



## **COTSWOLD VALE TR** **JULY 2019 NEWSLETTER**

Every now and then something happens that reminds us that there is more about club life than owning and driving an old car, and this month I will kick off this newsletter with an update from the Summer Solstice Run organised by Brian Wiggins last month, and reported in the June newsletter:-

### **A sincere vote of thanks to two CVTR regulars from Brian Wiggins!**

*First of all a huge 'thank you' to Paul 'Cat' Tunnadine for rescuing and returning my mobile phone and wallet from the car park at Toddington Garden Centre. I hadn't even realised I'd lost them until Paul called me to tell me he'd recovered them! I must have left them on the soft top before I drove off having completely forgotten they were still on the roof. (A candidate for that special award at the annual dinner me thinks!). 'Cat' saved me a massive inconvenience should both items have fallen into the wrong hands. He went to some trouble as the contents were strewn on the ground and he had to get my number from David Gillespie in order to contact me. Many thanks again 'Cat'.*

*The second 'thank you' is directly linked to the first as both 'Cat' and David Gillespie followed my '6' on the Summer Solstice Run and reported that I was chucking out heavy black smoke that I couldn't see from the driver's seat!*

*Two stalwarts of our group who for entirely different reasons warrant my gratitude! I owe both of you a couple of beers at least!*

You can read what happened next with Brian's car in the technical section later in this edition.....

In the same vein, please also check out the letter from Peter Ratcliffe in the letters section

No shortage of events once again this month, thank you to all the contributors, and just a nudge to ask for contributions to our CVTR newsletter if you think others may enjoy reading about your happenings, or just to say thanks for the efforts of those contributing to and/or organising things for members to enjoy.....

### **8<sup>th</sup> July TRDC visit to Morgan Cars**



It is quite some time since I last had a tour around the Morgan Car factory in Malvern, and I was interested to see what had happened in the intervening years, particularly to see if the traditional skills were still "on show". An added point of interest was the recent investments from an Italian finance house and it would be fair to say, anyone visiting and tackling the tour would not be disappointed. I have seen the future.....and it may be older than we think.....

Thanks to the efforts of Pete Priestley from the TRDC, CVTR members were invited to join them on a "joint visit" on the 8<sup>th</sup> July – it wasn't to be the only joint event of theirs I attended this month.....



We arrived half an hour before our scheduled tour time, and things were properly organised for all visitors, a selection of cars lined up at the entrance, and great direction signage.....



More than 200 3 wheelers were sold in 2018, by far their most popular model

...which directed us to the visitors reception and coffee shop, where we were invited to notify staff of our presence with..



We also collected the requisite number of tour passes, and the group assembled over coffee to wait for 10.00 o'clock and the arrival of our tour guide. We were then shown into a presentation theatre where we watched a short film of the history and achievements of Morgan, and were issued with commentary headsets which worked extremely well.



Chassis's stacked awaiting the new V6 variant replacing the aero8, next to a naked 3 wheel chassis



We also passed this Routemaster bus used for promotional purposes at prestige events



Entrance to the three wheeler production area



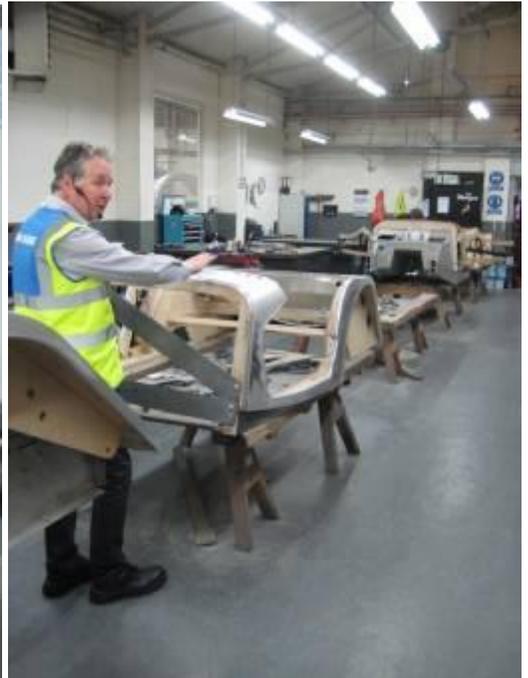
American spec. with inboard lights, Harley Screaming Eagle engine and Mazda 5 speed gearbox, and rear view

The latest 3 wheeler development is this electric version – EV3



Range 150 miles, due to be released in 2018 but delayed for newer battery technology (old ones weighed a lot!)

The traditional Morgan four wheeled cars were also in production:-





And the latest V6 spec. cars in production, with some “Special Projects” in the finishing bays



Unique wheels and ergonomic wooden seats in SP1!

Morgan also have a service department where owners can book anything from a service/oilchange to repairs and maintenance. The guide regaled us with the story of one very wealthy Middle Eastern owner who had his Morgan packed into a container and shipped back to the service department in Malvern where it was unpacked, checked over and serviced before being carefully repacked back into the shipping container and then despatched back to its owner! I’m thankful that the service costs on my humble TR6 come nowhere near the bill that wealthy Morgan owner received, but then again, I’m sure he could well afford it!

Here is an Aero8 parked outside the Service Centre



Also on display were some very rare and valuable company cars, albeit not part of their official “museum”



Extremely rare full GRP car with fixed roof, made for the Morgan family, only a few were ever made

Morgan at LeMans



This Aero8 competed in 2002 (retired) and finished in 2004

And arguably the most successful Morgan at Le Mans in 1962



A Plus Four Super Sports prepared by the company and Christopher Lawrence, competed and won the 2 litre class. The car was driven by Lawrence and Richard Sheppard-Baron, and covered a total distance of 2,261 miles at an average speed of 94 m.p.h.

**Powered by a Triumph TR4 engine**, and this blue car is on display here



There are many stunning vehicles in this display area, including another blue one.....



And the award for the most unusual Morgan vehicle:-



A Morgan golf buggy!!!

I mentioned earlier that I had seen the future, and it wasn't an electric 3 wheeler, it was this.....



Morgan LIFEcar – a hydrogen fuel cell powered electric car! Why not generate your own electricity on the move, after all, it powered, and still does, many NASA vehicles, and the astronauts drink the emissions!



This picture of Peter Morgan outside the factory hangs in the reception area

And just to show how popular Morgan is across the globe, these three German registered classic, Healey, MG, E Type, were parked in the car park as we left, the occupants already on their own tour!



Huge thanks to Pete Priestley for organising the tour, and to the TRDC guys and girls who made it so enjoyable  
*Ian Brown*

### Gaydon, 8<sup>th</sup> July BMC and Leyland Show

First of all my apologies that this event didn't appear on the calendar, I only found out about it myself as it coincided with the TRDC National Weekend held at the same venue at the same time, and I had arranged to meet John Clancy to talk about TR7 parts and building a relationship with the TR Spares Development Fund. Anyway, I have never seen as many BSA cars in one place, some only had rear brakes!



There were around 80 TR7/TR8 of all varieties on display



Including this Le Mans tribute monster built by Birmingham Group member Robin Fountain, now sold to a brave new owner



Regular readers will know that I like my rallying, so here are a few of the cars on display:-



2.0 litre TR7



Long distance Landcrabs, London to Sydney and London to Mexico



A pair of BBC sponsored mini's



a fixed head version would be more authentic

I also had a quick look inside the museum, and saw this senior and junior pair of TR3a's



And there was also a Junior and Senior Wolseley outside



And how many Rover BRM variants have you seen in one place, there were 18 here



This one is specifically for Brian Wiggins



And this is one for those with very deep pockets.....



Although I did have to pay an entry fee, even though I my TR6 was one of the exhibits, the fee entitled you to a year free access to the museum. I will certainly be returning on a quiet weekday for a good look inside at the many exhibits!

*Jan Brown*

**Broadway Car Show 13<sup>th</sup>/14<sup>th</sup> July**



It was billed as the Ferrari weekend previously, but it turned out to be a total “supercar” experience, starting with some familiar cars I had seen earlier this month:-



Available to rent or book a test drive, these cars were also on display at the factory visit

In addition to the Morgans, there were plenty of Ferraris, Aston Martins, Bentley, Audi R8V10, Maclaren 530, TVR, Le Mans Cobra, Porsche, but before exploring, we decided to grab a seat at Broadway Deli and have a coffee and cake!



highly recommended!

And parked just across the road, right outside the Lygon Arms, one of my favourite marques:-



BUT – they were outnumbered by the quantity of the Italian prancing horses



Nice registration number – pity Mr Vettel has lost his mojo.....

Talking of registration numbers, there were a few Ferrari anomalies.....like these



Maybe DB FUN would suit an Aston Martin more, whilst V8 AMG would suit a Mercedes.....

But this was appropriate



Well it was Kermit green, but hardly a crocodile! (it's a Cayman)



Le Mans Cobra, and my arms ached just thinking about polishing this drag muscle car!



I must admit this was stunning!

I said there were plenty of Aston Martins there, and I will come to them in a minute, but I will confess these two cars were right up there.....



Maclaren 530



Audi R8V10

And possibly the most expensive car there on Saturday, if it is genuine, was this Bentley!



How did that Aston sneak into the picture?

Did I say there were Aston Martins there?



And this beauty was my pick of the bunch, a lovely DBS



Off to buy another lottery ticket.....!

*Ian Brown*

**Fleece Inn car show Sunday 14<sup>th</sup> July**

Despite this event clashing with the Wimbledon finals, the Grand Prix and the world cricket final we still managed a reasonable turnout of 17 people and 11 cars for this event at the Fleece. Gill and I arrived early to put up the Coleman shelter. Slightly more complicated than a deckchair but we got it up with help from new members Roger and Debbie.

We shared the orchard with the Bretforton silver band who played a selection of tunes during the afternoon. There was also a tombola where several of our group won prizes.



We had a competition with various categories. Since there was only going to be a limited number of cars it wasn't worth trying to vote for different types of TR. Some classes would have had only one vehicle. So I tried to come up with something that would include all eventualities.

First prize for best TR was won by Dave with his TR3A.



Runner up by only 2 votes was Phil with his TR5



There was a close contest for best non-TR. At one stage it looked as if a shepherd's hut was going to win the prize but common sense prevailed and Nigel's Peerless narrowly beat Andy's Volvo Amazon.



Peerless, TR5 and Volvo

There was a prize for the oldest car. However there were 3 cars from 1959, two TR3A's and the Peerless. Only Nigel could remember when his car was built so we voted instead. The eventual winner was John and Yvonne with their TR3A



John's

3A with the now famous (or should that be infamous) shepherd's hut behind.

Finally it seemed like a good idea to have a vote for car most in need of TLC. This would allow the 'also ran's' a chance of a prize. However this backfired somewhat with an overwhelming vote for my TR4A even though it has had nearly 30 years of TLC!



Looks ok from a distance in the right light?

Anyway the weather was good, service from the Fleece was really good, we had the silver band and a pleasant day out was had by all by all accounts.

*Keith Brown*

#### Steam Car Club of Great Britain, Toddington 17<sup>th</sup> July

Although it was at short/late notice, a number of CVTR members and friends assembled at GWR Toddington to check out a collection of Stanley steam cars dating from 1908 to 1922, along with a few Ford Model A normally fuelled cars

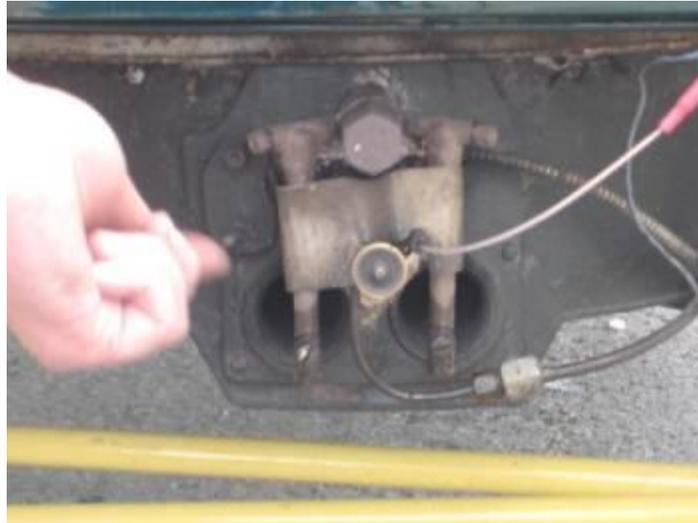


The Steam Car Club of Great Britain have an annual gathering at Churchill, just outside of Chipping Norton, every year, and they make the most of the Cotswold countryside (and weather this year), to take scenic tours around interesting areas and venues, so naturally the GWR at Toddington is a perfect steam themed location for likeminded enthusiasts to get together.

The cars started arriving from 10.30am, and pretty soon, there were staff and volunteers from the GWR gathering round to admire the cars, and several of the car owners gathered round to ticket office and booked their steam trip to Broadway and Cheltenham, return.

This left a number of other people to check out the cars and talk to other owners who had preferred to stay and enjoy a coffee and cake in the Flag and Whistle.

Talking of whistles, this 1910 steamer had a lovely steam whistle which the owner was proud to demonstrate.



And I was amazed to see this fuel injection system for the boiler, preheated fuel is pressurised and pumped into the boiler via these jets, and we thought TR5 was a novelty for fuel injection!



And talking of boilers, how about a car club emblem and a boiler certificate on display!



Three different models, the car on the left is one of the last Stanley Steamers, it looks like a normal car!



Ever wondered what the engine and boilers look like

Engine

Boiler



It transpired that the owner of this particular car uses over a gallon of Brasso and several litres of car polish each year, the car is cleaned every week when not in use (winter and between shows), and when away at shows and events it is cleaned every day! It surely is a love affair with their cars that allows them to spend so much time cleaning, but then again, they are so simple there is very little regular maintenance needed. Maybe we have got it the wrong way round, seemingly spending plenty of time (and money) maintaining the TRs all year round, and one tube of Autosol chrome cleaner and 500ml of Autoglym/Meguiars seems to last a long time.....



Normal services were running between Broadway and Cheltenham, so here are a couple of images with the steam cars and their much larger cousins.....



Hats off to the Steam Car Club of Great Britain for assembling such a variety of cars, and using them around the country  
*Ian Brown*

## 21<sup>st</sup> July – Alcester Car Show

some pictures taken at the Alcester car show. a good turn out must be around 100 cars looks quiet as taken just as show started 10 AM downside have to stay till after 3 PM.



The Austin Healey BN 1 was a car i sold to its present owner over 25 years ago. Have offered him a full refund no joy he loves the car, another satisfied customer of my old garage Harvington Garage





One more - car a Austin J 40 child pedal car these were sold by BMC and Leyland dealer right up to 1971 cost around £40.00 at the time they were made and sold to support disabled coal miners. Today's value, of the one shown, £3,000 to £3,500, no longer a child's toy

*Bob Heppell*

## CVTR meeting at The Fleece.

There was a very healthy turn out at the Fleece for our regular monthly meeting. Parking was at a premium outside, with members finding slots at both ends of the village and all points in between. Keith was busy selling raffle tickets as usual, and Bob Heppell arrived with a prize donation of an anti snoring kit – needless to say this much vaunted item was very low on the selection schedule of the winners!

The Dave Roberts opened the meeting with the customary review of the previous months events before turning his attentions to August's offerings, including Pershore Plum Festival – tickets were duly paid for and distributed.

Bob Heppell was also busy collecting in the monies for the GWR Fish and Chip Supper scheduled for the 10<sup>th</sup> August, see the future events section.

However, possibly one of the largest events in the TR calendar is also due to be held on our patch, namely the TR Register IWE, with the venue being Stratford upon Avon Racecourse, and being held in conjunction with the TSSC.

Our Area Director, Cat was invited to provide an update on the event, and we were promptly referred to the TR Register website for details of the programme and any voluntary positions requiring filling. Cat offered tickets for the Silverstone event this weekend, where TR6 owners have the opportunity to drive the track as part of the 50<sup>th</sup> birthday celebrations.

He was also asked about any updates from the club regarding CVTR membership and other club business, bearing in mind other GLs had received a letter regarding the IWE, offering free tickets to volunteers, which Cat said he had no knowledge of any such communications????????? It was pointed out that CVTR had zero contact with the club since Gareth Davies had ceased to be our GL.....and as for free tickets for volunteers, the “freeloader” accusations against CVTR members running the “bring and buy” in previous years was brought to the fore.

As Cat was unable to provide any more enlightenment about anything, following the raffle, the meeting drew to a close.

### LETTERS TO THE EDITOR

Hi Ian

I visited Pete Skinner over a weekend in Lytham St Annes and he took me to a car show at Leighton Hall in Carnforth . He took me in my old S type Jaguar which he brought off me 8 years ago with 55k miles on the clock, it's now turned 141k miles and still going strong.

Super event with about 800 cars on site , all makes and models on display, but very few TR,s . Pete is a member of the Jaguar owners club being the owner as well of an XK8. Super weather. Very enjoyable day.



general view of the site, Pete's s type can be seen just beyond the yellow MGBGT with its bonnet raised.



This one is specifically for Richard Durrant

*Andrew Racey*

**Dear Ed**

**GREETINGS TO COTSWOLD VALE TR FOLK!**

Old age has crept up on me and the time has come to hang up my driving gloves. We have had lots of fun over the years and my only regret is that I can't keep going. Thank you all for being part of the TR family and so adding to the fun.

Ian, it has been good to get your news letter and it will be nice if this continues for a while; my subscription will last until renewal date. Best regards to you all!

*Peter Ratcliffe.*

(ED comment - Hi Peter, Sorry to hear that, but you do not escape so easily, you will continue to receive the newsletter whilst I am writing it, unless you ask to stop. There is a probability that I will pass over duties at the next AGM anyway. You will always be welcome to visit or participate in any of our events, whatever car you chose, club member or not!)

**Dear Ed**

I was contacted by a Glavon member via the TR Register forum, enquiring if anyone in the Cheltenham area was willing to meet up with a friend of his who was considering buying a TR6. Naturally I replied, and details of his friend were sent over. I arranged to meet Alan Dorman, retired airline pilot living in Montpellier in Cheltenham, and we met up at the Beckford Inn for coffee and a test drive. Armed with information previously sent across by email, downloaded from the buyer beware section on the TR Register website, Alan set about understanding the myriad of options available to a TR6 buyer, eg injected, carbs, 125 or 150, CP, CC or CR etc etc. After all that my suggestion was to ignore all the hype and buy the best rust free, decent panel gap car he can find in his price range!!!!

After a test run, Alan posed in the driver's seat and smiled!



Maybe we will have a new member in the near future?

*Ian Brown*

**13<sup>th</sup>/14<sup>th</sup> July - Crashbox Club Show at Powderham**



Powderham showground

In July we set off in the TR2 to visit the 46<sup>th</sup> Show organised by the Devon Crashbox Car Club and held at Powderham Castle, between Exeter and Dawlish. The weather was superb all weekend and even the M5 behaved itself, giving us 320 miles of top down motoring.

On show were over 600 cars, 66 motorcycles, 70 commercial vehicles and tractors and 24 full size steamers not counting the vehicles in the 70 individual car club displays. The Devon TR Group was present on the Sunday. Altogether there was a wide range of unusual and interesting vehicles.

The show ran from Friday evening to Sunday night with extensive camping facilities, a large marquee and outside seating area served by a bar and on site caterers. The show included a large autojumble (33 pitches), trade (36) stands and food stalls.



remember those folding camping trailers and matching accessories.....



1959 Cadillac



this Riley owner likes skiing



Unusual MK3 Zephyr Estate



Lovely Gordon Keeble



Hillman Minx Series 3 Convertible



De La Haye 3 Litre rebodied in Figoni & Falaschi stlye



The water Tsar was one Phil Tucker!, good choice of tanker



1950 Leyland Octopus and Bedford O model



1941 Mack gun tractor

We stayed at one of the many pubs in the area. On Saturday evening we remained on the showground to hear some of the entertainment and to eat a freshly cooked dinner washed down with cider.

The entrance fee for exhibitors was £10 per car plus £2 postage for the whole weekend, otherwise £10 per day per person- fantastic value. Last year £21,000 was raised for charity and this year is likely to do the same.

Hopefully the captions to the pictures tell the rest of the story.

*Phil and Be Collins*

## COMPETITIONS

Prescott on 6th July. Every picture tells a story, I had just arrived at Prescott and followed Richard in the upper paddock, he was in the process of reversing into his allocated paddock slot when his reversing camera failed and he found himself, and his lovely and very patient wife, balanced over the edge. At this point my immediate thought was “where did I put my camera ?” but this notion was very bluntly rebuked by the driver who was in no mood to be caught on film in such a precarious position. No way could the car be driven back up the near 45 degree slope, (as illustrated by the patches of burnt grass), so a rather undignified reverse was undertaken before returning to his allocated parking area.



*Dave Roberts*

(Ed comment, full report next month, but seems like a determined effort to retain his prestigious CVTR award!)

## TECHNICAL SECTION

Continued from the first page - A compression test was suggested by both in order to eliminate a mechanical problem before looking at the injection system. I asked David whether he had a tester and not only did he say 'yes' but he very kindly offered to do the test on his drive. A date was set and the test was carried out despite me running out of battery power fairly early on! David's industrial spec charger was called into action and the test continued. This initially suggested there might be an issue but once I switched off the fuel supply we achieved better than spec readings on all cylinders. David suggested we try an injector test next which again revealed no problems in that area either. That might have been the end of it, pending other checks in the fuel system on another day but David was very concerned about an odd noise from the top end of the engine. The fan belt was removed to eliminate the alternator and the water pump then David suggested we remove the rocker cover. The problem was immediately apparent when we discovered that rocker number one was so far out of adjustment it had lost contact with 'it's' pushrod (see below!).



'Never seen that before' David said so he suggested we re-torque the head fittings which rather worryingly were all loose! The rocker shaft assembly was removed for closer examination and this revealed that no.1 rocker was sloppy on the shaft and which will be dealt with later. We then adjusted the valve clearance and most of them were miles out. A dripping top radiator hose was tightened up and David found a length of hose in order to replace a split breather hose. With everything back together and the noise gone I drove the short journey home. The car flew along and sounded like a sewing machine! I don't know whether the black smoke is related to the exhaust valve that's been permanently shut but David helped in not only eliminating one possible cause but also resolved a much more serious problem. So many thanks to David whose analytical and methodical approach got a result in a critical area. A long run is next up to check the black smoke and sooty plugs/exhaust etc. I will at least enjoy the journey a lot more than before!

*Brian Wiggins*

## FUTURE EVENTS

### COLIN BOOTHER MEMORIAL RUN 2019 - THURSDAY AUGUST 8<sup>TH</sup>

This year's run will start at the Mayfly Café which is located within the grounds of the Cob House Country Park, Worcester Rd, Worcester WR6 6YE. [www.cobhouse.org/](http://www.cobhouse.org/)

The route which is 70 miles will take you into Wales via great TR roads and end up at Powis Castle a National Trust Property. [www.nationaltrust.org.uk/powis-castle-and-garden](http://www.nationaltrust.org.uk/powis-castle-and-garden)

Entry is free to National Trust members, otherwise we have a special entry rate of £12 per person if you want to look around the castle and beautiful gardens. If you do not want to look around the castle and gardens entry to the Restaurant on site is free.

We would meet at the start for breakfast tea/coffee at 8.45am ready to leave 9.30am.

If you would like to take part please contact Phil Blake [philb4x4@gmail.com](mailto:philb4x4@gmail.com) 07771 771663 or Alan Wilding on 01564742672 or 0788 884 5785

*Phil Blake & Alan Wilding*

### **10th August, GWR Fish and Chip Supper, FULLY SUBSCRIBED**

Most people made their financial contributions at the meeting, but if you still haven't paid him, his address is The Paddocks, Hill Furze, Pershore, Worcs, WR10 2NB, his phone number is 01386 860499 and e-mail [bobhpl3@gmail.com](mailto:bobhpl3@gmail.com)

### **17th/18th August is the Triumph weekend at Stratford Racecourse,**

the Register is looking for volunteers, we are currently waiting for a list of the posts that need filling but we are aware that such items as marshalling for the arena, the auto-solo, car parking etc will be among the list. If you can spare a couple of hours on either or both these days please let Cat know, [paul.tunnadine@sky.com](mailto:paul.tunnadine@sky.com) or 07901 715752

### **Lastly the Pershore Plum Festival, Monday 26th August,**

for those who were not at the June meeting and wish to attend, (£4 per car) please let me know and I will make the block booking, I need details of you TR model and the Reg No.

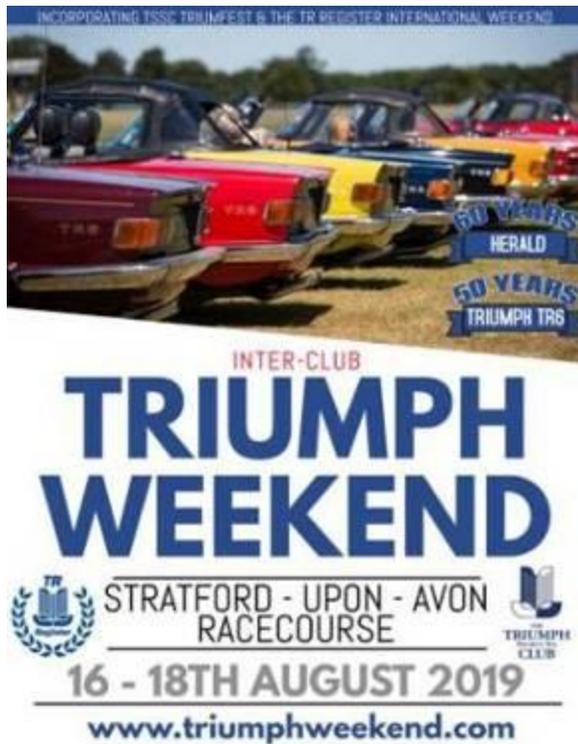
*New classic car meeting open to all classic car enthusiasts held at the Gardeners Arms public house Charlton, Pershore WR103JZ, to be held on the second Wednesday of each month starting Wednesday May the 8<sup>th</sup> from 7pm onwards more details phone or email [bobhpl3@gmail.com](mailto:bobhpl3@gmail.com)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

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](http://wheelsonwednesday.co.uk)

<b>July</b>	<b>August</b>
26 <sup>th</sup> /28 <sup>th</sup> Silverstone Classic 27 <sup>th</sup> Shelsley Walsh Test Day	1 <sup>st</sup> Kineton Social Club 3 <sup>rd</sup> /4 <sup>th</sup> Prescott VSCC 3 <sup>rd</sup> Moreton Vintage Craft Fair & Motor Show (flyer below) <b>8<sup>th</sup> Colin Booter Memorial Run</b> 10 <sup>th</sup> /11 <sup>th</sup> Shelsley Walsh <b>10<sup>th</sup> CVTR Fish and Chip supper on the GWR Steam Railway (NOW FULLY BOOKED)</b> 12 <sup>th</sup> TR Track Day Anglesey 14 <sup>th</sup> Gardeners Arms, Charlton, from 8pm <b>16<sup>th</sup>/18<sup>th</sup> TRR IWE Stratford</b> 26 <sup>th</sup> Pershore Plum Festival 28 <sup>th</sup> CVTR Monthly Meeting 31 <sup>st</sup> Peopleton Show
<b>September</b>	<b>October</b>
1 <sup>st</sup> Boness Revival Hillclimb 5 <sup>th</sup> Kineton Social Club 7 <sup>th</sup> /8 <sup>th</sup> Prescott 7 <sup>th</sup> /8 <sup>th</sup> Lakes Weekend <b>8<sup>th</sup> CVTR Sunday Lunch (Gareth Davies)</b> 9 <sup>th</sup> TR track Day Castle Combe 11 <sup>th</sup> Gardeners Arms, Charlton, from 8pm 13 <sup>th</sup> /15 <sup>th</sup> Goodwood Revival 21 <sup>st</sup> /22 <sup>nd</sup> Shelsley Walsh 21 <sup>st</sup> /22 <sup>nd</sup> Sywell Pistons and Props 21 <sup>st</sup> /22 <sup>nd</sup> Kop Hill <b>25<sup>th</sup> CVTR Monthly Meeting</b> 27 <sup>th</sup> Curry Night <b>TBA Clay Pigeon Shoot</b>	5 <sup>th</sup> /6 <sup>th</sup> Prescott Autumn Classic 7 <sup>th</sup> TR Track Day Donnington 13 <sup>th</sup> CVTR Sunday Lunch (Brian Wiggins) <b>23<sup>rd</sup> CVTR Monthly Meeting</b> 29 <sup>th</sup> TR Track Day Goodwood
<b>November</b>	<b>December</b>

8<sup>th</sup>/10<sup>th</sup> NEC Classic Car Show  
17<sup>th</sup> CVTR Sunday Lunch (Tim Walker)  
27<sup>th</sup> CVTR Monthly Meeting

2<sup>nd</sup> TR track Day Brands Hatch  
8<sup>th</sup> (Sunday) CVTR Presentation Dinner (Bob Heppell)



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*