



Brunel TRs

representing the TR Register in Bristol, Bath
& surrounding area

newsletter 133

june 2011

hello and welcome

I seem to have made it back from Belgium without incident and just over 1,000 miles added to the clock of the Jaguar, which performed effortlessly as it should. For a car with a 4.2 litre V8 engine it managed to achieve an average of over 33 miles to a gallon.

I won't go into details of our trip to Spa, as Bill Adshead has written a piece for the newsletter, but it was a great weekend and very interesting. I've certainly learnt a lot about Ducatti motorcycles.

As for other things, I finally organised the TR4 and 4A photo shoot for *Classic Car* magazine, which apparently went very well in the sunshine at Duxford a couple of weeks ago. It was all in the name of the Register despite the TR4 owner being the club president of Club Triumph! The feature will be in the August issue and I'm told will be available towards the end of this month. I think I may have found a willing TR4 owner for a feature I'm liaising on with *Triumph World*, and I'm also hatching a plan for the British Grand Prix.

I have added a couple of TR Register events to the Brunel calendar at the back of the newsletter, which some of you might find of interest. The Register will be attending a number of shows around the country, including a Retro Car show at Santa Pod, which I've tried to avoid getting too involved in and a show at Exeter, which looks quite interesting.

More anon.

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group leader's ramblings

The year once again seems to be marching on and various events coming at us thick and fast. By the time you read this, we will have hopefully had a very successful and enjoyable 12-car display at the Classic & Sports Cars Action Day at Castle Combe. Will we have come away with a trophy?

The Cotswold Air Show at Kemble is also rapidly approaching, and everyone should have received his or her entry passes by now. I will send out an email with meeting details. I have also enquired about camping as this was mentioned in the original event details, but as yet I've not received anything back from the organisers.

Our entry has been submitted for the Summer Classics event at Easter Compton in August and I'm awaiting confirmation. I will then sort out a rota for those who have kindly offered to display their cars.

I miss the Triumph Marque Day at Duxford for numerous reasons far too tedious to go into, but there will undoubtedly be some photos in the next TR Action. In fact, I've just been reliably informed that the TR Register Chairman, Chris Cunnington, was awarded the 'Harry Webster Trophy' by the Standard Triumph Forum, for services to the Triumph Standard Marque!

With TR Action in mind, the current issue should have dropped on your doormat by now. Following my comments last month about the new Social Scene format, I may have to indulge in a slice of humble pie. I think it comes over quite well and is not at all how I expected it to be. As anticipated there is more than the odd comment posted on the Register's forum on not only the new-look Social Scene, but the general overall revamp, both for and against. I'm sure that this topic will run for a while and if you have any comments, please let me know and I will pass them on. I think that it's fair to say; "Progress is not standing still". Or have I just made that profanity up?

I have yet to hear firsthand how the trip to Spa went but Bill Adshead has written up a piece for the newsletter. It sounds like the usual nonsense, open roads, warm weather, top-down motoring and the odd glass of cold, inviting Belgium beer. Why did I not go?

I was pleased to hear that Elf has been successful in booking a hotel for the whole group for our visit to Blenheim Palace in August, as we were both concerned about with the prospect of having the group split and staying at separate locations. For those of you who came on our Ironbridge visit a couple of years ago, the evening get together and meal in our hotel was a wonderful evening and hopefully repeated in August.



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As mentioned at our last meeting, Brunel will have a presence at the Silverstone Classic Meeting in July. Roddy and I will be camping at Litchlake Farm Campsite, which is opposite the main entrance to the circuit. We have camped here on numerous occasions and I think I can say without fear of contradiction that it is a lively campsite. No early nights and much putting the world to right around the virtual campfire guaranteed. If previous Classic meetings are anything to go by, a splendid weekend is in store. I think that there may be a few old cars thrashing about as well.

If you are thinking of joining us go onto the Silverstone website, www.silverstone.co.uk for full details and remember to look up the Future Events on page 53 of TR Action 250 for the discount code when purchasing tickets. Camping, however, is pay on arrival.

Our plan is to travel up on the Friday mid-morning taking a slow amble cross-country and return either on Sunday evening or Monday morning.

And finally. I've been sent details of the 52nd Standard International Rally to be held over the weekend of 24th to 26th June at Stratford on Avon. Please contact me if you want further details.

Andy

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social committee report

Just a few words from me this month on a couple of things.

I'll start with our planned barbeque for 3rd July. Les Weekes is still in Hong Kong at the moment, so I should have more details on this by the time of our next meeting. I'll hopefully also have the final details for our trip to the Forest of Dean planned for 10th July.

Blenheim Trip 6th & 7th August

As Andy mentioned in his report, I have now booked accommodation for our entire group on the Saturday night at the Premier Inn, Bletchington, which is just a few miles north east of Blenheim. The cost is £59.99 per room and includes a full English breakfast in the price. The Inn has a bar and restaurant, which has an extensive and reasonably priced menu and not forgetting ample parking. Please let me know if there are any changes to this booking

Cancellation is up to 48hrs beforehand. No deposit is needed, as my card was sufficient! Dennis and I are staying an extra night and it won't be a problem if you wish to do the same. It's looking like being another really good weekend.

Stock Car Racing

Is anyone interested in visiting the Mendips on either Saturday 25th June or Sun 24th July? Those seem to be the only gaps in the Social calendar, although the 24th clashes with Silverstone.

I have more info at the meeting. Hope to see some of you at the Kemble Air Show.

Elf

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Spa Francorchamps Classic

A group of eight made the trip to the Spa Francorchamps circuit in the Belgium Ardennes for the Spa Classic, a new event modelled on the Classic Le Mans format. After setting off and negotiating the car park that is the Almondsbury Interchange, we made our way to the Membury Services meeting point in the pouring rain. The sort of rain, when combined with fast motorway driving, which reveals leaks you didn't know you had! Etienne travelled with his pipe and slippers in his Jaguar, so was oblivious to our suffering. Luckily the weather improved to more showery conditions and we dried out as we made progress towards Dover arriving in good time for our 2pm ferry to Dunkerque. The wind was blowing force eight in the channel so Tony opted for wheel chocks rather than trusting his handbrake on his TR5!

Arriving in Belgium, we travelled the 60 miles or so to Gent for an overnight stop and meal in a hotel. We awoke to more rain, which didn't show any sign of easing as we set off on the E40 motorway, carefully timed to avoid the rush hour around the Brussels section. Traffic on the E40 was very busy; the combination of rain, spray, mad continental drivers and loads of trucks made this the worst part of our journey. Both the weather and road conditions improved markedly beyond Brussels and with the aid of Bob's TomTom, we arrived safely at the TSSC campsite.

By and large Belgian drivers seem well disposed to classic cars, generally giving way plus the occasional wave and toot. At one stage a group of workers came over for a chat with Pam and I during a short pause in some road works on the motorway.



Shading ourselves from the sun...

Both the London and North London TR groups were pitched on the same site along with Spitfire, GT6, Stag and Vitesse owning TSSC members. There were also a few interlopers in a Cobra, pretend E type and Mgs.

The campsite was in a pleasant rural location, surrounded by forest with good facilities - plenty of modern/clean showers and a small bar.



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The local town of Stavelot was the venue for several convivial evening meals, and we also had a pleasant barbeque and campfire one evening at the site.

Over the race weekend the weather changed from cool/damp to hot & sunny allowing some roof down motoring. The Spa circuit is in a spectacular location, set in a hollow in the forest and the 4.5mile circuit has plenty of fast bends, challenging corners and gradient sections. Being in its first year the event was relatively quiet, which was great for spectators as there was plenty of space, no queues and getting up close to the cars wasn't a problem. There were plenty of exotic cars racing including ex F1 cars and a more interesting grid than Classic Le Mans in my opinion. The TSSC had organised a dedicated parking area for Triumphs adjoining the paddock area so we were able to display our cars in the middle of the action. Unfortunately a portable metal barrier fell over causing some damage to the paint on my boot. The offending barrier, attached to a TSSC sail banner took off in a sudden gust of wind.



The glorious setting of the Spa circuit

After the two-day event, Bob Crocker and his son, Russell, left early for Dunkerque due to having to work the next day. The rest of us, however, made our way to Ypres in temperatures approaching 300 degrees on roads that could loosen your fillings. I thought UK roads were bad!

We had lunch in a small town where the owner of the establishment did an excellent job of introducing us to the local cherry beer and it soon became apparent that he and his wife were obsessed with the Citroen 2CV so, as fellow petrol heads, we were treated to their photo albums of the international 2CV meeting that took place in Scotland a couple of years back, plus a look over their own lovingly preserved 2CV. All a bit quirky, but very hospitable and good fun.

Ypres was the venue for the next overnight stay and a visit to the Menin Gate for the 'Last Post ceremony', which is a daily act of remembrance to the missing in Flanders. It's amazing how many people attend to witness the simple but very moving ceremony.



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By chance, several members of a Bristol based veterans association were involved in the ceremony on that day and we were able to chat with them afterwards.

Other than a bit more oil consumption than expected (quite a lot more in Bob's case), the TRs performed well for a return journey of nearly 1,000 miles. However, a few mechanical maladies appeared on the last day. One of my cylinders went 'offline', so out came the spanners and a replacement injector soon restored things to normal.

The voltmeter went off the scale for the last 300 miles or so but didn't boil the battery or create any obvious electrical problems. I managed to keep the volts down to 15 by switching on the lights and fan etc. but it turned out to be a faulty gauge.

Tony Luffman had experienced some pinking and jerky throttle response, which developed into a more serious misfire in Dover with number five 5 plug showing no signs of life.



The war to end all wars...

Contemplating a trip home on a low loader, he was incorrectly advised by the call centre linked to his Towergate insurance policy that he wasn't eligible for recovery so opted to limp home, for the most part on 5 cylinders at 50mph.

All in all a very enjoyable few days. Plenty of laughs, wet socks, good company, quite a few strong Belgium beers (we can recommend the Leffe Bruin), lots of under bonnet gazing and we even got to see some cars racing! A great way to enjoy our TR!

Bill Adshead



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Brunel social calendar

june

Sun 5 th	Aces Classic Run
Fri 10 th	Social Committee Meeting, Toby Inn, Henbury
Sat 11 th	Classic & Sports Car Action Day at Castle Combe
Wed 15 th	Monthly meeting, the Dovecote, Long Ashton
Sat 18 – Sun 19 th	Kemble Air Show
Fri 24 th – Sun 26 th	Standard International Rally, Stratford on Avon
Sun 26 th	Chipping Sodbury Run

july

Sat 2 nd – Sun 3 rd	Santa Pod Retro Show*
Sun 3 rd	Brunel BBQ TBC
Sat 9 th – Sun 10 th	Classic Vehicle Show, Powderham Castle, Exeter*
Sun 10 th	Forest of Dean Trip
Sat 16 th – Sun 17 th	Royal International Air Tatroo Fairford, Gloucestershire
Wed 20 th	Monthly meeting, the Dovecote, Long Ashton
Sat 22 nd – Sun 23 rd	Silverstone Classic Weekend
Sat 29 th - Sun 30 th	TR Register International Weekend, Harrogate*

august

Sat 6 th - Sun 7 th	Visit to Blenheim Palace
Sat 13 th - Sun 14 th	Summer Classic, Easter Compton
Wed 17 th	Monthly meeting, the Dovecote, Long Ashton and walk

*Official TR Register event

Contact Andy Spencer or Elf Harris for further details of group events