



COTSWOLD VALE TR NEWSLETTER APRIL 2016

We start this month with a degree of humility and an apology, please scroll down to read the letters section for the apology.

Humility is due for not giving due recognition and accreditation for some of the images used in the newsletters, and perhaps for not providing legal coverage on images taken by our members and submitted for publication in these newsletters.

So, to cover all copyright angles, images used in this newsletter remain the property of those who have taken/own the copyright to those images, other images - where possible, permission has been sought and given. Members submitting photographs reserve all image rights to their work, of which 10% of any fees will be due to the editor!

If we thought we were awaiting the start of the good weather to read reports, you would be mistaken, so here are those reports which have been received this month.....

April 7th – Prodrive factory tour.



After being over subscribed for some weeks, there were the usual last minute change of plans to accommodate, several reserves were brought in, and so it was that twenty four of us made the trip down to Banbury for a behind the scenes tour of the “new” Prodrive facility adjacent to, and visible from, the M40.

I was thinking of going in the TR, but the weather was pretty awful and it proved a wise decision to leave the TR at home and travel in relative comfort in my “daily driver”.

Immediately on arrival, these cars were in the reception area:-



We were greeted on arrival by Jackie Irwin, the Prodrive event coordinator, and possibly the most committed and knowledgeable female petrol-head we will meet this year!

Other than a couple of “secret” developments we were informed that we could take photographs anywhere, and ask whatever questions were pertinent.

After the initial introductions, and very brief H&S instruction, we were led through to the factory floor, and just inside the door were a line up of just some of the cars that Prodrive had produced in the past, including world championship rally cars, a Group B Metro 6R4, Porsche 911 Rally car, BTCC saloon cars, a Honda F1 car, all lined up in front of the trophy cabinets, which were full to overflowing, as shown below.



As at today, with the withdrawal of Subaru and BMW Mini from WRC rallying, Prodrive are focussed on supporting the Aston Martin Racing team, along with private entrants in the Le Mans series at home and abroad



Prodrive provide the pit and support crews at these events, and we were shown their “practice” equipment that had been used that day, in the wet, to train tyre change crews during races



Examining the photograph closely, the escape hatch in the roof can be clearly seen (and no, it was not an ejector seat feature from a James Bond film).

Jackie demonstrated the wheel gun, complete with titanium fittings, used to manage the nuts during wheel changes



She didn't need to explain which/whose nuts would be tightened if we took any photographs in any prohibited areas!

Surprisingly, complete road cars were driven into the building and stripped completely for conversion into whichever race series specifications were needed, this included Aston Martins.....

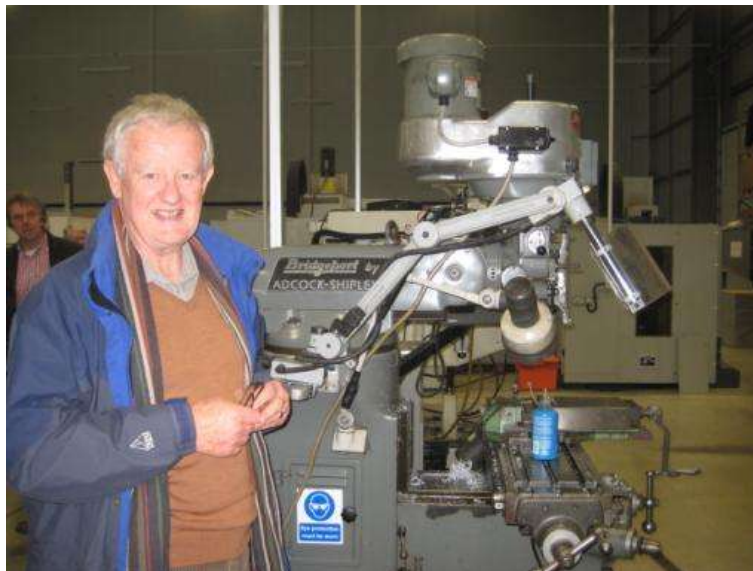




And the VW Golf rally car



The first stage of preparation is to ensure the body structure is perfectly aligned, and when satisfied, the integral roll cage is fitted and everything is painted white, this is because it is easier to see any damage or cracks in the structure after any incident. The car is then subject to bespoke engineering works with the engine, gearbox and wiring, much of which is produced in house. We were shown CNC equipment manufacturing various components, including the sections for some Jaguar Land Rover centre consoles, but Andrew Racey soon spotted a piece of kit from the days of his apprenticeship:-



The smile on his face shows how much he enjoyed spotting some proper classic piece of engineering equipment with this Bridgeport lathe, none of this fancy computer gimmickry, just basic engineering measurements and skill.

We also learnt that Prodrive manufactured equipment for use in the space, medical, sports and leisure industries, and indeed that a great deal of the Ben Ainslie America's Cup Challenge catamaran was the work of Prodrive!

Parts of these were evident during the tour, however the factory was almost filled with the pre season preparation work for Aston Martin Racing:-



And whilst we may think these vehicles are more similar to their road car origins than race cars, here are a couple of pictures that show differently, different specifications for different race series:-



A couple of keen members were getting "clued" up on the rear mounted gearbox, while Dave and Nick looked on:-



Whilst Tim Walker was working out how to get the wheels and tyres to fit his TR7V8



Tim might consider a brake upgrade worthwhile to make best use of the increased grip:-



Jackie continued to provide detailed and very knowledgeable descriptions for each individual car





As seen on the rear quarter of one of the several Beechdean Motorsport cars:-



Beechdean is an ice cream company, they must sell a great deal of (expensive) ice cream!

Three hours later, the tour was over, and I'm sure I speak for everyone present, it was a thoroughly enjoyable few hours!

For me, great that the other cars were, my own previous memories of rallying were evoked, not by the Subaru Leagy, nor the Impreza, nor memories or stories of Colin McCrae, it was this car:-



The WRC Group B Metro 6R4 was the successor to the Triumph TR7V8s of Tony Pond, Per Eklund, John Buffum etc, this car could have been a world beater but was scuppered by changes in regulations following the deaths of some Group B drivers. It did have a successful career in rallycross, but limited exposure and tiny budgets finally saw its demise.

Here is a shot of the 6R4's interior, it looks pretty sophisticated for the time, and lots for the co driver to do:-



As a little postscript to these notes, just to evidence the motorsport credential of the estate on which Prodrive is situated, we passed the Haas F1 team premises and Manor Motorsport premises both within 100 yards of Prodrive! In fact it would have been easy to mistake the Manor Motorsport entrance for Prodrive

Ian Brown

April 10th Sunday Lunch at The Green Dragon, Sambourne.

Once again a splendid turnout of members and cars for Sunday lunch at The Green Dragon at Sambourne. Linda and David Gillespie hosted 31 members along with 15 Triumphs in the car park to an excellent lunch. Our landlady was on top form and she and her staff did us proud.



Before lunch David's TR3a project was officially unveiled by Linda (who has forgotten what David looked like as he has spent the past couple of years in the garage) and Andy Canning - previous owner of the car but in bits and wrapping paper. What a fantastic job David has made of it, he must be over the moon, I know we are in CVTR to have such a lovely car in our line up.



Ready,



Steady



There she is in all her glory

A very relaxing lunch, good food, sun shining (well some of the time), what more could you ask for?



Oh yes, great company .our sincere thanks once again Linda and David on a great occasion!

Andrew Racey

THE GREEN DRAGON



Another splendid Sunday lunch at The Green Dragon, organised with their usual efficiency by Linda and David Gillespie. As this is their local, I wonder if they will have the courage to point out to the landlady that the place is falling apart....

We arrived on time – just – so I wasn't able to do justice to the display of 15 TRs that had taken over the car park. However, the first car that I noticed was this pristine Volvo estate, occupied by a hound which gave me a dirty look....



... so I backed off and took a picture of this instead.



The rest of the TRs were lined up perfectly, I believe without the aid of the blue rope...





Apart from these....



.....and someone who was in too much of a hurry to find a space....!



Snapper took the opportunity to irritate everybody while waiting for the excellent meal to be served....





Andy tried very hard to keep up with Meg holding forth, and Rob looks desperate for food...



...then Andy lost the thread, Jane woke up and Rob saw the food arriving and cheered up!



Group Leader then proposed a sing-song to announce the meal....



...and the room quietened down as the serious part of the lunch commenced.
Meanwhile, David G. sat communing with his beer while trying to work out how to get his next drink funded...



...which he nearly achieved by waving an empty glass about and suggesting that we all put money into it...



He then realised that his motive had been spotted, and pretended that he had always intended to give the cash to the excellent staff.
Thanks Linda and David for a really enjoyable lunch – can we have the date for next year soon so it can be put in the diaries.

Richard Durrant

(I might as well admit it now, before salacious rumours start to circulate....The fact that the landlady singled me out for a couple of hugs is NOT an indicator of a blossoming relationship....I think!!!)

April 2016 Castle Combe Spring Action Day

The first race meeting of the year at Castle Combe was rained off on Easter Monday, so, intending to go to Bristol to inspect our son's new house on 2 April, we called in at Castle Combe to see what the Spring Action Day had to offer– as one does!!

It took us ages to find a parking space at the side of the circuit, but there must have been several thousand spectators there when we arrived. There were track sessions for most of the day which provided entertainment, but as we were there we set off to try to find the Triumphs in the paddock among the 1500 cars on display that had been pimped, slammed, painted and polished – and mainly with incredibly upgraded engines. Here is the only one which was easily the scruffiest car there....



.....and was parked in a spot appropriate to the condition of the car....!!



Couldn't find any Austin Sevens, but we came across a couple of Volvo estates, both of which took part in the track sessions....



Not all the competing cars were pristine...



....or even cars....



....so we went back to watch the track sessions, at which point my camera ran out of battery!
(Bear in mind that we didn't originally intend to come as it was torrential rain when we set out)

So, no Austin Sevens, but I did have one of these once....



The Triumphs will be there on 12 April, though....!!

Richard and Meg Durrant

APRIL 12th CASTLE COMBE TRACK DAY

We took nearly three hours to get there via Tim's shortcut down country lanes in the fog. (Without the SatNav of course. I am not allowed out of the house without it now!)

Among the 48 cars registered, CVTR was represented by Tim Walker's well campaigned TR7 V8, Dave Roberts' TR4A V8 and my four cylinder 2.2 litre TR4A.



Organised by the Revington TR/TR Register Hill Climb and Sprint association, we were separated into four groups of 12 cars to have 15 minute track slots throughout the day.

Dave was in the first group out.....lights on trying to work out where he was in the mist.....



.....and Tim and I were in the fourth group along with the mighty V8s and a bunch of cars I suspect were set up for out and out racing!!

My first session was a little erratic; until Tim pointed out that my front nearside tyre looked a bit flat – hardly surprising, as it was down to 12psi. Well, you never go round that side of the car, do you!
Insertion of air to 30psi using Tim’s antiquated stirrup pump – looked like it had seen service in the WW1 Fire Service – improved matters no end, but I still had no chance against the horsepower lot.

For example, I was lapped twice in 15 minutes by Alastair Flack’s 300bhp TR7 V8.....
(See the article on the car in April’s TR Action Issue289)



.....who had just passed David Aukland’s TR8, who was just setting up to pass me anyway!

Tim Walker kindly followed me for a while to boost my ego, then overtook to demonstrate how it is done in a TR7 V8.....



I know that I lifted an inside wheel a couple of times, but never both together....



“You looking at me....?!!!”



Torrential rain, thunder and lightning stopped play at lunch time, but we were able to get out again on an open pit lane when things had dried out slightly and I managed a couple of laps of the 2 mile circuit to myself.

Our best times for the day (1.964 mile circuit) as recorded on Sally’s mobile phone were:

Tim:	1m 33sec	76 mph
Dave:	1m 43sec	68 mph
Richard:	1m 53sec	63mph

But of course, apart from being a lunatic, Tim is a seasoned track day driver and my time is so slow because I had to keep getting out of his way....!!!

A great day, and can’t wait to do it again (Blyton Park Friday 15 July before the IWE).

Richard Durrant

Asparest Launch Event April 23rd April

The asparagus season is almost upon us and the kick-off event was held on a Saturday morning starting at the fleece Inn at 0830 a.m. where there were the usual Morris dancers, the mayor as well as the paparazzi (the journal) plus a host of other helpers. CVTR members, Ian, Terry, Dave and Gareth enjoyed morning coffee with Gus, the asparagus man to start their day before the long drive escorting the asparagus into the Bell tower in Evesham with 6 Rolls Royces, a Bentley, 2 Morgans and own TR's and the famous Dave Mobile(1100).



Then there were the local villagers who turned up to support the event – trendy dressers in Bretforton.



Mid-morning we set off to Evesham with Dave giving Gus and the asparagus a lift into town



Then we arrived at the Bell Tower and celebrated the sun shining by throwing hats in the air and enjoying a bacon and asparagus breakfast roll with more coffee.



A pleasant couple of hours were spent listening to music, talking to visitors and watching our local MP making a fool of himself before the asparagus set off for Acorns Hospice in Worcester.



Gareth Davies

Drive it Day April 24th

After a visit to the British Motor Museum at Gaydon where lots of car of different varieties turned up and went on organised drives in the Cotswolds and Warwickshire for a couple of hours in the wind and rain, I decided to clean and polish the car when we got back to warm up.



Bromyard Speed Festival April 3rd

This was the first event in Bromyard and it turned out to be well attended, could be one to look out for next year for the speed merchants. Who can identify the cars? Answers to the editor





Gareth Davies

TECHNICAL SECTION

Well I was about to embark on a conversion exercise with American spec indicator units for the TR6 when I was fortunate enough to be offered a genuine pair of UK spec items, complete with original lenses, lucky me! However this has thwarted my entry for this month's technical section.....

Gareth Davies is looking for a TR4a exhaust manifold as his has a large fracture, maybe he will enlighten us next month, and for some reason Nick Smith could be looking for a decent LT77 gearbox????????? If you can help Gareth or Nick, either contact them directly or let me know.

Ed

LETTERS TO THE EDITOR

Dear Editor

I must take issue with you over the use of the "f" word depicted in the Irish road sign image within the supplement section of the March newsletter.

Anon E Mouse

Dear Mr/Mrs Mouse

Sincere apologies if any offence was caused, none was intended, and you are quite correct in bringing it to my attention. Although the use of profanities in society is spreading, (particularly for those viewing Mrs Brown's Boys), this is not something we would condone within CVTR. The proof reading team will be severely reprimanded – denied their tea and biscuits, - once they have stopped laughing.

For those who may have missed it, here is the edited version



Ed

Dear CVTR members

The Shropshire group have successfully deployed the “ex CVTR Gazebo” at a recent event at Weston Park, and had cause to welcome the shelter from the elements it provided, even with the unexpected inclusion of sides! Many thanks for the kind donation, greatly appreciated.

Kind Regards

Roger Critchley (Shrops GL)

FROM THE ARCHIVES

Not from the archives this month - but very much of the present, several of us met up with area members of the TRDC at the end of March, in the salubrious venue of Worcester Park Woods Cafe, which being school holidays was mobbed with visitors.

Peter Priestley, Henry Brown, and Dave Johnson were flying the TRDC flag, with Gareth Davies, Andrew Racey, Keith Brown, Richard Durrant and myself doing our bit on behalf of CVTR.

As well as introducing ourselves more formally, it made sure that sharing events and information for the future would be much more personal. Any TRDC member would be welcome to join in any of our events, and likewise the spirit is reciprocated by them to any CVTR member. (Richard Durrant reminded us that he was now a TR7 owner and a member of both clubs!)

It was hardly surprising that we all shared the same interests and hobbies, and each club was faced with similar issues about events, information, and to a lesser degree “club politics”.

Pete Priestley receives a copy of our newsletter and circulates it to the TRDC members appropriately, and Gareth has been receiving updates on TRDC events which he circulates to CVTR members on receipt. Peter lives out towards Stourbridge and as such is pretty close to the Severn Valley Railway and he promptly sent over the link for the Flying Scotsman visit. I have no idea who or how many members managed to get tickets, but the website crashed within minutes due to demand, and all tickets were sold out within minutes. (So much for a joint outing/ride, but maybe a group could assemble at a scenic viewing point to see her steaming live?)

We very much look forward to sharing more experiences with fellow TR owners.

Ed

CVTR MEETING 23rd MARCH – The Fleece

Ian Brown chaired the meeting as Gareth was on holiday.

Apologies from Andy Canning, Gareth Davies, Alan Wilding , Phil and Sandy Blake, 26 members and 3 cars . We also welcomed two new members , Mark Richards and Mick Elvis, both have TR6's.

We also gather that Janet and John Gibbs will be moving up from Dorset and want to come along to our meetings. You will be most welcome

Ian reviewed the activities over the last four weeks as described above.

Keith helped out with a review of the recent GL meeting and a discussion about the future management structure of the TR Register followed.

Reminder that Lesley Boother ,Neil and Kate will be doing a sponsored parachute jump on June 19th . They have set up a web site for any donations <http://www.justgiving.com/LesleyNeilKate> They hope to raise £1500 and the time of writing this report they stand at £635, so some way to go. Please try and help as all proceeds go to St Richards.

Dave Lees is also driving his 1100 to Benidorm in the summer and is also looking for sponsors again in aid of St Richards

Jo and Ian Dancey have offered to have a barbecue in the summer .Members indicated they would be interested. Gareth will discuss with them over the next few weeks

Following the success of the Prescott event organised by Terry Smith and Wayne Scott they are pleased to report that £220 was raised for charity. This will be split between The Air Ambulance and St Richards Hospice (£110)—well done to all involved..

STOP PRESS –One space left for Churchill. Please contact John Walker or Andrew Racey.

Future Events

April 29/30/1st May. -- Welsh weekend. All booked up with a number of CVTR members attending this popular event.

April, 29th/30th, 1st May -- Donnington Historic Festival

<http://www.doningtonhistoric.com/news/make-a-date-with-the-2016-donington-historic-festival/>

The TR Register will be represented here with support and coverage from Didcot.

May 1/2nd May. -- Stratford Motoring Festival. The event is now fully booked, but you can always attend to see a spectacular show in the town centre.

May 8th-- Sunday lunch at St Richards Hospice . Colin Boother memorial lunch, details have already been published , however there are spaces left. So if you wish to attend please contact Andrew Racey on 01386 765523 or email andrewracey1947@gmail.com . ASAP . Last date is 30th April. Details of the day and travel directions will be sent out in next few days. We hope to have a photo shoot outside the hospice.

May 14th. --Worcester Motoring Festival

May 15th -- Malvern , auto jumble.

May 25th. -- CVTR meeting at The Fleece.

May 28/29 -- Prescott "La Vie En Bleu "

June 4th -- Asparafest at Ashdown Farm. Nigel has confirmed that he would really like us to be there. We usually arrive around 10.00ish. We will be able to use our Newly purchased Coleman shelter. Our entrance will be off the Badsey Road, which is off the roundabout. If anything changes we will send out an email.

June 4th - Birmingham group Concours

June 5th - Churchill classic car show. We have places reserved for this biannual event. We will be taking the gazebo along. John Walker is in charge. Cost is £7.50 per car. This must be paid in advance with the completed booking form . Contact John on ydgwalker@hotmail.co.uk. Stop press. Only two places left, but we do need confirmation and £7.50 ASAP .

June 5th – Rock and Roll Party, Wyre Forest, TRDC invitation, contact Pete Priestly via Ian Brown <http://www.wyreforestdc.gov.uk/things-to-see-do-and-visit/events/rock-and-roll-party-in-the-park.aspx>

June 8th . Purity brewery trip. Evening event involving lots and lots of beer and some food. Final details will be published in next few days. Being organised by Andrew Racey.

June 11th -- Throckmorton air show, has now been confirmed as being ON. The CAA have given the go ahead. So if you are into airplanes, then a RAF Typhoon. BBMF, Team Raven, Tiger 9, King Air and a Chinook should help fill your plate. Ticket prices remain the same as published on their web site. They have also recruited a new traffic management team. (let's face it anything has to be better than last year) to help with entrance.

June 17th/19th Bullet Run, organised by TRDC
Information here - http://www.trdrivers.com/the_bullet_run_2016.html

MORE ADVANCED DIARY DATES.....

July 9th – Drakes Broughton Show – contact Richard Durrant

August 15/16/17. TR Register IWE Lincoln show ground . NB if you are taking items to the Bring and Buy you MUST fill in a booking form for EVERY item you wish to sell. See TR Action for details.

August 18th. Colin Boother memorial run.

Our monthly meeting in AUGUST HAS BEEN MOVED TO TUESDAY 23RD (Fleece have double booked)

August 29th . Pershore Plum Festival - Booking forms are available from Andrew Racey at any CVTR meeting

September 18th Sudeley Castle Classic Car Show. - We will need to pre-book cars, again through Andrew Racey

September 30th – Curry Evening at The Shunarga – contact Richard Durrant

SUPPLEMENT
YOU WANT WHAT MOVING?





Better not hang around then!



And find some big equipment



ENGINEERING & ARCHITECTURE / FACEBOOK
How Big Is This Hydraulic Excavator

Andrew Racey, Ian Brown and Richard Durrant

STOP PRESS – CVTR new event shelter :-

Now purchased, and Andrew Racey has been trying to get it up in his back garden again.....the event shelter that is!