activities.
- Group AGMs, supporting these by attending.
- Coordinating groups for regional events.
- Supporting groups in the challenge of recruiting new members and retention. Making the groups fun for new and existing members.
- Facilitating the "the showing of best practice" and good ideas between the different groups.
- Support for Group Leaders and Committees as required.
- Reporting the views of the region to the management team.
- Transparency at all levels.

It is up to each coordinator to run his or her area as they think fit providing the above criteria is adhered to.

Before wrapping up this TRunnion, I just had to go out for my regular short warm up route of 20 miles in the TR3A.

Now back to do the final editingand ready for Pat and I to join some of the gang for the breakfast meeting at Shuttlesworth tomorrow morning—Thursday 19th .

See some of you there.

Chris.