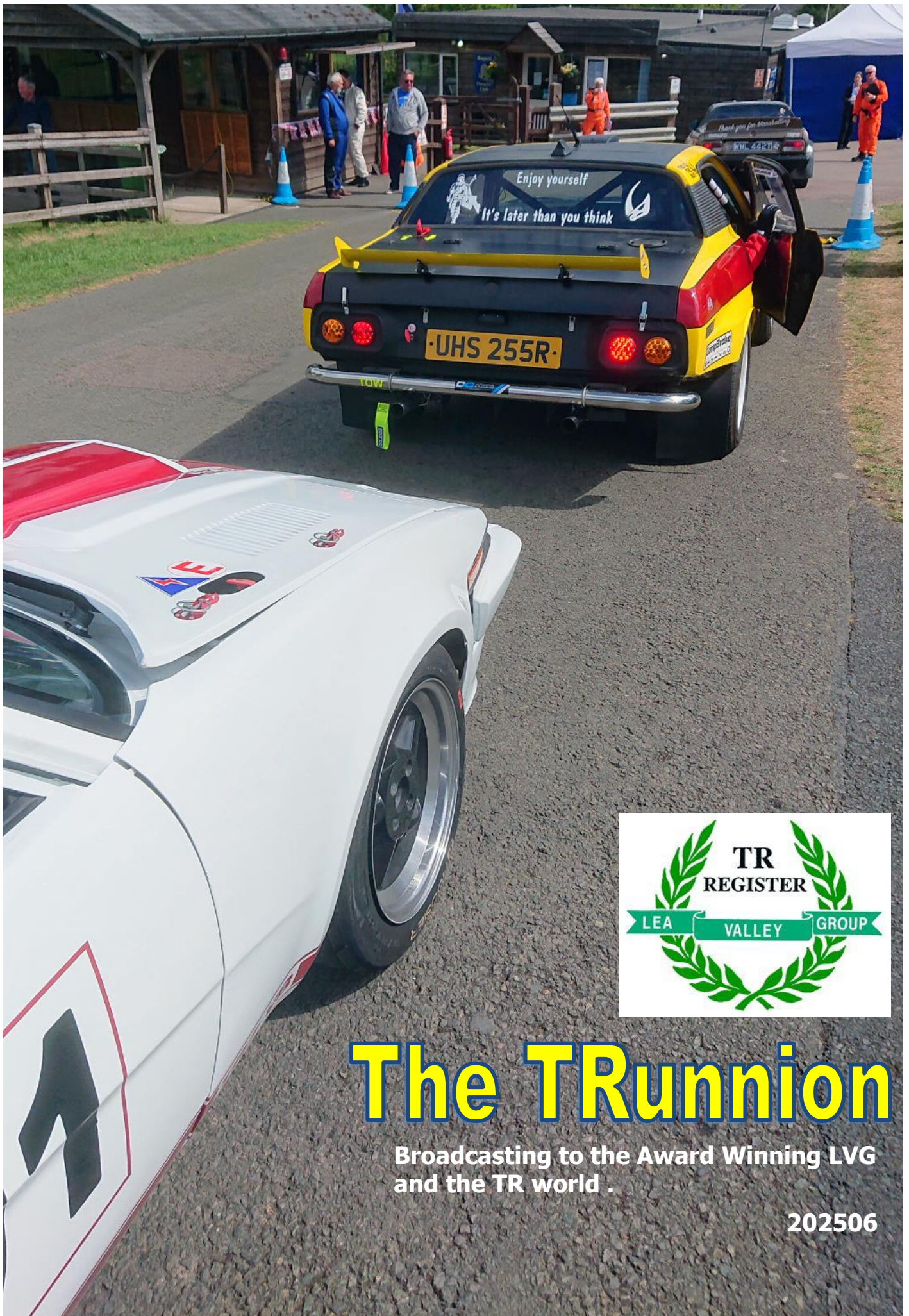




The TRunnion

Broadcasting to the Award Winning LVG
and the TR world .

202506



Editorial

With thanks to Mike for the above pics from our main club meet at The Cock. We thought it may be quiet due to the day for fathers but not sowith a big crowd and 14 TRs attending. Just think, if 25% of LVG members decided to go for a drive to this meet !?!

Thanks again to all contributors to this issue. It is YOUR input which makes TRunnion a good read. This turns out to be the Hillclimb and Sprint issue ...and good to see John Hanna back "on track".

More articles and feedback please ...to the Email below.

Most members are on the LVG What's App ...but if you are not yet, it is to be recommended. Have a chat with Phil if you are uncertain. It is secure and quick for communication.

Happy TR motoringand I look forward to showing off a restored rear to my TR3A next month.

Chris.

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

=====

*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>





Group Leaders' Report ...

Phil Sanford

Welcome to the June edition of TRunnion and my usual ramblings. The sunshine certainly brought out the TRs to our regular Sunday meeting at the Cock with fourteen TRs arriving, albeit briefly for some but it was much appreciated that they made the effort. We had the pleasure of welcoming three first timers to the meeting, all in TR6s. Namely John Dewick in his carmine red TR, Julia Penfold accompanied by husband Blake in the magenta TR6 and brand-new member Kim Durden accompanied by sister-in-law Jane in a white TR. A warm welcome to them all and we look forward to seeing them more in the future. (Note to editor, only one of them was red.) The car park at the Cock was so full of TRs that some had to park on the grass, and this was a meeting I thought would be low on numbers as it was Father's Day and also some were on holiday. It just shows you can never assume anything!

Our third mid-week evening meeting at the Three Horseshoes in Tempsford was also a success. Several of our more "northerly" members turned up, Richard came in his Rolls Royce, that's what I call arriving in style. The pub was not doing food but this didn't seem to put people off and every one had an enjoyable evening chatting and having the "odd" drink or two. It was really good to see Paul and Julie, a great opportunity to catch up with them.

Coming up is the Standard Triumph Picnic on the 22nd June. It would appear there is a lack of interest in attending this as no one has let me know they would like to go so I will be Philly-no-mates. Not to worry, I will still go and distribute flyers for our All Triumph Day. You will see in our next TR Action advert that ATD is now designated as a TRR Eastern Region Event which will give the Eastern Groups a chance to congregate in force, but it will not change the nature of the event. This brings me nicely to encouraging you to sign up for the event by emailing in to trr.lvg@gmail.com We do need to know numbers as these have to be submitted to Shuttleworth management in advance. Go on, sign up, you know you will have a great time.

Those of you on the LVG WhatsApp chat will have seen that Tony is on the home run to get his TR3 restoration finished. It looks beautiful in what I think is signal red. I'm looking forward to seeing it at one of our meetings in the near future. If you want to join the WhatsApp group, just send me a text and I will add you.

Our mid-month meeting for July will be at the Luton Hoo Walled Garden Classic Car Show on the 2nd July. Tickets are £10.00 and can be purchased online at <https://www.classicsitwg.com/> or pay on the gate. There will be more food outlets this year and a band playing.

STOP PRESS: We are currently planning with our friends at Camb Followers a visit to the Circuit Historique De Laon in France on the weekend 22nd to 24th May **2026**. We would probably add a couple of days either side of this to make a more leisurely tour. There were over 900 classic cars at this year's event with a full programme of events including the Laon old town circuit run. We just need an expression of interest at the moment, for further details contact myself or Mike. **Don't delay, do it today.**

To keep abreast of the events and meetings we have planned check out our events calendar at <https://www.tr-register.co.uk/group/lea-valley/social-report/2024/11/2478/LVG-Events-Calendar>

Toodle pip for now

Phil



What's ON ...June and beyond

What's on in June, July and further ahead

Sunday 22nd June, Standard Triumph Picnic, Leamington Spa, CV32 6RN we will be organising a drive there to take part in this free event. Please advise us if you want to go.

Sat 28th – Sun 29th June, Shuttleworth Festival of Flight, Air Show Weekend

Further ahead

Wednesday 2nd July Classics in the Walled Garden, Luton Hoo from 4pm parking in the paddock, tickets available online at: www.classicsitwg.com/tickets

Saturday 12th July, Rev up & Rock Up. Starting at John's Motors Towcester NN12 8LB after meeting up, there will be an optional short drive to Castle Ashby. Tickets are £5.00 per car Please contact us if you would like to go.

Sunday 13th July, Kimbolton Country Fair & Classic Car Show book online at <https://kimboltoncountryfayre.com/>

Sunday 20th July Regular monthly meeting at the Cock PH Broom. Starts at 12 noon.

Sunday 17th August, LVG BBQ at Old Warden Village Hall "indoors if wet", please save the date. A fun afternoon is in store.

Sunday 7th September All Triumph Day at Shuttleworth Incorporating an Eastern Region TRR meet. Pre book at trr.lvg@gmail.com



SUNDAY 7th SEPTEMBER

Bring your TRIUMPH CAR to Old Warden Aerodrome and get the preferential admission price of just £15 PER CAR - DRIVER & ALL OCCUPANTS and get entry to this wonderful museum in Bedfordshire, including return visits for 30 days.

Pre Booking Essential -

E Mail us at trr.lvg@gmail.com

Prize Draw

Jazz Band

TSSC shop
in attendance

Register your interest to the email above and we will call for payment nearer the event.



Kim and the late John Durden

I attach a few photos with a quick summary:

When I met John in 1978 he was driving a blue TR4A. Marriage, family, business saw it moving from house to house, garage to garage ...gradually deteriorating. The plan was always a retirement project to restore it. Meanwhile the TR6 was bought to give us something to drive. Rally's both home and abroad took us out of our comfort zone. Initial unreliability caused us to breakdown in some spectacular places! Lots of fun had and friendships formed.

John started to take the TR4A apart in readiness for a complete restoration but he got ill before the process was finished. His final instructions to our children before he died were, "get the 4A restored, mum will pay!" So, I'm doing what he would have wished: Taken over his membership number in the TR Registerusing the TR6 as much as possible. Sent the TR4A off to Mark & Jason for a complete restoration



*I think he'd be
proud of me.*

Kim.





Pete Muncer



Mutterings this month features one of the last CACCC tours to be organised by the current team of John Tarbox and yours truly – although there will be one final Tibbles Tour from us on June 29th (more on that next time).

For this year's CACCC Springing Up Tour we returned to Norfolk and a venue we have visited before, the Knights Hill Hotel near Kings Lynn – the TR North London Group also have stayed here in the past. The hotel has one very clear advantage over other venues, as it has its' own pub, the Farmers Arms, which is located just a few staggers across the courtyard (at my age, everywhere is far if not in a TR). So on May 8th (VE Day), 19 cars assembled for one last victory parade, with a mix of classics lined up, 4 TR's, 2 MG's, 5 Jags, 2 Lotus, a Hillman, a Mercedes, even a Rolls all in the entry list, plus a few moderns.

After a very enjoyable evening in the Farmers Arms (see pic), most crews were ready to face breakfast the next morning (I did say most), and prepare for the start of the 125-mile tour around North Norfolk. All crews had been advised to fill their tank (the one on the car) beforehand, as the route planner continues to find routes with limited refuelling opportunities (about time he was fired). The first section of just over 50 miles took us mainly on B-roads through Burnham Market and near Fakenham, then on to Aylsham and the Bure Valley Railway. This is a narrow gauge railway (see pic) running nine miles to Wroxham – the round trip on the railway takes 2 hours, so we had to limit ourselves to a look around the station and a cuppa before pressing on, although we had time to see the midday "express" depart for Wroxham.

The shorter second section (about 30 miles) was mostly on B-roads again, although in the 4A we added a few yards by visiting one of those elusive fuel stations. The section finished at Sculthorpe Mill near Fakenham (see pic), which started life in 1757 as a working mill, but is now a very pleasant pub and restaurant tucked away down a narrow lane, on the banks of the River Wensum (TRR Wensum Group have been known to call). The setting by the

river is perfect for a relaxing refreshment break (low/zero alcohol of course). If you are in the area, Sculthorpe Mill definitely is worth a visit.

The last section of 40 miles headed up to the North Norfolk coast, and then swung back south, with the last few miles passing through the royal estate of Sandringham - at one point we were driving down the King's Avenue (I don't think he noticed). Arriving back at our hotel, there was time to relax and for a quick freshen up, before gathering in the bar (where else?) prior to dinner in the hotel restaurant. The weather for the tour could not have been better, dry and sunny but not too hot, so it was a great day out and a fitting setting for possibly the last CACCC stay-away tour. Unfortunately one of the Lotus cars suffered an engine failure after leaving Aylsham, and had to be recovered (eventually!) by the AA and taken back home to Harpenden. Driving the tour in the TR4A now that it has a new set of shockers fitted, was a much better experience compared with previous tours in recent years (yes, I know, should have had them fitted years ago). There seemed to be hardly any pot holes in Norfolk anyway compared with Hertfordshire, or we were just lucky (maybe the route planner got something right).



Back to local roads and planning for the Tibbles Tour route, the nearby village of Codicote has just been classified as a 20 mph zone – not a problem, as it is virtually impossible to go any faster anyway with parked cars on each side of the road. To make sure, somebody decided to add the dreaded road humps as well – but not just placed in pairs, one on each side of the road, so in a TR you can sneak between them if traffic permits. In Codicote they are three abreast, so it is impossible to avoid the bl**dy things – the instigator of the scheme no doubt drives around in a SUV with a ground clearance which laughs at road humps. It seemed that Section 1 of Tibbles Tour would require one of Baldrick's cunning plans to avoid the problem – luckily investigation showed that the humps are at the top end of the High Street only, and the TT route joins in halfway down and then heads to Welwyn. Incidentally, I have managed to delegate one job, the pre-tour route recce, to an able and willing volunteer, Bob Rall, who drives a gorgeous yellow Lotus Elan on tours (but not on the recce). More importantly, Bob has volunteered to take over the planning of Tibbles Tour for 2026 and beyond – many thanks Bob.

One of the 1961 Le Mans TRS cars (927 HP) is up for sale, priced at nearly £300,000 - is this a record asking price for a TR? – it will be interesting to see what it does sell for.

On the F1 front, the McLaren team continues to be on top – 7 victories from 9 races, with Oscar Piastri taking 5 wins to 2 for Lando Norris. At the end of the season, will we see the first Australian champion since Alan Jones back in 1980, or another Brit to follow Sir Lewis? Hamilton is having a poor season at Ferrari so far, with team mate Leclerc getting the better results. Mad Max has been a naughty boy again, penalised in the Spanish race after deliberately colliding with George Russell's Mercedes (even Max admits it was wrong). With 15 races still to go at the time of writing, anything can happen.

Finally this month, the vote to increase subscriptions had a low turnout from TRR members, less than 20%, which apparently is seen as a good response. Anyway there was a majority in



favour, so the increase to £72 will be applied at renewal time. On the TRR Forum, there has been much discussion and predictions of a significant loss of members as a result of the increase (over and above the "natural" expected decline) – also debate about the need for a members-only forum. At a local level, no doubt LVG and all other groups will press on with business as usual, as we have done for many years.

Pete .



Mutterings For Sale Section



TR5

Bonnet

FOR SALE ...



Mike Mercer-Deadman of North London Group (also ex-LVG) and yours truly are assisting in the sale of a genuine TR5 bonnet (so not a TR4/4A item). Finished in grey primer, it has a couple of minor imperfections. This was formerly the property of a CACCC member who has passed away.

No sensible offer refused !

Contact either Pete Muncer
(peter.muncer@mypostoffice.co.uk) or
Mike Murcer-Deadman
(mike46md@gmail.com)



A beautiful sunny day for the start of this tour leaving Welshpool Livestock Market. We are again running at number 2and so head off after our bacon sandwich.

We are immediately in attractive countryside with far reaching views, to descend into the Afon Tanat Valley to the Berwyn Mountains and then pass through the Cwm Hirnant Valley to follow the River Vyrnwy to the Lake Vyrnwy Hotel for coffee. This grand hotel is high above the beautiful Victorian reservoir. The water towers are built in the style of Gothic castles and the dam was the first stone built dam in the world !

Leaving the hotel, we drive along the lake shore before steeply climbing up the Hirnant Pass. We now have views over Llyn Tegid and then climb up the Cwm Cynllwyd valley to the summit and stop at the stunning viewpoint ...before the precipitous descent (1 in 4) to the lunch halt at Meirion Mill, Dinas Mawddwy (home to Gwyndaf and Elfyn Evans).

Section 3 starts through forested slopes to climb to the summit of the Bwlch Glynmynydd Pass. We then cross miles of open moorland to reach Llanerfyl Village Hallfor a coffee break and wonderful home made cakes.

Our last section is much more gentleskirting round Dyfnant Forest and then open roads back to Welshpool Livestock Market. We collect our finishers gift and eat a 2 course meal in good company.

I think this was the most scenic tour ever and, as usual, was a well organised but testing event on, mostly, single track roads ...with lots of walkers, cyclists, horses and one or two very grumpy local drivers who were not happy to reverse into the very few passing places on the route. There were also some very jolly locals who seemed to love meeting us all.

I managed to find all the code boards and only had one small overshoot at a junction, so was quite pleased with myself.

Pat .





Prescott Historique

Saturday 24 and Sunday 25 May - Prescott Speed Hill Climb

With thanks to Terry Smith and all the TR Register team who organised a large attendance of TR spectators. 24 TRs had pride of place to watch the 15 TRs competing on Saturdayplus they all had a parade up the hill during the lunch break. Wayne gave plenty of PR on Facebook which generated a great turnout. Pat and I missed that party as we had tickets for part two on Sunday.



PRESCOTT SPEED HILL CLIMB - SITE MAP

Full course **1127 yards**
Short course **880 yards**

- 1** Club office and major incident reporting
- 2** Hill control
- 3** Bugatti owners club membership and friends buildings
- 4** Start line hut
- 5** Prescott regalia shop and event programmes
- 6** Scrutineers hut
- 7** Marshal points
- 8** Commentators
- 9** Public entrance
- 10** Bridge entrance for public transfer to paddock
- 11** Prescott marshals club headquarters
- 12** Emergency vehicle access
- 13** Signing on
- S** Spectator access
- +** Event ambulance



One of the quickest climbs of the day. This mini looked to be driven over the limit. As he threw the car sideways into Orchard corner, he lifted the n/s rear wheel. It looked like the car was "on rails"

TR Register Triumph Speed Championship				
90	Chris	Smith	Triumph TR3A	2188
91	Matt	Waltham	Triumph TR5	2498
92	Kevin	Bryant	Triumph TR3A	2138
93	Robert	MacGregor	Triumph Dolomite Sprint	1998
94	Tony	Browne	Triumph Dolomite Sprint	1998
95	John	Weedon	Triumph TR4	2290
97	Neil	Revington	Triumph Beta	2498
98	Len	Olds	Triumph TR4	2383
99	Alastair	Flack	Triumph TR7 V8	3900
100	Keith	O'Dell	Triumph TR7	4000
101	Steven	Small	Triumph TR7V8	4632
102	Roger	McEwen	Triumph TR6 PI	2598
103	Chris	Linforth	Triumph TR6	2500
104	Rod	Warner	Triumph TR7 V8	3500
790	Julian	Webb	Triumph TR3A	2188



Kevin Nicks demonstrated his Worlds Fastest Shed with a steady drive up the hill. His record was set on an airfield at 106.12 mph





Paul Hogan's TR3S was competing in a different class of mixed classic cars. He is a member of the Bugatti Owners Club who have a championship of rounds at Prescott, Shelsley Walsh and Gurston Down. Good to see Paul with his ex-Le Mans TR enjoying the tarmac of a hillclimb season.



ALL TRIUMPH DAY @ SHUTTLEWORTH



SUNDAY 7th SEPTEMBER

Bring your TRIUMPH CAR to Old Warden Aerodrome and get the preferential admission price of just £15 PER CAR - DRIVER & ALL OCCUPANTS and get entry to this wonderful museum in Bedfordshire, including return visits for 30 days.

Pre Booking Essential -

E Mail us at trr.lvg@gmail.com

Prize Draw

Jazz Band

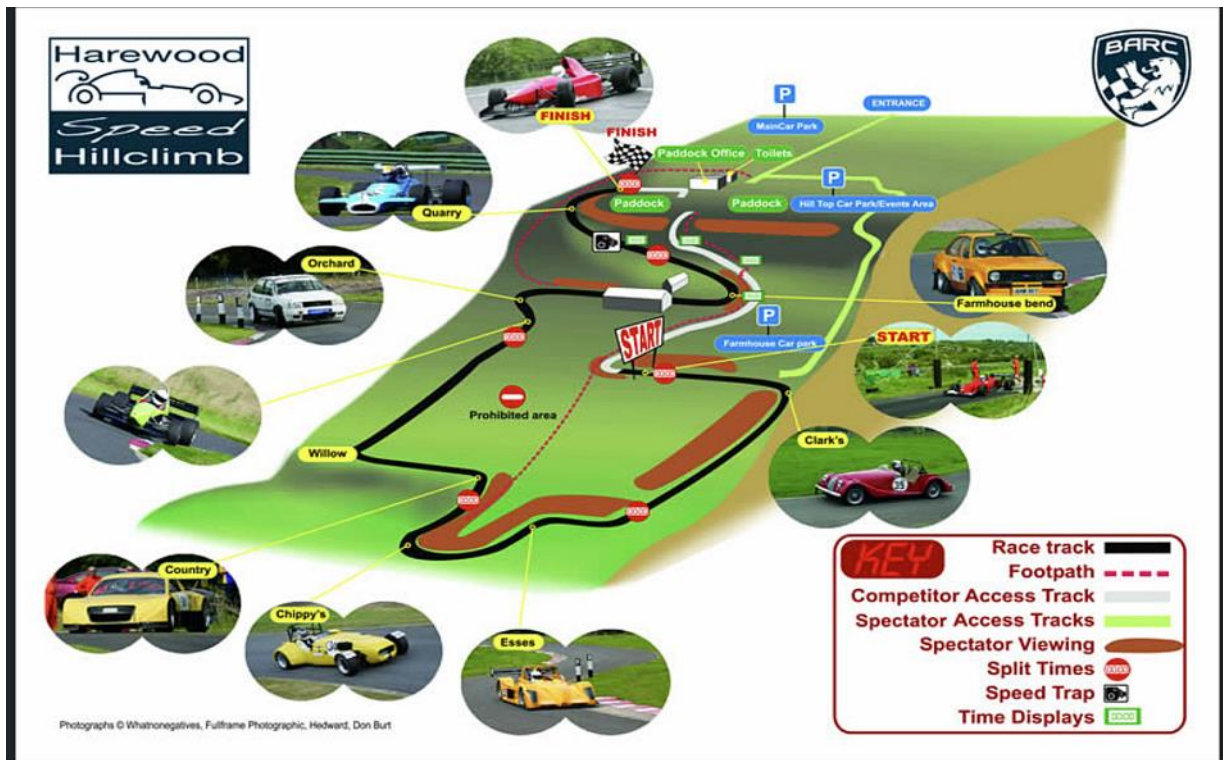
TSSC shop
in attendance

Register your interest to the email above and we will call for payment nearer the event.

A TR Register Eastern Region Event

Entry via the new entrance in Alder Drive SG18 9DT - 10am to 5pm





Harewood Hill Climb

Mike Aldridge

Harewood Hill is a purpose built track near Leeds that first opened in 1962 and at 1584 yards from bottom to top, is just short of a mile long.

My best man from 45 years ago owns an MGB and lives a few miles from Harewood, so suggested we took our cars to one of their "Academy Days". My dilemma was did I take the TR5 or the TR7V8? Having now been, I can say either car would have been appropriate, but on this occasion I took the V8.

At £200 it is good value for a full day, including lunch and refreshments, with tuition on hillclimb driving from their experienced track experts. I attended in May and there were 25 cars of all sorts taking part. The day is about getting up the hill as quickly as possible, but to prevent drivers overdoing it they don't time your runs, instead teaching you the way to take the corners to retain your speed. "Lines not Times" will give you the quickest run and although it would have been nice to have some numbers to assess your progress during the day, you certainly knew when you had taken the course well.....or not.

The day starts with arrival from 0815 and by 9am we were out walking the course (yes the whole uphill



mile). We were split into groups of 5, each with an instructor who stayed with you all day and took at least 2 rides with you to give instruction. The whole day was easy going and no one over cooked any run, so all cars went home intact.

In the morning there were cones on all the corners to give us the lines. After lunch the cones were removed and things looked so much different, but everyone agreed the morning training was well worth the effort. One of the instructors had brought his hill prepared Mazda MX5 and everyone was treated to a ride with him. This just showed how quickly you can take the bends when it's a car set up for the track and with appropriate tyres. No previous competition experience is needed and you can take any car to the day, it just needs to be road legal.



During the day, someone takes video of you at various points on the track and after the event they send a link that allows you to build images of you completing the whole hill. My video makes it look like I am going really slowly, but I can assure you it didn't feel like that from the driving seat!!!

Mike.





Remembering the well known TR3A Well driven for many years by Brian Chidwick.

This TR is now in the care of Ben Davies.

Ben has kept in contact with Brian and Lynda's daughter Sarah. See words and photos overleaf...



704 FTT ... update ...

Hi Phil, Chris and all,

In the light of the 2nd Anniversary of my Dad's passing, I have some lovely news to share of his TR3A. The new owner Ben, has been ever so kind by staying in touch and keeping me updated with his progress in her restoration.

I am so grateful, as I think this is what Dad would have loved.

Ben has had to undergo quite extensive work to the car over the last year or so, but she is now fully MOT'd, roadworthy and being enjoyed ... which is lovely.

I thought you may like to see some beautiful pictures Ben has shared with me at the recent Prescott Hillclimb. He is happy for me to share them with you and says in his email that he is happy for you to feature them in the TRunion if you felt that might be nice. There's no pressure from me. I just thought you might like to share with the group as the car was part of LVG for so many years.

Kind regards,

Sarah.



704 FTT



Hi Sarah,

Excellent – glad you are enjoying seeing the pictures. It's certainly been a lot of fun getting the car together and even more fun now it's back on the road.

I love the one coming under the bridge at Prescott. It could almost have been taken at any point in the past 65 years!

Chrisas Sarah says, please feel free to include in the newsletter if of interest.

The body has been off the car, the chassis stripped, blasted and repainted ...and then everything rebuilt from the ground up.

However, the bodywork I have left pretty much as it was where ever I could, with just a few repairs to inner wings and gutters where required.

So, other than a new set of carpets, it look pretty much exactly the same as it would have when Brian last drove it (complete with scars to the body from the sidescreens)!

From underneath it looks like a new car. Just the way around I like it !

I have attached a few pics of the process.

Cheers,

Ben .



704
FTT



Is it not time that you Treated yourself to a shirt ?

Contact 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**





On 7 June 2025, at the age of 70, I competed in my TR4 in a sprint at the Abingdon Carnival, a round of the TR Register Speed Championship. I have dipped in and out of competition in this car and other TRs for 48 years, initially in races and latterly in sprints and hill climbs. In those early years, flying the flag for the LVG, I campaigned a Daimler 2.5 V8 powered TR3 which older members often remind me of with great affection. Other interests, family life and a family business have always diluted my ability to be a serious TR competitor. Some of you will be aware that I was a sub postmaster affected by the Horizon Scandal and still awaiting compensation.

Before running out of heartbeats I decided that I needed to satisfy a longing to get the adrenaline flowing once again, behind the wheel of my trusty steed against other like minded competitors. My last outing was in 2017 when at the end of the season, well placed in the championship, I had an argument with the Armco at Prescott Hill Climb. It took me over a year to repair the damage, then another year was lost following repeated attempts to repair the gearbox. Then came Covid. All of that paled into insignificance when my wife's four year unsuccessful battle with cancer commenced.

Roll on to last month when I decided to apply to Motorsports UK for an Interclub licence, register for the TR Speed Championship and get the car properly prepared. It was a relief to discover that my crash helmet and fireproof overalls were still current, but only up until 2026. I felt like a novice again. More to the point, I needed my confidence restored after the Prescott accident. A competition on a wide open



airfield on a course marked with cones and nothing solid to hit was the perfect way to reintroduce myself to the sport. Abingdon ticked all the boxes but how wrong was I and two drivers would discover to their cost.

The weekend of competition arrived with wet weather predicted for Saturday's sprint. This was a blow as the previous month or so had been blessed with glorious weather. I elected to drive there on the Friday to take advantage of the scrutineering and sound testing being carried out in the afternoon for early arrivals of the 130 entries. With trepidation I presented my very loud car for the equivalent of a racing MOT. Happily it all went well and with a clear pass (I am sure their decibel meter was faulty!) it took the pressure off me for the early start the following morning. Unfortunately the evening didn't go so well.

Abingdon airfield is an operational military site with wide ranging restrictions and many rules to be followed, which my companion Julia and I soon fell foul of. Having pitched our tent on the grass on the edge of the main runway which was actually being utilised as the paddock, we were told to move to the camp site half a mile away just as we were cooking our meal. We were told that if a Hercules transport aircraft needed to land in an emergency we were in the way. There was no argument to be had there. Unfortunately the time lost re-establishing camp prevented me from walking the course that evening – a very necessary task when competing at an unfamiliar venue. That failure was to have dire consequences the next day.

Neither Julia or I had camped for decades and we giggled like teenagers at any opportunity, cocooned in our very comfortable tent. One particular incident that tickled her fancy (steady on) but had gone over my head was our attempt to gain entry to the site. There were no signs up when we arrived and the soldier at the gate sent us on a wild goose chase around the local lanes. Nearly an hour later we stumbled on some people putting up signs (ridiculously late in the day) which directed us back to the same soldier on guard duty. My remonstrations regarding his incompetence were heard by his colleagues in the guard house, evidenced by twitching curtains and back up in the form of another squaddie emerging with a rifle definitely pointing in my direction which I totally failed to notice. Anyway, entry gained our fun weekend commenced. Julia asked me what you called a man pointing a gun at you. I replied, 'Sir'.



The tent weathered the overnight rain and the morning promised something better than the forecast. Signing on was the first task before kitting up and preparing for the convoy run to familiarise oneself with the course. I should have surreptitiously fitted my dash cam (not allowed on timed runs) because keeping up with the MX5 in front detracted me from concentrating on the complex route through the cones. The course was 2.2 miles with very long straights, tight bends and a chicane. As soon as this was completed I lined up for my practice run in a queue of cars in numerical order on a dry track. As I reached the front, my excitement wound up and before I knew it I was facing a red light waiting for it to turn green. It went very well until the last bend onto the main runway where I couldn't find the entry point through the cones and abandoned my run.

Back in the paddock much advice was given by others on how to turn in to this tricky corner. If only I had walked the course the previous evening or had the dash cam coverage of the convoy run because on my first official timed run I messed up again. Having actually taken the right route, I doubted myself and deviated before getting back on track. That cost me a bucket load of time and put me the slowest of the five TRs competing. Little did we all realise that at that stage the results were established because heavy rain from that point slowed everybody down. On my second and third timed runs in the wet I conquered the course and set half respectable times for the conditions which made up a little for the previous brain malfunctions.

For some the rain was disastrous. There were some very powerful single seaters, specials, and supercars competing who were chasing championships. A modern Toyota Yaris, heavily modified (and sold to a prospective purchaser), destroyed itself when it hit a concrete wall. That came as a surprise to me and others who were astounded that lurking behind the cones were in fact solid obstacles. Nearly an hour was lost for that accident and another.

The TR championship relies on us being able to compete at such open events like Abingdon. It is not feasible for the TR Register to organise similar just for its members. Normally there are considerably more TRs competing at any one event but Abingdon is a strange one. Because of its military status no spectators are allowed which detracts from its popularity. Nobody is allowed out of the paddock except drivers in their cars. Action images therefore don't exist of competing cars. Julia managed to take some shots of me by wading through the long grass infield beside the start line. She is quite short (but of immense personality darling!!) and prompted a remark from a marshal that we were being invaded by Pygmies. She was quick to retort, 'Listen, don't mess with a Pygmy. They are considered to be ferocious hunter gatherers and extremely useful when creeping through long grass to get the best photographs.'

It is also an expensive entry fee, £180 which includes a hefty donation to military charities. I think over the years the event has raised approaching a million pounds.

I knew looking at the entry that it was going to be a struggle for me avoiding last place and I was absolutely spot on. I should have, could have, ought to have performed better but my overriding brief was to keep car and myself safe. That I achieved and I still enjoyed myself immensely.

Footnote. Car performed magnificently. Never missed a beat. Driver performed mediocrally, missed several beats.

John.



The Back Page



Julia Penfold



Hi Chris, A photo of us at Croft, before the interview and filming for Bangers & Cash. The programme with us in it will be later in the yearwill let you know date. We were being asked to do this after you published our photo in the TRunnion. Must have been the purple accessories. Julia.

Ed : I just thought to make contact again with ex-LVG group leader Julian Hensman who is enjoying life in France, so I emailed him :

Hi Chris,

Good to hear from you. All is well with us thanks. Hope same for you.

We are indeed still receiving TRunnion and enjoying the read, excepting of course the sad news it has contained recently. We have fond memories especially of John, who was still instrumental in the Group Committee and in the club when we were there.

I have been thinking of writing to you for a while actually and sending some photos, although owing to work commitments and other things, I won't be able to do that until perhaps slightly later in the Summer. In the mean time Magda and I wish everyone in the group well ...and hope for a good Summer so we can all get the most out of the TR.

Best regards,

Jules.

Always room for more thoughts comments feedback etc.