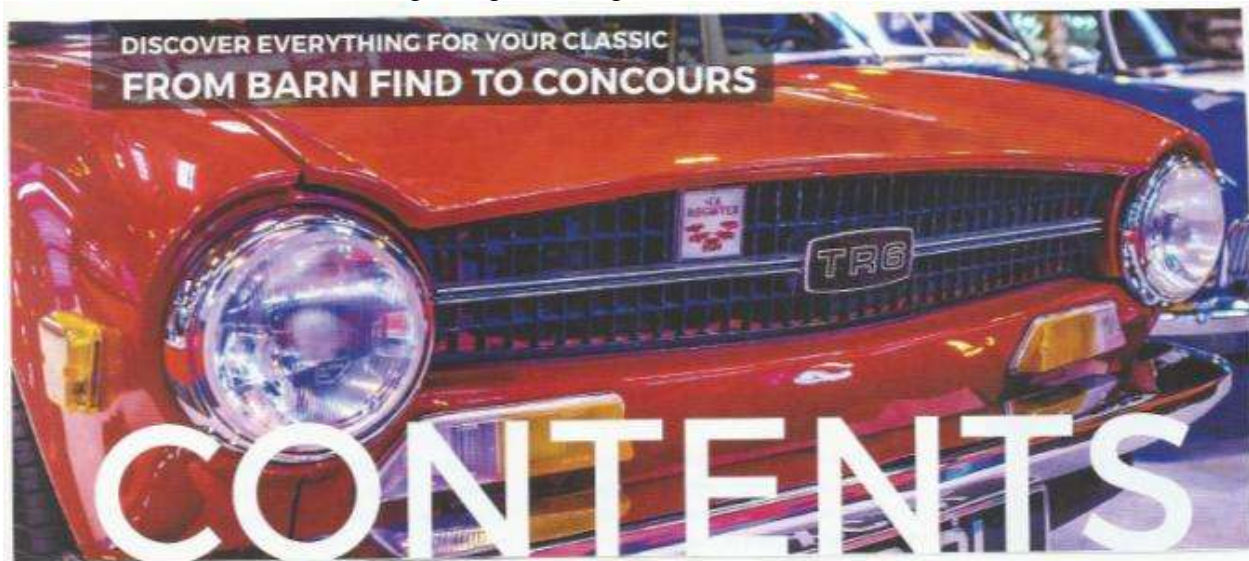




COTSWOLD VALE TR **NEWSLETTER APRIL 2017**

At last, the sun has got his hat on for a few days, but that hasn't stopped any of the events on the CVTR calendar, starting with the Practical Classics Restoration Show at the NEC, followed by the TRaditional CVTR Sunday Lunch, and the FBHVC Drive it day to name but a few things that have been and gone this month. You can read the various reports below (or jump straight to future events if you fancy), but I thought I would start this missive with an extract from the front pages of the NEC show guide – they could not have picked a better image or club to open events, a red TR6 with a TR Register grille badge (of course I am biased):-



So put the kettle on, break out the chocolate HobNobs and put you slippers on for a few minutes and check out April's activities.....

31st March, 1&2nd April Practical Classics Restoration Show – NEC



I guess we have all been to a number of similar shows, but for some reason I enjoyed this event more than most. We started off by gathering together for Alf, Richard, Keith and myself to be chauffeured to the NEC (kindly offered by Alf). Keith had his usual list of stuff he wanted to buy, Richard was armed with a list of book dealers he wished to visit to evaluate the financial status of his "collection/library", and Alf and I just turned up to check out the show and the exhibits. The first thing that greets you on arrival is the £12 parking fee at the NEC, which is a bit steep if you are visiting on your own, but shared between our driver and passengers is pretty reasonable, and at the same time Alfred produced the advance purchase tickets whilst we each provided the necessary folding stuff in return payment.

Walking in from the car park was entertaining in its own right, HERO had lined up an assortment of rally cars outside of the entrance:-



First stop was the TR Register stand for coffee and refreshments:-



Image posted on facebook after Thursday set up.

And the first car we saw on the stand was a TR4AV8 belonging to our very own CVTR member - Dave Roberts!



Flanked by two out and out track cars.....



Jon Dumelow's Supercharged TR4 (road & track)



Rally TR8 campaigned by Alastair Flack

The theme of the stand was modified cars, although there were a couple of other exhibits on the stand, including this TRR members TR6 currently being rebuilt by TRGB.....



Which sat in the middle of two cars celebrating anniversaries this year, the TR3A and TR5



The customary TRR hospitality was capably supplied via the auspices of Andy and Lyn Marshall, and so the intrepid four set out to look for rare parts and spares, to admire the skills and workmanship displayed in the completed exhibits, and wonder at the imagination (sanity) of those undertaking some of the displayed projects (see the barn find section below.....)

The first car we came across was very well presented, in the guise to which it possibly deserved:-



(joking apart – this looked a very easy and worthwhile project)

And if the owner was to consider a turbocharger it would be interesting in the wet!



Anyway, we soon stumbled across the barn find section:-



(I meant the car, not the poseur)

So killing two birds with one stone, here are the Austin 7 exhibits from the barn find section and the A7 Club adjacent:-



And so it was back to the barn find section, which I thought was amazing!!!!!!!!!!!!!!!!!!!!



Rolls Royce covered in lichen



Leather and wood in great condition, more than can be said for carpets.....



Jensen FF Interceptor



Marcos 3 Litre



Sunbeam Alpine



Legendary Audi UR Quattro



MGA (rhd!)



And this E Type was up for auction

Whilst browsing around the straw bales and cars, this chap was meeting and greeting his fans.....



Isn't it amazing how the reputation of the CVTR newsletter has spread!

Thankfully there were no TRs in the barn find section, but we did spy a couple of early North American imports on sale:-



An early 3A and a very early "long door" TR2

And a nice lhd TR7 that looked “ready to go”



One of the recurring stories around the show concerned a statement by Ed China that he was parting from the popular car show, Wheeler Dealers, leaving the “non spanner man” Mike Brewer with a problem as to who might be capable of following Ed on. Someone came up with Ant Anstead, late of a classic car show “For the love of cars”, with Phillip Glenister, and himself a major and talented restorer of rare classics and creator of some special vehicles. Here he is doing one of many interviews:-



(Personally I think Ant Anstead and Ed China would be great.....but that's TV business!)

Looking around the show, we came across yet another barn find, maybe from the younger generation



And talk about starting young, how about this for a “toy”:-



If that was a toy, consider how hard it is to change a tyre on its daddy:-



There were some iconic competition cars from the past, including this Capri 31 GXL driven by Roger Clark on the 1973 Tour Of Britain, latterly driven by Tom Walkinshaw to victory in a Gp1 Production Car race, in 175bhp form, beating BMW and Opel along the way:-



Representing Opel on the stand adjacent to the Capri was this lovely Manta



And just to show there was something for everyone, the Volvo stand featured an Amazon restoration (where were you Andy Canning?)



So after viewing almost every nook and cranny for parts and books, Keith had bought very little, and Richard had revalued his library yet again! Alf and I took the simple approach and enjoyed what was on offer. Soon it was back to the TR Register stand to say goodbye to the crew, and I can honestly say this was one of the most enjoyable shows I have attended at the NEC – lots to see, lots never seen before, fresh presentation, and all within a comfortable days enjoyment. Thank you Alf, Richard, Keith, Dave G, Dave R, Gareth, Mike H, and the other CVTR and TRR members for another great day out - cars may be the glue that binds everything together, but people are the structures.

“See you next year!”



At the Practical Classics Awards dinner that evening, the TR Register won the Best Website category. The award was collected by Wayne Scott, and he is pictured here alongside other TRR Directors and employees



L-R Mick Forey, Dave “no legs” Burgess, Wayne Scott, Jon Dumelow, Alan Westbury, and Sue Bell

Ian Brown

9th April, Sunday lunch at The Green Dragon.

What a fantastic sunny day at our April Sunday lunch kindly organised by Linda and David Gillespie at The Green Dragon at Sambourne. An excellent meal , served by very helpful and willing staff (yes that does include the landlady herself) . A full house with 29 sitting down for one of the best pub meals I have had for a long time. We had 9 TR,s and 1 Triumph Vitesse in the car park.

Gathering of the clans



(looks like Dave had a very long drive from his house!)

Two very animated ladies



Ted in his element!



Keith and Gill arrive



Alf couldn't decide which white line to park parallel with. So choose neither.



Waiting for food. Good to see Rob King out and about.



David in deep listening mode



Phil and a Mike Parry discussing the latest missile crisis !



Many thanks especially to Linda for her Stirling effort yet again. We will return - hopefully.

Andrew Racey

APRIL 23rd – FBHVC DRIVE IT DAY



Well what a turnout 34 members, in an assortment of cars, including Dave Lees 1100, Gareths Vitesse, and Bob and Rose Heppel in their MG, joined us at the top of Fish Hill for a drive through The Cotswolds.





Welcome to new members, Colin Gibson in his TR3a , Lawrence McCarthy in his TR3a,



a welcome return to Mike and Sue Hocking.



Dave and Lorna Newberry joined us from afar along with Robin Fountain in his couldn't be missed bright orange TR8 with a super engine.



Brian Wiggins rebuilt front and back end TR6 also looked good for its first outing since rebuild (see later in this newsletter)



Alan Wilding arrived slightly late as he had forgotten his “blue badge”! (Bea points out the error of his ways!)



In fact Alan was not the only CVTR member who ignored the rules that day – see later in this report....

So we set off towards Stow with all cars in a convoy , what a super day , sun shining and the roads clear. We managed to get all the cars through Stow and onto Burford to The Garden Centre. A break for lunch where some of the cars left us and others joined us.



All 6's and 7's?





There was an amazing collection of vehicles at the Burford Garden Centre, indeed one of our most esteemed members took a fancy to some Gallic transport.....



He would not have got very far with a garden bench acting as front bumper!

A couple of motor bikes were spotted, one with some excellent heritage



Not sure about the trailer behind the bike!

Talking about bikes and trailers, how about this CZ150 that was for sale????????



.....or a Morris 1000 pickup with a piano on board?



And a film star attraction in the shape of this buggy, which I couldn't resist trying out.....



.....and then Keith pointed this out!!!!!!!!!!!!!!!!!!!!!!



Ooopppssss – I must have forgot my spectacles!

Phil Barnet and I wondered back to the car park, allowing the shoppers to marvel at the prices in the Garden Centre....., and we came across this beautiful XK120 parked near the TRs, naturally we went to have a look.....



And we got chatting to the owner.....and would you believe what a small world this can be, it turns out that the car is looked after by Glen Hewitt at Protek! The owner knew all about the Jabbeke car MVC575 and its recent restoration. Anyway, it looked like the chap had had a slight mishap with the paintwork on the nearside wing – “a bicycle” he said, yes, “it fell off my garage wall!” ---- OUCH!



Pretty soon it was time to go, so an orderly exit was organised



And we were on our way (via a garage for Gareth to fill the Vitesse).....

Onto the second part of the day with a short run to John and Yvonne Walkers who had provided a fantastic sandwich and cream tea feast.....



Their grandson had made a splendid job of mowing the paddock where we ended up parking about 19 cars. Gareth's Vitesse was joined by Dave Lees Austin which was also joined by Andy Cannings (and Ted) Volvo. Plus of course Bob and Rose Heppel in his MG .

Glavon members also arrived with three cars. I don't think John or Yvonne had ever seen anything like it before. 22 cars parked around the back of their house. Wow they really did look great especially with the run shining.

Onto the important part of the day, tea and coffee on arrival with eager helpers from the family, followed by a magnificent selection of sandwiches , scones with jam and cream (or is it cream and jam), fruit cake and cream sponges etc, tea cups constantly refilled and some even ventured onto Sangria. Our hosts did us proud and on behalf of all who attended and were made to feel very welcome a huge thank you to John and Yvonne and their family team.

Gareth arose to thank our gracious and generous hosts and the trip organiser



The weather, cars and members (well some of them) were all on top form for a great day out, and our hosts and their family did us all proud!

Andrew Racey and Ian Brown

PS - I think Andy was a little premature at John and Yvonne's with an entry the "Bring and Buy"



DRIVE IT DAY DURRANT STYLE

A morning run across the Cotswold escarpment starting at Fish Hill near Broadway and finishing at Burford Garden Centre for lunch was followed by afternoon tea laid on by Yvonne and John Walker at their beautiful home near Witney.





Ted came too...



Rose drove all the way there in their magnificent MG TF 1500....and all the way home!!



GL made a short speech thanking John and Yvonne for their hospitality, and Andrew Racey for organising yet another splendid day out...



....and was woken up by the vocal approval of his audience...



Don't forget to sign up for Andrew's outing to Coventry Motor Museum next month....!!

Richard Durrant

Alternative Venue on Drive It Day

I waved to Ian Benfield driving his TR5 whilst on our way to the top of Fish Hill, and I know Terry Smith was also in attendance at The Fleece for the launch of the Asparagus season. The event even made the local TV news.....



Well done Ian, Terry and the owner of the saffron TR6 for keeping the TR flag flying at the Fleece!

Hang Over From Last Month's Events:- Silverstone Classic Press Day, 23rd March

Dave Gillespie and Dave Roberts were flying the TR Register flag at this year's Silverstone Classic Press day, perhaps he was hoping no one would notice? However international coverage on both the TR Register web pages and in TR Action proved that at least some people spotted his activities..... (ask Dave G about his ride in a 1000bhp De Tomaso!)



50 years of TRs.....

Celebrating the TR5 and TR3A this year, Dave's car was highly desired for this very prestigious event. Dave Burgess arrived in his TR5, with David Soloman and Iain Paul arriving in their cars to complete the TR representation.



Having enjoyed a similar experience two years ago, I'm sure everyone would have had a very enjoyable day!

LETTERS TO THE EDITOR

Dear Ed

Possibly the most useful flowchart and diagnostic diagram we might ever need.....



Dear Ed

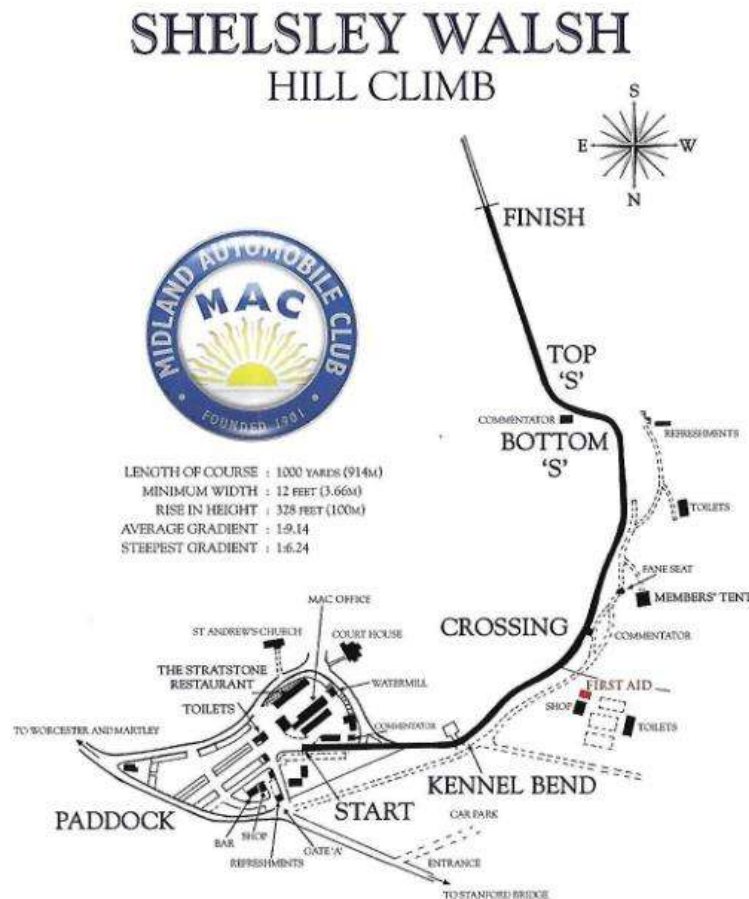
I thought you readers might appreciate this useful chart detailing bolt/"special fasteners" varieties and applications:-



Ian Brown

COMPETITIONS SECTION

Organised by the Midlands Automobile Club, this is a **NON-COMPETITIVE UN-TIMED** (unless you just happen to have a stop watch or camera on board) day for MAC members and their guests.



4

A wide variety of cars (85) were registered, meaning that most managed to have at least six runs up the hill, including three TRs....



Dave Roberts

Tim Walker

Richard Durrant

.....and.....



...and in the lawnmower class....



Tim was in the second batch...





Tim's on board camera....
Waiting for green start light



Approaching Kennel Bend



Approaching Crossing



Through Crossing and heading for Bottom 'S'



Approaching braking point for Bottom 'S'



Bottom 'S' – Clipping kerb –(not recommended!)



Approaching Top 'S' – (Avoid drain on right!)



Finishing straight with end in distance – (V8 advantage!!)



.....but on returning to the paddock....



That's what comes of cutting the top off the oil pressure sender switch to give clearance for electric water pump -----!!!!

Messrs Heath and Robinson called in. Switch removed, tool boxes emptied. Screw in hole in switch, Araldite derivative applied, back on engine. Job done and back on the hill!



Post Script: When Tim got home he replaced the switch with one from another of his engines, so, apart from being leak free there is now an oil pressure warning light....!!

Dave was in the third batch....



....and made his way up the hill with no problems...



I used my runs as practice for future competitive events – fortunately with no offs!



(no off's or rolling forward in the start queue this time!)

This run wasn't too good though, as I was carrying ballast – naming no names...!!!

Tim and Dave managed to squeeze themselves (individually!) into my car for a run, and I was quite relieved that I didn't have to remove the hardtop to extract them!! I had a trip with Dave to sample V8 propulsion, but wasn't able to join Tim as I would have missed one of my solo runs. One to anticipate in future!

A well organised and marshalled day with no incidents – amazing, considering some of the cars and driving styles.

Good for the adrenaline and great fun. Next one in September – you should try it!

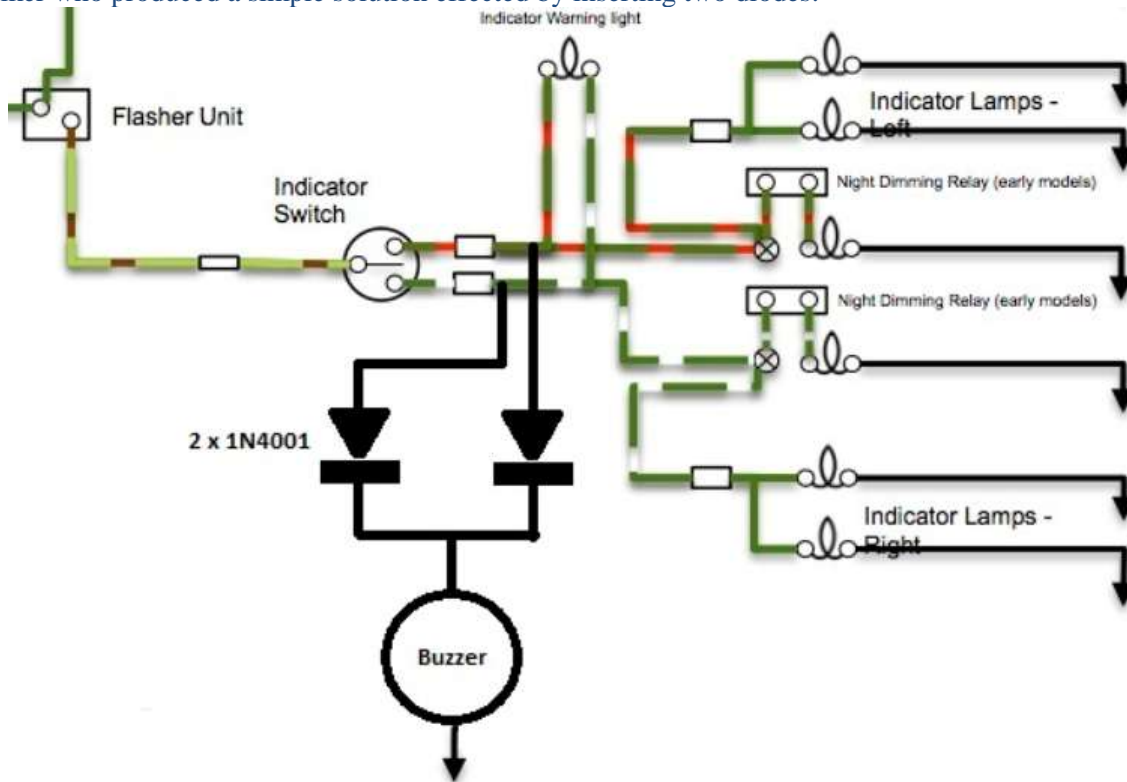
Richard Durrant

TECHNICAL SECTION

Judging by the entries submitted for this month's newsletter, nothing much is happening within you garages, so I feel obliged to report a few more jobs I have ticked off the "roundtuit" list on my 6.

The first job was one I had intended to do many months ago, but for two reasons I had put it off until now – ie fitting a buzzer in the indicator circuit to inform me when the indicators had failed to "self cancel" (a pretty frequent occurrence with a barely visible lamp in the speedometer and a silent flasher unit):-

- The job entailed wiring under the dashboard, so the doors needed to be wide open – and the weather wasn't good enough, nor my garage wide enough to do it indoors
- My technical skills with electricrery were lacking when it came to wiring it in, step forward our own guru Tim Walker who produced a simple solution effected by inserting two diodes:-



A simple 12V buzzer (similar to a reverse alarm buzzer) was purchased, along with 10 diodes (minimum order quantity, and Tim had kindly offered to supply them after I had bought them – anyone need a couple of 1N4001 diodes?)

Fitting it all proved very easy, the switch assembly had bullet connectors where it joined the loom, and there were spare ports for an additional connector on both left hand and right hand sides, so the "power/feed" side to the buzzer was sorted, and the earth side also proved easy as the previous owner had fitted a double power socket on the passenger side, so the earth used for that fitment was utilised for the earth from the buzzer.

It all works splendidly, now I just need to try it under varying driving conditions - with the roof down to ensure I can hear it!

The second job I tackled, again needing both doors fully open, was to change the wing mirrors from the fancy chrome bullet type fitted when I bought the car, which had proved totally useless as there was insufficient adjustment for me to actually see what was going on behind me.



Having checked the original fitment options, and looked around what owners were actually using, I bought a pair of satin black Tex mirrors and prepared to tackle the job.

Removing the door cards was pretty simple, although dismantling the window winder and door handles was a bit of a challenge – arranging escutcheon, spring and handle in the correct position to enable the pins to be removed was a fiddle! Once the door cards were removed, the problem of removing the two bolts fixing the mirrors to the door was a real agility challenge for my socket set, universal joint, and ratchet spanners. Eventually they were removed and the new fixings for the Tex mirrors offered up (two fitting options were available, one of which has proved ideal for my purposes). Fortunately the doors already had an extra hole in almost exactly the correct position, seems like a previous mirror fitment was almost exactly the same as the Tex mirrors I had bought.

One of the holes needed slightly easing to allow the new bases to fit, and at that exact moment, Andrew Racey appeared and having looked at what was needed, disappeared for a few minutes, returning with a round file – perfect. “Make sure you mask up the adjacent paintwork” said Andrew. Prudent observations as within two seconds the file slipped out of the hole onto the masking tape – a very close run thing!

Less than a minute later, everything lined up and both mirrors were easily assembled onto the new bases. Sight lines were checked and all was in order, so I started to refit the door cards. Both door cards slipped into position very quickly, and pretty soon the driver’s door was replete with handles and window winders.

Unfortunately the same could not be said for the passenger side! The door handle was relatively easy to replace, but a bit of a tussle holding the spring and escutcheon plate back as far as possible whilst aligning the holes in the handle and inserting the pin. If fitting the door handle put up a bit of a fight, the window winder was almost impossible to reassemble, and after two hours trying, my aching fingers had cried enough, so I left it for a day or two.

Not wishing to be beaten by such a simple task, I admit I eventually discarded the spring and managed to get everything aligned many times, but could I get the pin in.....no chance!

I tried long nose pliers, a magnetic rod, magnetic screwdrivers and almost anything else that might remotely help, none of which did!

Eventually, with the help of my knee, fingers, flat blade screwdriver and spring removal, the classic car gods intervened and everything slotted into place – what a relief! So if anyone queries why a garage may charge lots of money to swap mirrors, if they have the same problem as I did, you will know why it can be expensive!



So now I can safely see what is happening behind me, and stop frustrating other drivers with incessant indicators!

Ian Brown

Late submission from Brian Wiggins:-

Finally got there in the end!

The winter programme didn't start until the end of Jan but finally I finished the overhaul of the front suspension on April 22nd followed, within the hour, by an MOT pass! Something in the order of 350 parts removed and either replaced, refurbished, replated or powder coated. New bushes all round together with new discs and lowered springs. Many thanks to David Gillespie for his invaluable time and tools in removing a very stubborn bolt and fitting the new bushes into their respective wishbones!



(nice improvements!)

AND seen recently at Redditch Shot Blasting when I took my parts in - Do you know what this is?



....my curiosity was aroused! It is in fact the tub of an Austin Healey 3000 which is the only body section not currently available. For that reason it's worth preserving so it might look a mess but apparently it's easily repairable! The subframe is a new chassis so it's well on its way!

And whilst I am in the groove writing for the newsletter:-Hands free motoring! This is not a 'google' Images photo but one I took whilst in Tehran on the 1st March! The driving is insane but amazingly there are thousands of what we would recognise as Hillman Hunters running around as until recently they were built locally as the 'Paykan'.



Brian Wiggins

Together with this entry from Tim Walker:-

Hi Ian

I mentioned to Mr Durrant you were making an indicator warning buzzer and since he's only used to valves and not modern electronics I offered to make one for Megs TR7. I managed to disassemble a buzzer and fit the diodes inside, see attached pic. The red wires go to left/right indicators and black to ground.



Cheers

Tim Walker

PS – these are easily available from China at £1.50 each inc p&p, in a choice of colours:-

LED Flash Alarm Indicator Signal Warning Light Lamp with Buzzer 12V24V220V uk



(Ed - Now he tells me!!!!)

CVTR Monthly Meeting March 2017

Andrew chaired the meeting with 20 members in attendance. Apologies from , Gareth, who at short notice had to stay in London, Meg and Richard, Phil and Sandy and Brian Wiggins. Nick and Jayne. Also welcome to Paul Hogan our Group Chairman.

May 16th. Our trip to Coventry Motor Museum has been confirmed .

We are allowed to park in front of the museum. A convoy will be organised for those who wish to join it, or meet up enroute . We plan to meet at the BP petrol station at Alcester (McDonalds and a Premier Inn) at 9.45 am to depart promptly at 10.00am . Some of you have decided to meet us there and have the details of exactly where it is, J1 off the Coventry ring and it is brown signed.

May 21st Sunday lunch. NOTE DATE CHANGE .

Something a bit different. Hopefully you will have read the details of this event in a separate note sent out by Gareth. But for those that haven't , we plan meeting at The Three Ways Hotel at Mickleton for a Chocolate Treasure Hunt followed by a Sunday lunch. Meet up at 10.45 for coffee/ tea and biscuits prior to a 16 mile drive (stay in the car) on a Treasure Hunt seeking answers to clues. Return to the hotel for a two course Sunday lunch of main course followed by puddings. Then presentation of awards to winners . Cost £23.50 all in . Please confirm to Andrew if you are able to make it. andrewracey1947@gmail.com or phone 01386 765523.

May 24th. CVTR at The Fleece .

Guest speaker. An illustrated talk on SS2 Thrust, by Glynne Bowsher chief designer. He will start around 9.00pm for about an hour plus questions. Therefore we will START OUR MEETING AT 8.00pm .

May 25th. Prescott ERA talk and evening meal.

A chance to meet "Mac " Hulbert and the story of the famous R4D ERA. boasts 350HP weight 700gms with 0-120 in 12sec. Starts at 6.30 with supper . Phone 01242 673136 £20.

June 11th. Sunday lunch at The Carpenters Arms at Fulbrook . OX18 4BH.

New venue to CVTR , basically through Stow and onto Burford . As you come down the hill into Burford from Stow there is a sharp left hand bend then a mini roundabout prior to the traffic lights at the bridge. Turn LEFT at that mini roundabout onto the A361. Pub is on right within a mile. Andrew will organise a convoy if people want to meet at the top of Fish Hill at 11.15. Meanwhile please book with ydgwalker@hotmail.co.uk

Andrew Racey

FUTURE EVENTS **CALENDAR 2017**

Advance notice -- Mike Hill has confirmed that Statfold Barn Railway is booked for June 10th. Further details will be issued at the May meeting.

Also Phil Blake is hoping to organise the Clay shoot around September for those who have expressed an interest.

April

28/29th, Donnington Historic Festival.

28/29th, Welsh weekend

30/1st, Stratford motoring festival.

May

13th/14th Bidford Classic Cars

16th COVENTRY MOTOR MUSEUM TRIP
CONFIRMED DATE

(contact Andrew Racey, andrewracey1947@gmail.com)

21st – Sunday Lunch – see above

24th, CVTR meeting at The Fleece – SEE ABOVE ref

Talk by Glyn Bowsher (Thrust SSC2 Chief Designer

25th Prescott - ERA talk

27th, La Vie En Bleu -Prescott.

27/28th, Ragley Hall transport show.

29th Bidford Wings and Wheels

June

3rd Birmingham Group Concours

3rd/4th Coventry Motorfest

10th, Statfold Barn Railway Visit, see above.

11th, Sunday lunch. Carpenters Arms, Fulbrook, John and Yvonne Walker organising. (see above)

11th Toddington Classic Cars

18th, Standard Triumph Marque day .Santa Pod.

Northampton

24th Feckenham Show

25th Hampton Ferry Car Show



24/25th, Flywheel Festival - Bicester Heritage Centre.
28th, CVTR meeting at The Fleece.
? Asparafest

July

7/9th, IWE Malvern.
15/16th, Shelsey " Classic Nostalgia"
15th LMA Cosford Air Show
16th, Sunday lunch (NB week later than normal because of IWE) Possible event at The Fleece, to be discussed at CVTR meeting.
16th TRDC Burford House Invitation
26th, CVTR meeting at The Fleece.
28/30th, Silverstone Classic.

September

2/3rd, Lakes tour.
2nd Peopleton show.
8/9/10th, Goodwood Revival
10th, Sunday lunch. Chequers at Crowle , Gareth Davies
10th Toddington Classic Cars
27th, CVTR meeting at The Fleece.
29th, Curry night - Pershore - Richard Durrant
30/1st, October. American w/e Prescott

November

4th, TR Register AGM Location TBA.
10/12th, NEC classic car show.
12th, Sunday lunch Thia Emerald Evesham Tim Walker
22nd, CVTR meeting and AGM. at The Fleece

August

13th, Sunday lunch at The Coal House , Apperley - Andrew Racey.
17th, Colin Boothe Memorial run. Phil Blake/ Alan Wilding
19th/20th Tewkesbury Classic Car Show
23rd, CVTR meeting at The Fleece.
28th, Plum Festival- Pershore

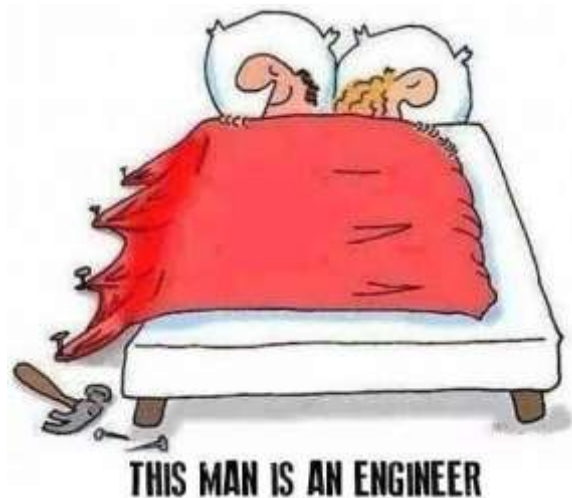
October

8th, Sunday lunch – Brian Wiggins
8th Malvern Classic Cars
18th Autumn Leaves Run – Brian Wiggins
22nd, Stoneleigh Autumn show.
25th, CVTR meeting at The Fleece.

December

December 10th CVTR Annual dinner and awards night at Dumbleton Hall - Bob Heppel.
December 12th Birmingham Groups annual Quiz night.

SUPPLEMENT A FEW CHUCKLES





Well the weather threw a wobbly during the week of our meeting, snow, sleet and hail stones – which idiot said that the good weather was here?

The calendar for 2017 is filling up, please check for events you may be interested in and let the organisers know – and if the organiser isn't named, please let Gareth Davies know.

Polish out, tops down and enjoy.....

Andrew Racey, Ian Brown and Richard Durrant