



COTSWOLD VALE TR **NEWSLETTER MAY 2018**

Apologies if the newsletter is a bit later than normal this month, I've been away for a few days looking for some sun. Not that we needed to look so hard this month, we have had some lovely weather.

The season is really getting into full swing, and following the trend of previous years, the number of events on the calendar continues to grow, spoiling everyone for choice.

Thankfully the inclement weather subsided in time for the afternoon tea at John and Yvonne Walkers, and those attending enjoyed a lovely afternoon consuming sandwiches, pies, and scones, washed down with tea and coffee, see below for more information – Thank You John and Yvonne!

However one casualty this month was the Sunday Lunch, which, due to lack of interest and support, was cancelled. Alan Wilding has put quite some effort into organising it, but only four people registered their interest, hence the cancellation. The Cotswold Distillery trip is now fully subscribed, thanks to everyone for their support (and Gareth for reminding everyone), fingers crossed the weather provides suitable motoring conditions.

You will see from the future events section that there is a plethora of stuff on the calendar, if you are interested in attending any of them, please let the organisers and Gareth know. Lots of effort goes into organising this stuff and if it is not supported, it is most likely it could be cancelled.

April 29th - John and Yvonne Walker - afternoon tea at their home. With a **BONUS VISIT** – John's brother and fellow TR owner, Robert, opened his engineering workshop for those interested.

28 people turned up from CVTR and Glavon to enjoy afternoon tea, complete with sandwiches, cakes and lovely scones..



Nice line up of Galvon TRs



CVTR line up - 1 TR4A (thanks Gareth!), a mini, Volvo estate, Austin 1100, and an Audi A4

Robert parked his lovely TR6 outside the front door



And the more energetic used an environmentally friendly mode of transport



As luck would have it, the Azerbaijan GP was being shown in the afternoon, and Bob Heppel spent all of his time avoiding the TV and any commentary as he had recorded it to enjoy later.....

At the conclusion of the race, Andrew Racey came in to describe an absolutely incredible finish and that Hamilton had won – Bob was not impressed.....

It was a lovely afternoon, once again, and through this newsletter we would express our thanks to John, Yvonne and their family for their excellent hospitality.

All too soon it was time to leave, which turned out to be easier said than done for the Glavon members, several that had got stuck with the wet grass were pushed out by willing volunteers.

Those that went to Robert's workshop were very impressed; Jane Canning recognised a cam shaft, an engine block and even a honing tool (great training by Andy!) Thank you also, Robert, for your kind hospitality.

Andrew Racey

On Sunday April 29th Yvonne & John Walker were hosts for afternoon tea at their lovely home near Finstock but prior to experiencing their usual hospitality and home made delights many of us benefitted from an invitation to Rob Walkers (Johns Brother) workshop near Witney where he showed us around a neat and organised engineering business that he runs which includes contracts for reboring services,cylinder head machining ,valve seat installations and general engine parts machining.Robs business seems to bring some very important customers at times and his skills are further proof of the talents hidden away in our small Business Parks up and down the country.

Also on the visit were several long standing Glavon Group members who actually out numbered us somewhat and while the gents were perusing the milling equipment the ladies retired to the office for a cuppa and a warm as believe it or not the weather was not inviting even though the month of May was knocking on the door.

The time eventually came to close down the shutters and all head for the comfort of Yvonne and Johns but as we were all leaving the Park I spied an Austin 1100 (or is it a Morris?) approaching, yes it was Dave Lees and Jenny hoping to catch a glimpse of the workshop but sadly the only the inclusion for them in that part of the day was to join the procession of cars to the afternoon tea and I have have to admit trying to find Robs workshop without a SatNav is a little daunting but I'm sure there will be another chance to look around some time in the future.

The second half of the afternoon was a fair gathering of TR friends enjoying the fruits of a lot of hard work by the Walker family but I'm sure that will be detailed elsewhere in this Newsletter.

Andy Canning

May 5/7th Welsh Weekend - Traws Cambria

Preamble:- if you wondered how much time and effort goes into writing these reports, this covering note from Keith gives some idea of the trouble he went to – maybe even enough to excuse him an entry into the 2018 dip stick award?

Ian:-

Managed to burn the midnight oil to put together something on the Welsh weekend. Had another attack of gremlins which delayed things a bit. This time the front door lock on the house was stiff. Took the lock off to discover that the spring in the door handle had also broken. Managed to fix that despite next job - the trip socket in the shed also packed up so had to use extension lead on another socket before drill could be used. One thing after another as you will read in the attached.

TRAWS CAMBRIA 2018

Things began well enough – checked the car over on Thursday – everything working as it should. Friday morning though discovered that the battery had given up the ghost overnight. Wouldn't hold any charge at all so rapid trip into Evesham to get a replacement. Halfords not open before 9am so went to H&M instead. They only had 2 batteries that might do the trick except one had terminals opposite way round so now only one choice. Back to Halfords where despite saying my car wouldn't be on their database (we can find any car sir), they discovered that "it's a Triumph". Well a search along the shelves only found a 35 amp hour battery (which they recommend for a TR6). So back to H&M, where I got the 55 amp hour battery for £30 less than the smaller one at Halfords. Back home and new battery fitted, luggage thrown into boot and off we went only to turn round halfway to Evesham because we had left the boiler on. Off we went again. Gill had telephoned Pat Widmer to tell her we would hopefully meet them in Rhayader for lunch.

Well every set of traffic lights was on red. That coupled with joining a convoy of fairground lorries and another convoy of camper vans and several tractors meant we decided to skip the coffee stop en route. However we did arrive in Rhayader on time for lunch.

Then we were off to Aberystwyth in convoy to the hotel. There Keith discovered that in the rush he had forgotten to pack his razor so developed a bohemian stubble over the weekend.

Saturday:

Everyone gathered in the hotel car park.



And our man from Poldark made an appearance...



Then it was the briefing from Anthony Davies of the Welsh group and we set off on the Saturday run. This is where Friday's gremlins reappeared. As the cars in front sped off up the hill we decided that they were going the wrong way – so back to the hotel, re-zeroed the trip on the odometer, and off we went again. By this time the other cars had disappeared. We carefully followed the instructions and after about 5 miles a spectacular view of Borth opened up before us. We could clearly see the ancient submerged forest as the tide was out. The sun was shining and the beach stretched away into the distance. I dwell on this vista since as we shall see, we were the only ones to experience this stunning view. As we descended the hill into Borth we just happened to read the top of the page of instructions. There in capital letters– SUNDAY SOCIAL RUN ROUTE. Ooops – today is Saturday. Never mind, a quick look at the map and we could take a short cut across country to Devils Bridge and maybe we could join the others without anyone noticing. At Devils Bridge we re-zeroed the odometer and from then on just added 11 miles to the Saturday route. However all the others had long gone and we had the Elan valley all to ourselves. Still at least we could stop and admire the view...



By the time we arrived at the Elan Valley visitor centre the rest of the CVTR contingent had finished lunch. What happened they asked – did you break down? “No” we said – but the Sunday route looks good!

Someone then decided that the alternative mountain route back would be good. Sensibly, we let Pat and Alf lead the way followed by Lesley and John.



But the gremlins had now infected Alan Wildings car – his horn kept sounding for no apparent reason. I later fixed this in the hotel car park (and for bonus fixed his boot lid catch as well).



We were then joined by John and Yvonne and Rob and Jane.



Saturday evening we all attended the evening meal at Y Consti at the top of the cliff railway. By now the sea fog had closed in so we couldn't see the views from the venue.

CVTR were the most represented guest group with 7 cars (13 people plus Cat). While waiting on the promenade for the transport back to the hotel, a police car slowly came towards our group, had a good look, decided we were probably too old to pose a risk to public safety, and drove slowly away again.

Sunday:

On Sunday we were careful to follow the correct route! As we crested the hill just before Borth – no view of the sea at all. The sea fog had rolled in and we couldn't see anything. However as we pointed out to the others – it had been really good on Saturday, shame they had all missed it!

Once inland the fog lifted and we had spectacular views over the hills:-



Lunch was at the Riverbank café in Tregaron where we were entertained by two of the three members of the local folk band Brenig. <http://www.brenigfolk.co.uk>

On the way back to the hotel some of us visited Cors Carron Bog nature reserve where we saw a cattle egret. (Alan was convinced it was stuffed because it didn't move at all).

Most of the CVTR contingent stayed on until Monday and went their separate ways home. The gremlins had now transferred to Lesley and John's car. However I managed to fix their boot lid catch as well.

We stopped off at Hergest Crest garden fete in Kington for tea and cake. We arrived home without any further mishaps.

Now looking forward to next time, maybe next year we should take the train instead!



Keith Brown

May 7th Bank holiday Monday . TR Register Regional day and Steam Rally at Gaydon,

Cancelled at short notice. It was a pity really as I had arranged to free up the Bank Holiday Monday and enjoy some different experiences at this steam event

May 13th Sunday lunch at The Boot - Mappleborough Green –

Cancelled due to lack of attendees

“Very disappointing response to the efforts Alan put in on behalf of CVTR for our regular monthly lunch date. After talking with a couple of landlords about hosting a lunch who didn't want to accommodate us,, Alan finally persuaded the landlord of The Boot that he should host between 20-30 for lunch. Unfortunately only 4 people- Alan and myself, (plus 2 possibles) put their names down.

As CVTR Social and Events Secretary who has the job of finding willing volunteers to organise lunch dates I feel we have let Alan down (who had a difficult conversation with the landlord when cancelling lunch) and apologise to him on behalf of the club. We try to find new venues and this time I am sure the landlord will not want to hear from us again.”

Andrew Racey

May 13th Standard Triumph @ Wroxall Abbey, Warwick

On May 13th we went to the Standard Triumph Picnic and Hog Roast. This was held at Wroxall Abbey, arranged by the Pre- 1940 Triumph Owners Club on behalf of the Standard Triumph Forum.



A great sunny day out surrounded by a wide range of Standards and Triumphs in a park-like setting. Adjacent to the rally field were a coffee bar, lunchtime pig roast and drinks bar all in a huge permanent marquee with permanent toilet block adjacent. The extensive gardens were there to be explored together with Abbey ruins, Church and full hotel facilities including another bar - all in all a superb location.

The event was free to all Standard and Triumph owners and attracted everything from 1920s Standards onwards. Many brought their own picnics and the whole event had a lovely, relaxed, atmosphere.





Triumph Gloria from the mid thirties. Its rarity is the flowing “Airstream” style bodywork- sloping fastback with teardrop mudguards. A beautiful shape, fashionable at the time and beautifully restored.



Standard Vanguard Phase 2s. They were styled in a transatlantic style to get exports at a time when car makers could only get an allocation of steel if they exported a high proportion of their output. Two litre four cylinder wet liner engine that sired the TR2- TR4 engines once the crankshaft was beefed up, so a TR progenitor. Sold as a “Ute” pick up in Oz. The estate version popular with the RAF and various service businesses.



Standard “Flying 12”. Twelve horsepower side valve with factory body. Chasing the aerodynamic theme, the “Flying” models had the radiator set to slope backwards rather than upright and a smooth sloping rear.



Triumph Roadsters from the early 1950s. (Known now sometimes as Bergeracs after the Channel Island detective series.)

Long and rather bulbous with a pair of “Dickey” seats in a compartment with transparent cover where the boot would normally be. The cover would hinge forwards and up to act as a windscreen and two seats would unfold from the boot area to accommodate two lucky passengers. Another US export market driven model before Triumph recovered their senses and launched the TR2.



Triumph Gloria Southern Cross Sports model from the mid 1930s. Coventry Climax engine with twin SU's. (This was from the time when Donald Healey was Triumph's Chief Engineer and more sporting models came to the fore.)

No gawpers- those present were all car enthusiasts with the time and interest to talk to you about their cars and clubs. It felt very much like a day time version of the Birlingham show. We met attendees from as far afield as North Wales though most were from the Midlands. Cat and Cluely were there along with many Midlands TR Register cars.

It made an interesting comparison with the International. On the down side no traders or auto jumble. On the positive side, all the facilities were provided by the Abbey for an all in cost of £500 and the volunteer labour needed on the day was minimal. Food for thought.

Other TR Register local groups were present and flying their banners - Staffs and Warks, Lea Valley and Coventry.....

And what better to bring up the rear than this shot of the Standard boot:-



Look closely and you will see that, like all early 1950s Standard Eights and Tens, while there is a door to access the spare wheel there appears to be no provision for access to the boot space.. Caption it “How do I get into the Boot? Answers to the Editor” (The answer is that on these cars the back of the rear seat was hinged and you had to thread your luggage in through the back door and then over the seat.)

Phil and Be Collins

Just to report for the newsletter that Gill and I 'tripped' along to this event after the CVTR Lunch was cancelled and a very pleasant way of spending a couple of hours it was too.



It was an all Standard-Triumph event to celebrate 95 years since the production of the first Triumph car in 1923. All models were welcome and total of around 200 cars turned up, many of which were pre-war and in pristine condition.

The Register was much in evidence by virtue of the attendance by the Staffs & Warwick, Lea Valley and Coventry area groups as well as individual members such as me! 'Cat' was also there as I believe was Phil Collins.



The perfect weather conditions and surroundings contributed to the relaxed and inclusive nature of the event which is well worth a visit should it be staged again next year.

Brian and Gill Wiggins

(Ed comment, sounds like this could be a contender for the Midlands Area Local Group Meeting!?)

Stratford Motoring Festival 2018

It was a blistering hot day on the first day of the Festival and as I walked into the square it was obvious that there was going to be a lot of variety in terms of marques marques and age of the displays so here is a few picture to look at.



Vespa Scooters and MG in centre



Maclaren, anyone got a spare £m



Lamborghini Super car, nice engine note



Panther Kallistas

Then I stumbled on my first TR but without driver – anybody recognise the registration number – and I also notice the police were out in force in their Jaguar XJS to keep me under control. Fortunately he was on his lunch break



Onwards and upwards into the crowds to see the 300 cars on display – zillions of people – so give it a miss if you do not like crowds but it was a great atmosphere to be in on a sunny afternoon.



Spot the cars on the High Street



Lines of cars and people (spot the TR6)



Guess the car (I saw so many!)



1950 Sunbeam Talbot 90 MK1

Even the Americans breezed into Shakespeare's town



Fantastic Buick



Cadillac with squatting man!



A cousin of Dave Lees 1100



Whose TR4 lurking in the shadows?

As I made my way into the villain's quarter I came across a couple of contrasting models



Del Boy's company car



Bentley Bentaygo – Army Style

Let's turn our attention to some British classics' to end the picture story



Austin Powers Goldmember Film Car



1950 XK150 Drophead

Which Aston Martin is yours?



2016 Aston Martin GT12 MAT – 6 litre



1957 Aston Martin DBR2 replica



Well I could fill the next 3 newsletters of cars from the 1920's onwards that were dotted among the millions of people. It's worth a trip if you can get parked and avoid the people!!

Gareth Davies

APRIL 25th - CVTR meeting at The Fleece.

Apologies from Ian Brown. Phil and Sandy Blake, Phil and Be Collins. Colin Gibson, Dave and Linda Gillespie. Ian Benfield.,and Andy Canning. We had 22 members at the meeting with 4 TR,s in the car park plus the 1100.

Gareth reviewed the previous four weeks activities - details of which are covered at the start of this newsletter. Big thank you to contributions of various articles this month from members.....!!!!

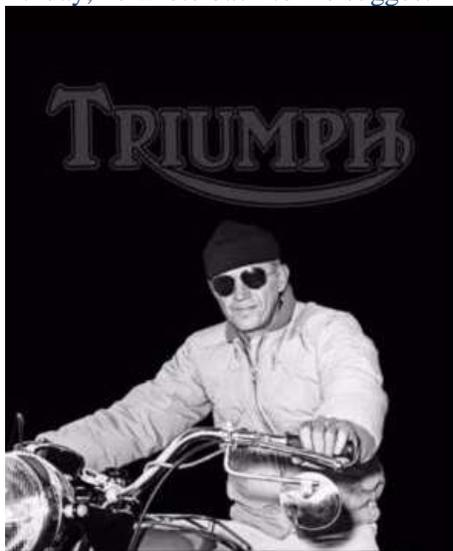
LETTERS TO THE EDITOR

Dear Ed

It was Phil Barnett's birthday this month, and he was spotted trying out a new mode of transport after spotting John Walker's lovely triumph in his garage (whilst enjoying afternoon tea - see above). Maybe he was contemplating treating himself for his birthday.....??????



So after sending the image to Phil on his birthday, he wrote back to me suggesting that this was the image in his mind:-



Steve McQueen riding his Triumph

Naturally the image conjured up in my mind was slightly different:-



Ian Brown

Dear Ed

Kineton Sports and Social Club Classic Meet



For those whose weekends are full of family commitments and other non car related activities a weekday evening run in ones TR or any other classic for that matter (when it is at least dry but perhaps not exactly balmy) is the thing to do, and this meet, the first Thursday of the month, from 6pm, is a very enjoyable venue and worth the visit.

The meet is for both cars and bikes, the cars have a large grass area and the bikes park on a tarmac surface in front of the Social Club, and unlike many such venues there are marshals that keep the lines straight and direct the modern motors to park elsewhere.



Triumphs.....



Richard Durrant version of pornography!



I like this Alvis and Norton



Phil Blake would like this



Who else has had a MK1 Ford Capri?



Gallic pace and grace!

The Club House is spacious, the bar has 3 real ale hand pulls together with the usual chemical offerings for those whose taste buds are failing them, (I suppose it happens to us all eventually). For those that attended the Purity Brewery trip, and enjoyed their offerings, will be pleased to note that Purity Gold was on tap at £2.70 a pint, (what a bargain), however I can take no responsibility should the selection of beers change over the next month.

There is a BBQ which again is reasonably priced and offers burgers and hot dogs, together with fish finger butties for those wishing to reduce their red meat intake.

Kinton is situated north of the A422 Stratford to Banbury road, the Social Club is south of the village and if you approach from the South via Little Kinton you can't miss it on your right hand side.

Dave Roberts

Dear Ed

I thought your readers would be interested in some images from the Saturday of the bank holiday weekend..... Sue and I went to Broadway in the morning, where we found the Ferrari owners club looking for revenge after their embarrassment at the Drive it Day Prescott Breakfast Club. There must have been 30+ cars parked up on the high street, including some beauties:-



If there was any sort of competition going on, the superbikes, Ducatti, Harley Davidson etc were lined up across the road



And as we returned to Evesham and walked down to the river to watch the regatta, I came across this scene:-



Flat bed pick-up truck, Ford Mustang, Harley Davidson and Triumph chopper on Abbey Road, like a garage from the American Mid-West!

Ian Brown

TECHNICAL SECTION

John Walker is making steady progress with his TR6 project, looks like the tub welding is well on its way, and the chassis is partly reassembled



COMPETITIONS SECTION

ISLE of MAN MANX MOTOR RACING CLUB April 2018

For the past twenty years, the Manx Motor Racing Club have been organising the Manx Classic event, held over three days on separate closed public road sections, with each entrant having two practice and two timed runs on each section. This year there were around 80 entries covering 18 classes from 1920s Bugattis to Porsche and Ferrari supercars – and of course the Austin Sevens!! Our marque was represented by nine TRs, including my TR4A, a Peerless GT and a couple of Triumph engined Morgans. There will be pictures of a lot of these lovely cars for you to drool over further into this report.....

Monday: We travelled cross country (4.3 differential good for getting off the line, but not good for cruising on motorways!) to stay overnight near Heysham before the ferry crossing.

Nice hotel - not naming it as Meg was served UNCOOKED sea bass, and I had a curry which looked (and tasted) like something that your dog had discharged but couldn't be picked up in a bag...!!

Tuesday: First on ferry at Heysham...



.....also first on ferry on the return, but this will be explained later!

Settled in to Palace Hotel and Casino (memory of self and Tom Boyd taking £300 from slots last year!)

Wednesday: Island tour to survey the three hill climbs: The Sloc, north of Port Erin on the A36, Creg Willey's, on the A3 section of the TT course between Ballcraigne and Cronk –y- Voddy and Lhergy Frissell on the A18 section of the TT course out of Ramsey, followed by registration, drivers briefing and scrutineering at the TT grandstand in Douglas.

Sam Browne's quick TR4



Sam looking demure





“Hooligan” Bob Barnard’s very fast TR4, Note the Austin Seven Chummy in the background. Driven from Gloucestershire by Paul and Chrissie Tebbett with members of the Bugatti Owners Club on a tour. Bob – who holds the record for The Sloc and Creg Willey’s – not being demure...

Strange car in the background....??



Tom Purves’ pristine and quick TR3A, Tom looking pristine himself, as usual...

....followed by Tony Browne’s almost full race Dolomite Sprint



Roger McEwen’s TR6 (Roger organises our events in the TR Revington/TR Register Sprint and Hill Climb Championship)...followed by local entrant Keith Redhead’s immaculate 3500 litre TR7 V8 - More on this later!

And your scribe's TR4A



Oh....and a nice Austin Seven Ulster....
(ed Comment – he couldn't resist!)



Thursday: First Hill – The Sloc 1.06 miles, average 1 in 14

Paddock at roadside in hedge:





Roger looking totally relaxed, as usual



Dan Smith's scruffy but extremely potent Peerless GT Pre 1968 Classics 1500 to 2000 Class winner



Jim Giddings' awesome 4.6 litre TR7 V8, and Robert Newall's beautiful 1.5 litre Buckler Pre 1968 Classics up to 1500 Class winner

The car I always wanted – another Austin Seven.....



BUT - but a genuine Mini Sprint



Local owner Adrian Kermode spent most of the time curled up in the car reading a paperback. Don't think he would be interested in a trade though!!

View from the top.....that's Wales in the distance!!



Bottoms Up.....!!



No that's not Sam Browne on the right.....

This is Sam



Durrant Support unit....!!



Results:- Pre 1981 Classics 1500 to 2000
Winner Tony Browne Dolomite Sprint

Pre 1968 Classics 2001 to 3000

1. Bob Barnard TR4
2. Tom Purves TR3A
3. Richard Durrant TR4A
4. Sam Browne TR4

Note: EXCUSE This is my first time on the Manx Classic, and all the others have been several times previously. At least I bettered my times on each of the four runs...!

Friday – Second hill. Creg Willeys.

Closed section of TT Course, 1.45 miles

The bikes come round a sharp right hand bend at warp speeds.....



fortunately not until next month.....

Paddock on footpath!



Tom Purves looking concerned – no need! Came second in our class again, and Tony Browne Undertaking essential aerodynamic screen polishing on Sam's TR4



Hooligan Bob Barnard waiting his turn to come first in class – again, and I came third – again!



Local Timothy Boles Isn't trying to overtake me in the 5700 Camaro, but he was crossing the line at around 130 mph!! I think that Hooligan Bob might be contemplating a trade-in....



Another local Steve Thompson's full on 6000 Mustang was even faster....!! I took the opportunity to have another look round Keith Redhead's immaculate TR7 V8..



It even has tinted glass! - Still not interested in a trade against Meg's TR7 Sprint recreation though...!!

So back to the hotel for a clean up, followed by an excellent meal at the privately owned and managed Creg-Ny-Baa Restaurant which is located at one of the most spectacular corners on the Mountain road of the TT course.



I think that Tom suggested that he charges TR Enterprises standard hourly rate for photo shoots.....! Hooligan Bob was modestly hiding between Sam and Meg, but to no avail....



Implying that he was showing the lovely waitress a picture of his car, but.....



...based on her body language, what do you think....?!!

Saturday – Third Hill. Lhergy Frissell

The longest hill climb in Great Britain (1.48 miles) on part of the TT course out of Ramsey, with some extremely challenging corners including the Ramsey hairpin (off camber uphill!), - Waterworks and the Gooseneck. I drove the TT course through the clouds over the “Mountain” road from Douglas to Ramsey listening to what I thought could be screeching from the clutch bearing – Wrong!! The paddock is in the side streets of Ramsey, and locals are largely tolerant and helpful.

(Following photos courtesy of Mike Hill, who took time out of his holiday to come and watch. Thanks Mike)



When my first practice time came up, the engine struggled to turn over (so not clutch bearing!) but caught and I was able to keep it running while queuing before the start.



The start.... Made it to the finish in a reasonable time without visiting the scenery, but had to be bump started for the convoy down. Back in the paddock established that the starter motor was seized.

Remember us fitting it on the playing field at Drakes Broughton Show eight years ago Keith, when a nut disappeared into the bell housing.....Fortunately I got it out later, so that wasn't the problem.

Do you still have the remnants....?!!

So that was that for the Manx Classic this year.



No chance of obtaining and fitting a new starter motor in time on site, and of course the possibility of a damaged flywheel ring gear, so bump started and drove back to hotel in Douglas, followed by Tom Boyd and Meg in TR Enterprises support truck, accompanied by howling sound track of seized starter motor bearing.

The Awards Presentation and buffet took place at the sponsors – Mylchreests Motors, and we then returned to the Palace hotel for a Chinese feast in the Casino. I have pictures of the Awards Presentation and an assortment from the meal which need to be edited before I publish them.....!! Meg, Tom and myself moved into the Casino where Meg and Tom lost their stakes but I cleared over £120 at a roulette table after staking everyone from the winnings!! Don't know how I did it, but a small crowd gathered and the croupier called the pit boss over to watch, so I packed up after others started to follow my stakes!

Arranged with AA for collection and loading to the ferry on Sunday, and to be picked up from the ferry arriving at Liverpool at 6:15 pm for transport home. IOM phase went well with local garage. First on ferry (transporter reversed on and unloaded), but AA not present at Liverpool. Pushed car on to floating ramp after ferry unloaded, then loaded for return trip and left. No AA transport in evidence and dock gate closed, so I was concerned that we might have to spend the night in the car!! After several phone calls,(apparently they turned up on Saturday but no ferry), AA arrived at 7:30 pm and security let them in. Loaded up and arrived home at around midnight after a mystery tour via Wales, Shropshire, Hereford and Worcester.

Still waiting for the “How did we do” call from the AA!!!

New starter motor now fitted, and no apparent damage to the section of ring gear visible, so hoping it will be ok for the two day weekend at Curborough Sprint.

Richard Durrant

Appendix

A few pictures of early cars, firstly – of course!!



1931 Austin Seven Ulster

I think that the following Bugattis were on tour...



1920 Bugatti Brescia



1920 Bugatti Brescia



1920 Bugatti Brescia



1924 Bugatti Brescia



1921 Bugatti Brescia 1922



Bugatti Brescia T13



1924 Bugatti Brescia T13



1929 Frazer Nash Supersports



1937 Riley TT Sprite



1922 GN "Beetle"



1926 Frazer Nash Boulogne Vitesse

Richard Durrant

(Ed Comment – excellent stuff Richard, apologies if my editing has detracted from your report!)

FUTURE EVENTS

May 26/27th. La Vie en Bleu et Rose at Prescott

May 27/28th Ragley Hall classic car event.

June 2nd SHORT NOTICE EVENT. A few years ago CVTR attended a Ferret Racing evening at Colin Boothers, well another one is being organised at Merrilands Farm in Wadborough with money raised going to St Richards Hospice. There

is a booking form to fill in but given short notice suggest you contact Lesley Bbother . It starts at 6.00 pm. The farm venue will be well signed in the village. Parking at the pub opposite Lesleys

June 10th Churchill classic car show. We have sold all of our tickets - plus an additional late comer. (10 in total) We will be taking our Coleman Shelter to give us some (hopefully) shade as opposed to shelter from rain. Andrew Racey will lead a convoy from the top of Fish Hill leaving at 10.00am prompt.

June11th. Trip to distillery being organised by Ian Brown . Now fully subscribed. Ian will write to those booked with timetable and requests for lunch etc.

June10th TRR and JDC E Type joint register track day

June17th Brian Wiggins is organising a Summer Solstice and Canon Ball run through the Cotswolds . This looks like a good day out with a picnic (bring your own) near Cotswold Water Park then onto Bourton on the Water for visit to the motor museum. Look for the email in the next few days . PLEASE reply to Brian as per email.

June 23rd Hampton Ferry Car show

July 20th - This was an " by invitation only -- local event " which very regrettably has been cancelled by the organisers because they feel they still won't be able to control the numbers.

July 30th. Didcot steam rail museum. Mike Hill will confirm details in an email.

July 28th. Birmingham Concours event

Andrew Racey

More Advanced Notice

June 16th. Cannonball/Summer Solstice Run

Brian Wiggins has an outline plan for a 90 minute drive around the south Cotswold and stop at the Motor Museum at Bourton where there are plenty of options for lunch/picnics etc. He is hoping we can get permission to park at the Museum.

October 21st - Autumn Leaves Run. Brian Wiggins

This date can be confirmed and the destination is still Bodenham Arboretum nr Kidderminster. There will be a meeting point (most likely Fish Hill) and a scenic route to avoid main towns. There will be an option for afternoon teas at Arley on the SVR which is nearby.



Ian Brown is organising a trip to the Cotswold Distillery on the 11th June, followed by lunch at The Plough Inn, Stretton on Fosse, (www.strettonplough.com).

A leisurely Scenic drive to the Distillery ready for our scheduled tour at 11.00am

Lunch is arranged at The Plough, Stretton on Fosse, around 1.30pm (opened exclusively for our party)

The tour is £10 per person, and includes tasting afterwards, and drivers are able to "take home" their drinks rather than drink and drive.....it requires payment up front which Ian will do in full and collect monies on the day.

July 21st Wythall Transport Museum visit



One of the largest active selections of busses, electric vehicles, fire engines in the country, there is even a scale miniature railway running on the day:- <http://www.wythall.org.uk/>

This tour is being organised by Ian Brown, please put the date in your diary, more details nearer the date, but please register your interest with Ian by email, ianbrown11252@googlemail.com there is no numbers limit. There is a cafe on site for drinks and snacks.

August 16th Colin Boother Memorial Run – Phil Blake and Alan Wilding are organising once again.

| May | June |
|--|---|
| <p>26/27th La Vie En Bleu et Rose. Prescott 27/28th Ragley Hall classic car event G Davies will organise if enough interest</p> | <p>2nd – Ferret Racing, see above for details 10th Churchill classic car show (contact Andrew Racey) and Sunday lunch? 10th TRR and JDC E Type joint register track day, Prescott 11th Cotswold Distillery Visit, see details above. 17th Mid summer Cannonball Run, see above 23/24th Bicester Flywheel classic car show - G Davies will organise if enough interest 23rd – Feckenham Wake car show (TRDC) 23rd – Hampton Ferry (Evesham) car show 27th CVTR meeting The Fleece 30/1st IWE and Standard Triumph Marque Day. Lincoln show ground</p> |
| July | August |
| <p>8th Sunday lunch and CVTR Car show event at The Fleece. 6/9th Le Mans Classic 7/8th RAF Cosford Museum LMA model air display 12/15th Goodwood Festival of Speed. 15th Classic car motor show - Shipton Oliffe Sports Ground 20th Classic car show , by invitation only . See Andrew Racey 21st Wythall Transport Museum visit, see above for details 21st Defford Air Day, see Richard Durrant 25th CVTR Meeting The Fleece. 28/29th Shelsley classic Nostalgia 28th Birmingham Group Concours</p> | <p>12th Sunday lunch The Coal House at Apperley. Andrew Racey 12th Cotswold festival of motoring - Bourton on the Water 19th. Tewkesbury classic car show 16th Colin Boother memorial run 22nd CVTR meeting The Fleece. 27th. Plum Festival Pershore. Andrew Racey will get tickets</p> |

| | |
|--|---|
| 30 th Didcot Steam Railway Visit – Mike Hill | |
| September | October |
| 1/2 nd LMA Much Marcle 9 th Sunday lunch TBA ?? - Peopleton show 7/9 th Goodwood revival 26 th CVTR meeting at The Fleece 28 th Curry evening. Pershore. | 6/7 th Prescott American w/e 14 th Sunday lunch TBA Brain Wiggins 21 st Autumn leaves run - Bodenham (near Kidderminster) Brian Wiggins . 24 th CVTR meeting The Fleece. 28 th Stoneleigh restoration show |
| November | December |
| 11 th Classic car show NEC (NB Sunday lunch moved to avoid) 18 th Sunday lunch. Thai Emerald Tim Walker 28 th CVTR meeting and AGM - The Fleece | 9 th Annual CVTR dinner and awards night Dumbleton Hall |

NB - note, due to the annual awards in December, we are planning to hold a Sunday Lunch on January 13th 2019

CLASSIFIEDS

Nothing to report this month.....

GDPR, we only have your contact details from the office and no other personal information. As you receive this newsletter, you have already asked and consented to be on the circulation list for CVTR affairs. As usual, I would ask that anyone who wishes to be removed from the circulation list simply needs to make their view known to our GL, Gareth Davies, who will update the editorial team as required. Thank you for your understanding, and keep on TRucking!

Andrew Racey, Ian Brown and Richard Durrant

SUPPLEMENT

CAR CRASHES 1930's Style, no seat belts, crumple zones, impact protection, air bags et etc....



