



COTSWOLD VALE TR MAY 2019 NEWSLETTER

We start this month with a catch up from April, as mentioned in the last newsletter, with some feedback, from Dave Roberts, from the recent GL meeting held at Gaydon:-



Dave and Tim at the recent GL meeting

Tim Walker and I attended the meeting to give CVTR representation and to be updated on the website modifications.

After a welcome by our Chairman Alan Westbury a briefing on the days' format was given by Dave Burgess. The initial item for discussion was a review of the 2018 SWOT survey; this had nothing to do with the annihilation of flying insects or the deployment of armed rapid response teams, but with the Strengths, Weaknesses, Opportunities and Threats facing the Register in the future. A considerable number of SWOT's had been identified last year. The assembled GL's were divided into teams, each team was tasked with identifying which six SWOT's it thought were the most important and relevant to the future of the Register. The results from all the teams were then going to be analysed to ascertain which items were seen to be a priority, however to date as far as I am aware, there has been no feedback from the Management Team.

We then had a presentation by the GL of Kennet Valley Group on how they communicate with their group through the TR Register website and their use of Social Media.

As much as I appreciate the opportunities that social media could give groups by hooking some of the younger generation who will be the future of the Register, I am personally a dinosaur in this area. However if CVTR members consider it could be a useful tool for our group, then please raise it at a meeting for discussion.

Subsequent to lunch John Morrison presented the findings on the Forum feedback, the consequent action being that there is now, apparently, worldwide 24/7 moderation of postings to the Forum.

There has been a feedback workshop, lead by Jeff Roberts, who is charged with the simplification and rationalisation the Register's Articles of Association. This is ongoing and we will no doubt be updated by our Area Director when the revised Articles have been drafted and are available for comment.

The final item of the day was discussion on the latest revision of the Group Guidelines, this covers such items as the Aims and Objectives, Officers, Finance and Insurance among others. This Group Guideline/Constitution although relevant in part to CVTR seemed to be aimed at large groups who not only had a Group Leader but could muster a Committee of twelve.

We may not have a GL or a Committee but with our highly respected Treasurer, together with a highly competent web manager, our resourceful editorial team, together with a host of volunteers and your continued input and support we shall carry on being a convivial (I like the definition of that word) group of TR owners.

Dave Roberts

And another catch up article from April – new CVTR member has submitted this via Tim Walker, regarding last month's Bromyard Festival of Speed (I say new member, but John transferred to CVTR from the Devon Group)

Hello Tim,

It's the first time I have been to this event and it was very enjoyable. The cost is low at £10 for event parking; although I did notice quite a few cars park free on an adjacent business park. I intend to follow up an invitation for next year if its run in Bromyard. Last year's event was run at Shelsley Walsh.

The entry was split up into periods starting at pre-war cars and culminating in modern super cars. After that there were parades of motorcycles, Bentley cars and a tribute to a son of Bromyard, Whizzo Williams.

I have copied you on the most relevant photos for CVTR members. The 3 wheeler is a Morgan Runabout circa 1910+, this one was built by the owner recently.





CVTR member, and regular competitor, Anthony Cotgrave

Regards,
John Gibbs

FBHVC Drive It Day, 28th April



I have no idea what anyone else did with regards to Drive it Day, but I went to The Farm at Snitterfield, avoiding most of the cloudy weather on the day, <https://www.thefarmstratford.com/>



a couple of vehicles on display



Multiple choice asparagus, and a great play are for children (not to mention the many animals...)

Well worth a visit with a selection of local artisan produce, bakers, vintners, fish counter, deli etc, and a great coffee shop (but busy!)

Ian Brown

Drive it Day 2019

I was supposed to be away for the weekend on Drive it day but that got cancelled so on the spur of the moment I decided I decided to join a group of like-minded car people who had advertised a Drive starting out of Tewkesbury – this was the Cotswold Classic car Club who meet near Cheltenham every month.



A variety of cars (probably about 30 – 40) gathered for bacon butties at Gupshill Manor which turned to be a pub with a big car park. We all introduced ourselves as a number, like me, had turned up on spec. You can see a few Triumphs as well as others in the pictures including one car designated “Triumph” on the radiator badge I did not recognise.



The car was owned by a lovely couple who offered to send me the story of the car (I have not received it yet so I remember little of it – senility I'm afraid). It was built on a Vitesse chassis by a Triumph employee who is their close friend and currently is still alive at 85. He also drives it once a car on a VSSC rally and originally tried to get the car adopted as a main stream car. I believe they said it was a Triumph "Tardes". If anyone knows of it I would like to know more. If they ever send me the story, I will send it in.

Ready for the drive, we started off from Tewkesbury along some quiet country roads around the Malvern Hills stopping off for coffee and sightseeing and after a 60 mile drive ending up at a nice pub for late lunch. If you pass through Eastnor, try the Malvern Hill Vintage Coffee House at Mitchell Barns, Eastnor, HR8 1EG,a quaint sort of place as you can see in the pictures. The MG and the Moggy were for sale



Of course there was the odd car on the drive as well!



All in all, it was a good day for driving and I hope you all managed to fit one in
Gareth Davies

Stratford Motoring Festival, 5th/6th May

thought you may be interested in some pictures taken on Monday at the Stratford on Avon show. Like the Pershore plum festival roads are closed for cars to park. Nowhere near as good as the plum festival too many modern cars, but never the less some interesting cars were there the first pictures of the blower Bentley are a 1929 rebuilt 2010 to Birkin spec the later pictures are the real deal but you would be hard to tell the difference



Rebuilt



The real Deal



Bob Heppell

Unofficial Welsh weekend 2019 Llandrindod Wells

This year the Welsh group decided they wouldn't organise an official weekend but many of the regulars decided that they would go anyway. So with help from Steve and Sian, there was a gathering at Llandrindod Wells. Most of us were in the Commodore hotel with others scattered among various guest houses.

CVTR members Gill and Keith, Pat and Alf, Lesley, Pete and Ann and Alan set off from Worcester in convoy. We hadn't gone far when Lesley in her 4A pulled into a layby. She got out looking quite worried. The outer part of the steering column to which the indicators, light switches etc. attach was now at 90 degrees to normal. I managed to wrench it back to the normal position where it stayed put until we stopped at a café further on. Then Alf and I set to work with spanners and a screwdriver to reposition the bits and tighten up the clamp under the dashboard. Fortunately I didn't manage to put my back out. We get the feeling that Lesley is making a strong bid this year to win the 'dip stick' award (she filled the TR up with diesel recently and had to call out the recovery people) and now she is making a bid for the 'sods law' award as well.



Keith does a limbo under the dashboard



..... while Alf gets to the bottom of the problem.

There is however another challenger for the 'sods law' trophy. Mike and Sue only got 18 miles in the TR6 before it died on them. After some coaxing it managed to get them home again so they came in a VW instead. Next time he said he will bring a spare coil. Sorry Mike - too late – you are in the little black book!

This sign I saw on an old garage seems appropriate somehow



At the hotel there was quite a gathering of TR's when we got there.



We were joined by CVTR members John and Yvonne on Friday and Tom and Louise and Mike and Sue on Saturday at the hotel.

This year there were four possible routes suggested for touring the area. There were no organised runs as such so we were able to pick and choose which routes to take and where and when to stop for breaks. However it meant that over the weekend we would meet other TR's from time to time at the various stopping points.

There was a meal at the Commodore Hotel on the Saturday night, which was very well attended. I'm not sure if the hotel had miscalculated when they saw the predominantly older people arrive thinking that we would all be supping Ovaltine but they apparently ran out of bottles of wine a couple of times and had to go out and buy more. They did say they hadn't expected us to drink the place dry and were surprised that we did. The food and service though was very good.

During the first night there was some snow but it had disappeared by the time we were all ready to set off. Even so the temperature was barely above freezing for the weekend so most of us kept the tops on the cars. Over the two days we covered most of the sights to the west of Llandrindod with no further mishaps.



Keith Brown

Sunday Lunch, 12th May, Admiral Rodney, Martley



We had a good turn out on a glorious sunny day. The Admiral Rodney had recently had an extensive renovation, although we had visited the pub in the past, the alterations proved to be unrecognisable from the previous visit. The food was good and the staff were attentive. Everyone enjoyed the drive to an area that we hadn't visited for some time. For some, getting there proved to be a problem as heavy traffic was encountered going to the Malvern Spring Show. Needless to say, a different route was taken for the homeward journey.

As we were close to Shelsley Walsh several, took the opportunity to visit The Mill which was the subject of the talk given at the April meeting.

Mick Parry

Sunday 12th May and a new venue for CVTR for Sunday lunch (well I am told we have been before but I can't remember -- is this a sign of ageing I ask myself) it's was The Admiral Rodney near Martley and kindly organised by Mick Parry. We had pre ordered so, 22 members sat down for lunch with 9 TR's in the car park.



We had our own room which was great. A super day with a nice drive across Worcestershire unless you opted for the Southern bypass- oops the Malvern show traffic caused one or two members to use their V for Victory signs, at least that was what they said although it does have another meaning.

Great food, pleasant staff and great company, what more could one ask for. Thanks Mick.



Well Dave, it was like this.....



I told Alan – never again!!!



Andy about to dive into Mike's lunch...



Yes, but Alf, the road markings were at fault so that is why I cut in!

Andrew Racey

Standard Triumph Picnic at Wroxall Abbey, Warwick

A number of CVTR members made their way to the Standard Triumph Picnic at Wroxall Abbey. This included the TR Register with over 100 TR6s as well as 4s, 3s and a TR2 (Phil Collins) to celebrate the 50th anniversary. We started the day with a coffee on the patio of the Grade 2 listed Victorian Mansion which in it's past was the home of the famous architect, Christopher Wren, from the 17th Century, nearby was Wrens Cathedral and the ruins of a 11th century Priory so plenty to see and appreciate as well as the cars



The usual culprits from the office were in attendance at the head of a long line of TRs spread across the green area in front of the mansion. There were Stags, GT6's etc as well as vintage Triumph's such as pre 1940 Triumph Gloria's and Roadsters and more. Even some MG's and Jaguars invaded the Triumph party.



Mike and Sue Hill, Phil and Bee Collins and Brian Wiggins as well as me with our other halves graced the day. The rain held off until about 2 pm and people began to make their way home.



It was a pleasant way to spend a couple of hours and worth the brief visit

Gareth Davies

I understand from the Register's post on social media 107 TR6's were present and I'm pleased to say mine was one of them! This is a good event with Area Groups coming from all over the region together with other marques from the Standard-Triumph brand well represented which we don't always get to see. The weather was good enough to encourage people to get there but was annoyingly showery in the afternoon!



The interesting photo is a derivative which I've not seen before! Competition of the month: does anyone know what it is?



Brian Wiggins

Sunday May 19th saw Triumphs gathering at Wroxall Abbey where the Pre 1940 Triumph Club had planned another Picnic and Hog Roast, open to all Triumph models. Wroxall was at one time the country home of Sir Christopher Wren and is located between Warwick and Solihull. There was a huge turnout for this free event and major attendances of TR6s celebrating their 50th anniversary. There were big groups from the TR Register, Triumph Sports Six, TR Drivers and the smaller specialist groups including Pre 1940 Triumphs and the Standard Motor Club. As in the previous year attendance was almost entirely by enthusiasts, with a superb range of cars and numbers well up on last year. Cotswold Vale was represented by Gareth and Mike Hill as well as us.

From the pre war contingent there were several Triumph Glorias



and a rare (well I had never seen one before) Dolomite Sports.



TR6s were ten a penny- if only-



and a Stag V8 engined Triumph 2000 was spotted.



A great day out marred only by failure of the TR2s alternator.....

Phil and Be Collins

Malvern Spring Show

I went to the Malvern Spring show on a pretty cool but dry day. I took the “long road” taking in some of the great views from the hills above Malvern before venturing down to the showground. It was a pretty quiet affair with only 3 TR’s present but other Triumphs as well as a range of other marques that made it into the show ring to be presented to the crowd.



Gareth's TR4A alongside a Midget and opposite a nice Triumph Roadster



I never found the owner of the Peerless (Ed Comment, Nigel Cluley's car!) which was next to a nice old Riley. America was also represented and the Sheriff's put on a great display chasing the villains with flashing lights and sirens as well as brandishing American police pistols.



Gareth Davies

CVTR meeting at The Fleece.

An eclectic gathering of various vehicles were assembled in the orchard:-



With some professional posing “en route” home



The winner of the 2018 CVTR Engineering Award - Andy Canning
Images courtesy of Dave Lees (lovely picture, thanks Dave!)

Well, I personally had a great time at Ashton Gate watching Rod Stewart on the first UK leg of his new Stadiums Tour, unfortunately this meant I missed our monthly meeting. I gather we had some new members attending, so if anyone has their names and contact details I will add them to our circulation list.

I also am led to believe that our entertainment at the awards dinner will be provided by Andy Canning, enabling Bob Heppel to finalise the arrangements in good time.

Dave also ran through an updated events list, please see the “future events” section below.

LETTERS TO THE EDITOR

Dear Ed

When I moved to Evesham in 1990, the town and residents were used frequently for training BBC sound crews and camera teams from Wood Norton, and I was “shot” several times by these students around the town.

What I never saw was this TR4 being used as a mobile camera platform:-



(images copied from Evesham Facebook page)

Ian Brown

TECHNICAL SECTION

Well, after venting the TR6 rocker cover fumes to atmosphere since purchased, I decided to attempt replicating the closed breathing system as designed on earlier TRs. Hopefully this would help eliminate some of the fumes generated when parking the car in the garage, without letting it cool down first. I had already bought a new alloy rocker cover and silicone gasket, so the only parts I needed were a PCV valve and the relevant sized connecting pipe work..... David Ferry helped out with supplying the PCV valve at his open day, and digging around in my various odds and ends produced the relevant sized hoses, apart from one reducer adapter which was easily found. I also took the opportunity to fit the three special rocker cover nuts that I had made, transforming the engine bay as below:-



(note replacement heater valve changed two years ago, swapping an original for the much better Everco item)
Fingers crossed, I will no longer be polluting either the environment or my garage, and not fouling up the engine.....
Ian Brown

Latest progress with my “yellow peril”



Since I purchased the ‘yellow peril’ in 2010 it’s always been a piece of ‘work in progress and I’m pleased that in the intervening years she is in a lot better shape than when I started! The plan has always been to refurbish or replace virtually every element in the interests of safety, reliability and comfort with a view to maintaining originality. Much work has already been done on the engine, the hood and frame together with a brand new interior, seats, rear drive shafts, wheel bearings, re-veneered dash, refurbished gauges, switch plinth, suspension, fuel system, dash support etc, etc etc!
Almost every part that comes off the car and is being retained (which is the preference) is either re-plated, re-painted or powder coated.

The ‘6’ is used and enjoyed as much as possible in the summer and the next round of job(s) are carried out during the winter.

This year was no exception with a total renovation of the front brakes planned. Unfortunately my enemy is time, having lost the opportunity to work on the car in the evenings since I started working in Yorkshire in 2014 when I’m not flying round the world selling fire trucks!

Work started promptly however after the Autumn Leaves Run but as usual the best laid plan to finish everything before the beginning of April fell apart I’m afraid!

A good start was made with the air plenum sent to Redditch Shotblasting to be re-painted in wrinkle finish. The alternator was removed to be checked out locally followed by the servo which went to Past Parts in Suffolk and the Master Cylinder which was re-sleeved in Stourport. The front callipers were overhauled with stainless steel pistons at BigRed in Worcester. A ‘basket’ of parts went to A1 Platers in Redditch to be, yes you’ve guessed it, to be replated!

The process of sending out and receiving these parts dragged into the New Year but eventually I was able to commence reassembly in February. This also involved new brake pads, anti-squeal shims (not there before!), clips and pins etc in readiness for the start of the new season along with a refurbished voltmeter, new gauge corks, and new rocker cover breather. The glorious Easter we had came too early so that opportunity was missed as was the ‘Asparagus Treasure Hunt’, but not long after I was finally ready, to bleed the brakes. Unfortunately this proved to be a nightmare with me trying to use a ‘one man’ system (bottle, tube with non-return valve) but I just couldn’t get any fluid to the rear wheels. Advice was freely given by Keith Brown. Andy Canning and Ian Brown after which I concluded that I’d done something wrong in reassembling the MC. On Andy’s suggestion I then learnt all about ‘bench bleeding’ which I’d never heard of before but is apparently essential with a new or refurbished MC which starts off full of air

Working on my assumption and in order to waste any more time (not money!), I decided to purchase a new MC from Moss in Bradford, which I collected mid-week whilst I was ‘tu’p north’. (very conveniently they open late on a Thursday evening!). This was duly fitted this but still no fluid, this time to the fronts calipers!. I then bought a cheap vacuum pump whilst away on a business trip which arrived in time for my return. After much cussing using both devices I got fluid and no air to both front and rear so it was success at last! A couple of more hours putting the wheels back on (you’ve not seen me garage, built in the 80’s to suit a Metro!) and she comes out of hibernation on Monday 13th May (the car not Gill!) which is better late than never! Fine weather and two days off work enabled me to enjoy three ‘top down’ runs in order to bed everything in.

I cannot recommend bench bleeding a Master Cylinder (new or refurbished) highly enough. The kits shown on YouTube (filmed by Moss in the USA) are unfortunately not available in the UK at a sensible price due to postage costs etc. consisting of two tubes fitted one to the outlet of each circuit with the ends feeding fluid back into the reservoir. It would therefore not be too difficult to make your own which I fully intend to do. With the MC clamped by its flange in a vice, the primary piston is then pushed with a blunt instrument gently into bore. Air is forced out of the MC via the tubes into the reservoir. The bit I don’t quite understand is that you have to remove the pipes and unions in order to fit the MC back onto the car but I assume the bore is full of fluid by this time. Have lots of cover on your paintwork at this stage as brake fluid is likely to be dispensed all over your inner wheel arch! When working on any other part of the system you’d probably never need to worry about this as the MC will remain full of fluid.



One humorous anecdote occurred whilst I was reassembling the original MC! Following an internet tutorial, a plastic fitting on the end of the secondary piston flew off into the unknown. Of course this part is now obsolete and isn’t part of the full repair kit for an MC. I emailed Ian Brown who suggested the Register Forum and within a hour of posting a very kind member promised to put a spare in the post the following day free of charge! Its a shame therefore that the MC is not now on the car but will remain as a spare as there’s probably nothing wrong with it. The funny part, well that’s simple! Although a thorough search of my garage at the time proved fruitless, last Sunday I found it staring at me sitting on the top of my tool box which sits about 4 feet from where it flew out of the vice!

Brian Wiggins

Spotted recently after an MOT was John Reah's lovely sidescreen car



FUTURE EVENTS

New classic car meeting open to all classic car enthusiasts held at the Gardeners Arms public house Charlton, Pershore WR103JZ, to be held on the second Wednesday of each month starting Wednesday May the 8th from 7pm onwards more details phone or email bobhpl3@gmail.com or 01386 860499

Our next Sunday lunch is on June 9th at The Kings Court Hotel, Alcester, B49 5QQ. It's the same venue we used for the annual dinner a few years ago. Below are details of the lunch menu and prices for information, I DO NOT require your orders as we will be asked on the day. Should you have any special dietary requirements then please speak to Stephanie Hill the Events Manager on 01789 763111.

So all that remains for you to do is to contact Andrew Racey on 01386 765523 or email andrewracey1947@gmail.com if you would like to attend. As usual please assemble in the bar around 12.00noon ready to be seated by 12.30pm.

Yet another classic car meeting on our patch, on the first and third Wednesday's each month - Spetchley Park Gardens - WR5 1RS, as advertised in Practical Classics, the organiser is called Robin Webb. All classics welcome, and here's the nub - £3 on the gate, or £2.5 in advance, wheelsonwednesday.co.uk

Sally Roberts is organising a trip to Beckford Silk, <https://beckfordsilk.co.uk/>

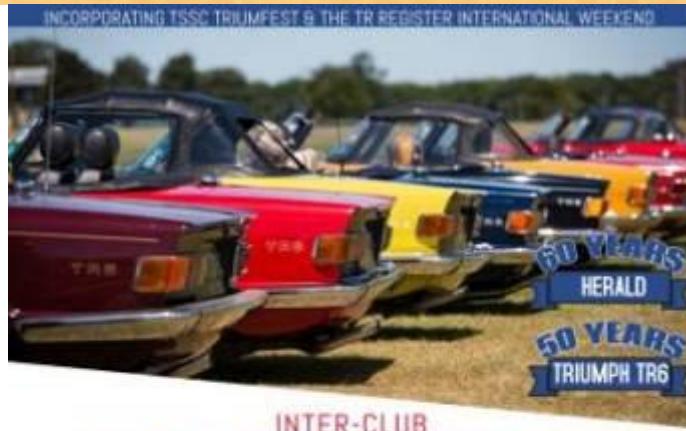


The date for the trip is the 20th June, please let Sally know as soon as possible to ensure you book your place on this visit by emailing to watersreach@talktalk.net

One other item of note, the Fish and Chip trip organised by Bob Heppel on the 10th August is now FULLY BOOKED

May	June
25 th /26 th Prescott La Vie En Bleu 26 th Ragley Hall with TRDC 27 th Bidford Wings and Wheels	1 st Birmingham Group Concours TBC 1 st /2 nd Shelsley Walsh 3 rd TR Track Day, Blyton Park 6 th Kineton Social Club evening event

	<p>9th CVTR Sunday Lunch (Kings Court, Andrew Racey) 9th Prescott Invitation Day with E Type Register 9th GWR Classic Car day – Toddington 12th Gardeners Arms, Charlton, from 8pm 15th/16th Shelsley Walsh 16th Prescott Bike Festival 20th Beckford Silk Trip – Sally Roberts is organizing this trip 22nd Hampton Ferry Car Show 22nd/23rd Prescott? 23rd TR Mega Breakfast Haynes Museum 23rd Summer Solstice Run 24th TR Track Day Castle Combe 26th CVTR monthly meeting</p>
July	August
<p>4th Kineton Social Club 5th TR Track Day North Weald 4th/7th Goodwood Festival of Speed 6th/7th Shelsley Walsh 6th Prescott Members Meeting 8th TRDC visit to Morgan Cars 10th Gardeners Arms, Charlton, from 8pm 13th/14th – Broadway Ferrari weekend 13th/14th Chateau Impney 14th CVTR SHOW – The Fleece 21st Alcester Motor Show 21st Cotswold Classic CC, Andoversford 24th CVTR Monthly Meeting 26th/28th Silverstone Classic 27th Shelsley Walsh Test Day</p>	<p>1st Kineton Social Club 3rd/4th Prescott VSCC 8th Colin Boothe Memorial Run 10th/11th Shelsley Walsh 10th CVTR Fish and Chip supper on the GWR Steam Railway (NOW FULLY BOOKED) 12th TR Track Day Anglesey 14th Gardeners Arms, Charlton, from 8pm 16th/18th TRR IWE Stratford 26th Pershore Plum Festival 28th CVTR Monthly Meeting 31st Peopleton Show</p>
September	October
<p>1st Boness Revival Hillclimb 5th Kineton Social Club 7th/8th Prescott 7th/8th Lakes Weekend 8th CVTR Sunday Lunch (Gareth Davies) 9th TR track Day Castle Combe 11th Gardeners Arms, Charlton, from 8pm 13th/15th Goodwood Revival 21st/22nd Shelsley Walsh 21st/22nd Sywell Pistons and Props 21st/22nd Kop Hill 25th CVTR Monthly Meeting 27th Curry Night TBA Clay Pigeon Shoot</p>	<p>5th/6th Prescott Autumn Classic 7th TR Track Day Donnington 13th CVTR Sunday Lunch (Brian Wiggins) 23rd CVTR Monthly Meeting 29th TR Track Day Goodwood</p>
November	December
<p>8th/10th NEC Classic Car Show 17th CVTR Sunday Lunch (Tim Walker) 27th CVTR Monthly Meeting</p>	<p>2nd TR track Day Brands Hatch 8th (Sunday) CVTR Presentation Dinner (Bob Heppel)</p>



INTER-CLUB
TRIUMPH WEEKEND



STRATFORD - UPON - AVON
RACECOURSE



16 - 18TH AUGUST 2019

www.triumphweekend.com

CLASSIFIEDS

TRIUMPH TUNE 6 CYLINDER ALLOY ROCKER COVER



Additional flame trap vents, excellent condition, £125 ovno, contact Ian Brown ianbrown11252@googlemail.com

AND – we end this month's newsletter with huge congratulations to Mick and Joan Parry who recently celebrated their diamond (60th) wedding anniversary, complete with a card from the Queen!



CONGRATULATIONS!

GDPR, we at CVTR 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 and the list be will updated as required. Thank you for your understanding, and keep on TRucking!

Ian Brown, Dave Roberts and Richard Durrant

