



COTSWOLD VALE TR AUGUST 2019 NEWSLETTER

8th August - Colin Booter Memorial Run

A pre-requisite for this years' run was a minimum of "A level" Geography to locate the Mayfly restaurant. Nevertheless, a super location amidst fishing lakes, a vibrant café providing full breakfasts, rolls or just coffee and tea. In keeping with Colin's standards, for those who had polished and painted their tyres, the entrance had several inches of wet mud to traverse so efforts somewhat in vain



A jovial briefing, to which some paid attention sent us on our way, heading up the Welsh Marches towards the Shropshire Hills, destination Powis Castle.

With the guidance of Phil's friend, (he does have another one), a helpful tulip route was introduced this time. With 4 "couldn't make its " on the day for genuine reasons, we still had 23 cars, 16 TR's, 2 Lotus, Elan and Elise (sounds romantic), once again the early 50's doctors' car, Rover 110 owned by Dave Lees' dad; 2 Morgans, a Mazda MX5 and Ford Focus ST, an eclectic, interesting mix. Once again Roger and Sue Hogarth joined us from London Group, together with friends from Leicester Group.

The first 28 miles were on A road routes, nevertheless through attractive undulating countryside and a couple of quintessential market towns such as Tenbury Wells. We then hit B roads heading for but skirting Ludlow, Presteigne, by passing through pretty English villages and vast panoramic views en-route. There was another well attended rally joining us on that day, that of huge agricultural vehicles travelling at the same speed as us, mostly towards us who felt they had priority. There must have been a prize for the biggest implement, in agricultural terms.

The delightful village of Clun, a photo opportunity and loos, a double whammy, also another rally that day, that of dreaded Motorhomes, taking up the parking, so just a splash and dash.

On arrival we had previously secured a special 'up front' parking area for our cars which was helpful as the car parks were nearly full. Café facilities in the courtyard and in the gardens. The castle was ostentatious as we progressed through the romantic long gallery learning the history of the ancestral home. The gardens were stunningly set out in terraces, aptly named as Top, Aviary, Orangery. Ponds, ice house, daffodil paddock, various walks and a croquet lawn.....no time left.





All in all a perfect day, also weather wise which was all down to Colin. Picture if you will, Colin's beaming smile sat across the desk of the Weather God, muttering "not today" then turning the smile into his wicked grin, a very appropriate ending to an enjoyable journey remembering everyone's friend.

Alan Wilding (report)

Phil Blake (photography)

Additional imagery.....



I wondered if the run was starting with an hour "boot camp" when I turned up at the Mayfly....



Tim pays homage to Colin by starting the trip with a bacon sandwich



Phil and Alan issue the route briefing and directions to attendant participants



I was grateful to Dave and Lorna Newbury for doing the navigation job, with Alan Wilding hanging on right behind.



Lesley and son in law Rupert with their TR6 pictured at the castle with Phil and Sandy



Statue inside the forecourt



Attempt to get all the cars in shot, but John, Yvonne and Robert Walker arrived after this effort....

The sun shone all day for this terrific run to a great location. Thankfully I followed Dave and Lorna all the way, eating their dust when they overtook a hay wagon on a narrow road, proving 300bhp comes in very handy at times!
 Thank you to Phil and Alan for a brilliant day out, and as Alan wrote above, a great way to remember a great friend.

Ian Brown

Post Script



First photo is a line up of TR's and the second - we are the only car left. Was it something we said?

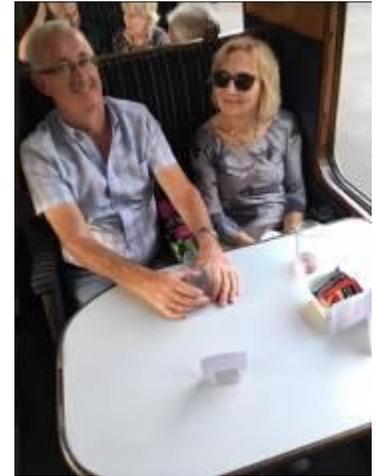
Keith Brown

10th August – Fish and Chip Supper, GWR Toddington



Saturday 10th August and we were off to Toddington steam railway for the Fish and chip special. This was the day of high winds and storms. So would we be stopped by too many leaves on the line or floods or even uprooted trees. No, none of the above as it turned out to be a very nice evening with the sun shining across The Cotswolds.

Thirty hungry enthusiastic members arrived on time to leave at 7.00pm for our steam extravaganza kindly organised by Bob Heppell. We had a carriage to ourselves and were waited on by two members of staff to keep the liquid side of the menu well topped up.



At Winchcombe the meal was delivered in polystyrene containers, so was still piping hot. When we arrived at Cheltenham station ice cream was available to finish the meal off. It was a great way to spend an enjoyable summers evening. Thanks Bob.

Andrew Racey



(plus additional images from *Bob Heppell*)

TR Register IWE Stratford 16/18th August



Statistics taken from the TR Register Website Report

Total attendees 2,383

Of which TR Register members: 1,329 and TSSC : 425

An additional 629 from all clubs including TR Register, TSSC, Stag Owners Club and 2000/2.5 Register arrived through the gate on both Saturday and Sunday.

Well, the omens didn't look good for the weather over the weekend, indeed it rained heavily on Friday, and this contributed greatly to the logistics and costs of the event when the Racecourse owners insisted on a metalled road across the track. This restricted entry and exit from the show to one cross track location. Of course this cost more money and absorbed more resource to control along with the logistical issues.

I left the TR in the garage on Friday afternoon when I went over to Stratford, there wasn't a great deal happening other than setting up the various areas, even so I met a number of people it was great to have a chat and catch up with. However, after a soggy hour, I went back home.

Unfortunately I was away in Yorkshire for a family celebration on Saturday, but I understand the weather gods had a massive about turn and the sun shone all day, so much so that Richard Durrant got sunburnt from manning his autojumble slot, and chatting to folk, all day!

The feedback I had picked up from Saturday suggested large queues to get in, so I called Andrew Racey at 8.00am to suggest we get there early, only to find that when he answered the phone he had already been there for half an hour – the early bird and all that.....

Anyway, the sun was shining, out with the TR and I set off early... I turned up expecting a queue, but everyone must still have been in bed asleep as I was almost the first there, indeed I was the first TR6 to park up in the allocated area!



**We would like
your car in the
arena!**

We would like to feature your lovely car in one of our arena presentations please!

Please bring your car to the arena on: Sunday

at: 11.30

Please try and be in your car in the arena holding area at the time allocated above as we have a tight schedule. The arena team will direct you to where they need you to wait.

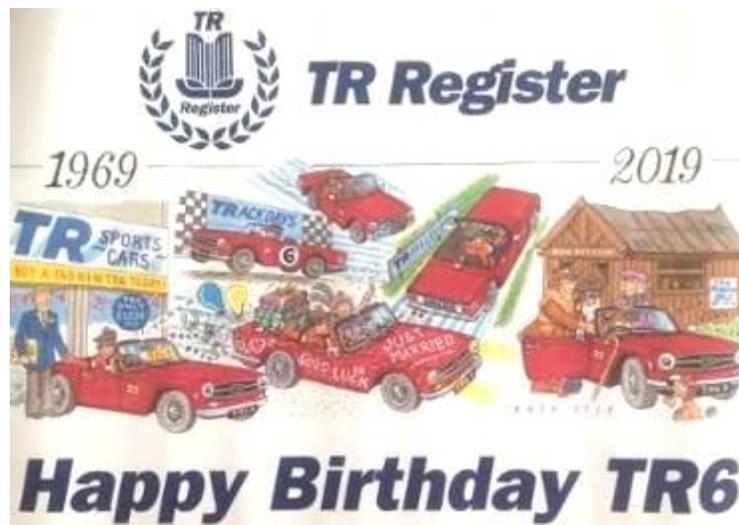
From the main parking area, cross the racecourse and turn immediately right to drive up to holding area and await further instructions.

On the way in, I met Andrew and as part of his arena car allocation duties, issued me with an invitation to join the TR6 birthday celebrations in the arena, assembling in the holding area at 11.30am.

Normally I would not bother, but this year to support Andrew's efforts, (and maybe to get a slice of birthday cake), I arrived in the holding area at the allotted time and duly took my place in the arena for the celebrations. After Wayne had interviewed owners of specific cars, Jean Parkinson arrived with the TR6 birthday cake, followed by Sue Bell armed with bottles of bubbly!



Fortunately I picked up the @50 section of the cake, and lovely it was too, so thanks for the favour Andrew! As if that was not sufficient, Sue Bell handed out a Peter Entwistle drawing/cartoon to all the participants in the arena



You can read a full report on the event here – <https://www.tr-register.co.uk/article/2019/08/0198/Record-attendance-at-Interclub-Triumph-Weekend>

So I thought our readers might like to see what some of our own CVTR members were doing at the show:-
Some were selling their treasures:-



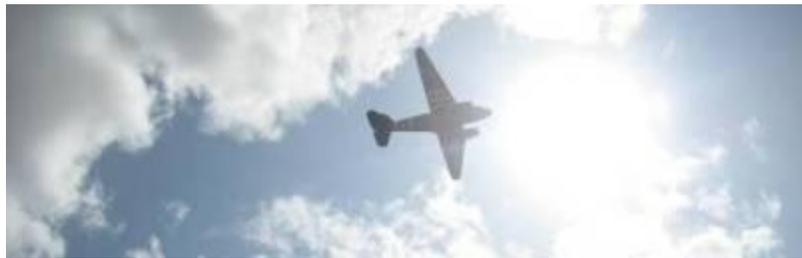
Nick Smith was selling these American cars - a rare "short bulge" TR4, a TR6 and a Ford engined TR4



Andy Canning was clearing some space in his garage, and Richard Durrant was liquidating the parts from his stash. Terry Smith was manning the Duckhams stand singlehandedly, assisted at times by Ian Benfield.

There were many other CVTR members in attendance, most of whom had volunteered to help run and deliver the show.

At around 2.30pm, we all looked to the skies to see the DC3 Dakota from the BBMF make three low passes over the showground



There were a number of interesting cars that you hardly ever see, including the experimental TRX





The green TR4A was the car sent to Karman as the styling “buck” for the TR6, restored and owned by Mike Hazelwood, and the blue TR6 is the oldest TR6 extant, and belongs to CVTR member David Ferry.

And none of the TR range may have been possible without the predecessors:-



A true survivor with a brilliant radiator cap!

Overall, I had a great day, but soon it was my allocated slot for volunteering to clear away the event stuff and revert the site back to its original condition. I met up with Gareth, Nick and Jayne Smith at the allocated place and time, and as there was no one there to manage/allocate duties, we set about dismantling and collecting all the Heras crowd control barriers from the show arena and autosolo course. Having completed this, Gareth and I went to check if others needed assistance and ended up helping many of the directors return the indoors building back to its original format, moving many tables and chairs to suit.

Having satisfied ourselves that all was completed there, Gareth and I set off intending to make our way home. Instead we saw Dave Gillespie and Dave Roberts loading a trailer with benches, so we made our way across to assist as needed. It turned out that they had loaded the last bench and had finished themselves, so our manpower was not required.

Other than the venue constraints and layout, joining with the TSSC to put on the event was excellent, there were many things that could be improved, but many more things that were brilliant. Seeing different cars, meeting new people and catching up with old friends, and the sun shone all day, what more could you want? Well decent barista style coffee for one, but, the coffee from the back of the old Land Rover was lovely!

I spoke to Nigel Smith, our meeting venue host at The Fleece, and supplier of catering and bars on site, and he was very happy with the outcome of the weekend, and doubtless learned many lessons along the way. It turned out Nigel was working and living in Leeds for Tetley brewery, and knew several people who were my clients there!

I'm not sure Stratford Racecourse could resolve all the logistical issues, but it was a great weekend, roll on the TRR 50th Anniversary in 2020.....

Goodbye Stratford, I had a great time!



Ian Brown

Pershore Plum Festival



photo credit Keith Brown

The weather gods were shining down once again, so it was down with the roof, meeting up with Mick Parry and we were off to Pershore Abbey to arrive before 9.00am



We arrived to the customary queue at the entrance, and in front of us was another TR6, (unknown to us), and surprisingly he was turned away as he hadn't pre bought his entrance ticket!!!!!!!!!!!!!!

So first off, a "big thank you" to Dave Roberts for organising the CVTR members and friends tickets!

It turned out that the organisers had limited the number of cars allowed at the show, and consequently they were "sold out", and had to turn a fair number of people away. Naturally security was very tight



And he had plenty of back up on hand



As we progressed towards the Abbey, Keith Brown and several other members were already on the ball and lining up the anticipated ~40 cars, and what a sterling job they did packing everyone in!





Apologies if I have missed anyone out!!!!!!

Along with first class security, top notch medical cover was provided



It's a long way from Sidmouth!!!!

Communications facilities were first class



(remember these Andy Canning?)

And there was even a breakdown service for those less fortunate (Brian Wiggins?)



The show glittered with Film Stars



And the latest car that starred in the Elton John film "Rocket Man" starring Taron Egerton



*****Recent History *****
This Beautiful Williamsburg Town Car has recently starred in the Elton John "ROCKETMAN" movie released in May 2019, starring Taron Egerton as Elton John. It appears in a scene where Elton John goes on a spending spree after amassing £25 million and he is seen buying this Lincoln Continental.

And not just cars.....



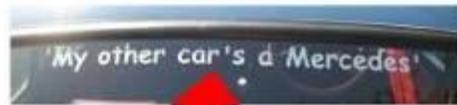
So having got over being star struck, I looked out some of the cars that I admired, for a number of reasons:-



Self explanatory



NAB867D – 300BHP Rover turbo powered Skoda (note registration number is only a few away from Mick Parry)



No explanation required



Dellow and Imp based Clan Crusader



Jowett, the oldest one make car club in the world!



With a lovely 1952 Monte Carlo FARR JUPITER entrant driven by Rob Ellison



Fast Escorts



Even Faster Pops.....



Ever seen a Typhoon before?



I don't think the organisers were impressed with this Toyota!



Apache anyone (apart from John Wayne)?

All in all, it was a great show, the organisers had shuffled around the areas, provided more entertainment and variety, without spoiling the feel of this local event.



It was so hot CVTR members gathered in the shade



has anyone any idea where the chap in the jacket came from

And just to reflect on the whole event, it was excellent



Ian Brown

CVTR meeting at The Fleece.

Very wet and very poor turnout. About six from Leicester group with Allan plus about 14/16 from CVTR .

Usual start with Dave intro and welcome to Leicester guys and going through last four weeks plus up and coming. He got Allan to talk about IWE who said we were in the black and he thought it was one of the best ever! Yes there were problems but would seriously consider going back there again if they could have access to other entrance (ones the race horse owners and jockeys have) which we were denied this year.. They would also layout site better etc. And sort out better catering.

He said they considered Gaydon next year for 50th but realised it couldn't cope without requirements. So they will be telling them that. They will therefore be looking for sites. I suggested that as we had lots of money in the bank that Malvern be used even at loss. He said they didn't want us as we weren't big enough to! The fact that we must have held at least 10 IWE's there escapes me. Other suggestions made were Bicester, but he said that wasn't suitable as he went there "to look at relocating Didcot but we were too small".....

Allan thanked CVTR for their help over the weekend as did Cat. He said groups were asked to help but some said they hadn't been. David Gillespie said we had been asked.

Keith then went through our new GDPR / privacy policy and asked for, then gained, approval from the meeting. I thanked him for his efforts and said it was a pity we had to wait nine months and for one of our guys to do it. Gareth said it was over 12 months as he has never had anything from the office for at least last four months of his tenure as GL! I said to Allan was it any wonder that we got "brassed off" with lack of communication from the office. Dave Gillespie asked if we needed to wear tin helmets and jackboots. Allan apologised and said Tuckers efforts on GDPR were over the top and Mick Forey made a better job of it and hopefully now things would be better.

Allan then said " Cat had his hands tied by previous board (once again the Tucker regime) as he was told no communication out of the board as it should be private but now we have a management meeting everything can be passed on to members " unless of a confidential nature like salaries etc.....

The proof of the pudding will be in the eating and we anticipate regular dialogue between CVTR and the club through Cat, along with regular updates from the office about general information and membership of CVTR.....

Keith then progressed with the raffle, and rather appropriately demonstrated a pair of "rose tinted goggles"



Andrew Racey

LETTERS TO THE EDITOR

Dear Ed

We attended a 'Car Party' in the next village yesterday. This was in Evenlode near Stow on the Wold. The cars were mostly local, as we were all invited by the owner of the cream Rolls and SS100.

Pictures are attached, if they are of interest to our readers?



Rolls, TR3A, TR5, Alpine, Bentley and Suffolk SS100



Bentley, Bentley Blower, Ferrari and XK120



Ferrari 166 Vignale Barchetta

you can just see the bottomless picnic basket strapped to the back of the TR3A, A marquee with tables and chairs was in the next field for us.

The TR5 owner is Mark Osborn from Swindon. He is with the new TR Register group over there.

The Owner of the Barchetta is 89, bought in 1960 and used to drive it to work!

Colin Gibson

Dear Ed

I'm yet again indebted to another CVTR member for his assistance at the IWE which was very much appreciated. Although I'd purchased a weekend ticket with camping, I decided to give the Friday evening arrival planned a miss due to the inclement weather. So off I headed on Saturday morning having also volunteered to help with car parking duties from 1030 until 1pm.

Sadly in the queue to get in the engine suddenly stopped and the battery as dead so a restart wasn't possible. Some one in the queue had a set of leads and gave me a jump start but it happened again only minutes later. The same guy helped me again after which I got into the show only to cough, splutter and backfire to a stop again on the metalled section across the racetrack! I'd already noticed Keith Brown in the parallel queue and sure enough as soon as I and others had pushed the car into the nearest camping area Keith appeared to offer his assistance. We concluded that a new battery was needed and Keith very kindly interrupted his plans to take me to Halfords on the other side of town. Duly installed the car started straight away and I set off to find a space in the larger camping area adjacent to the race track. Duly found I unloaded the tent, opened it out only to find I hadn't packed the separate bag with the poles in it! No problem I'm only 25 minutes from home and it's only 1230 so off I trek back to Redditch. Poles duly loaded I return to said space to start all over again only to find the tent pegs are missing! At this point I decide I'm not having a good day so I abandon the plan to stay overnight and do the show in the time remaining on Saturday. The plan was always to meet Gill in Stratford for dinner which I duly did and things it a whole lot better from then on! (The appeal of a comfy bed may have played a part here!) I've yet to check whether the recently refurbished alternator was charging correctly but the battery was 9 years old and with intermittent use in a classic, I was due for a new one anyway!

Many thanks to Keith again and apologies to Cat and Jo that my breakdown prevented me from helping on the day. I thought it was a very good show and I'm delighted it attracted a record attendance. Lessons to be learnt to eliminate the shortcomings no doubt but we'll worth another go with the TSSC which seem to make all the difference.

Brian Wiggins

Dear Ed

I visited our local body shop and spotted this lovely competition prepared TR4A



Do we know if this belongs to anyone in CVTR, I tried to check out the name on the door, but it would appear it belongs to a "LORD BROUGHTON"?



Can you enlighten us?

Anon

(Ed Comment -Yes, the car belongs to the nobility of Drakes Broughton, Lady Meg Durrant, and is piloted by husband Richard Durrant, a frequent CVTR award winner!)

Dear Ed

It was very good of you to consider me when you got Neil's email. (see Classifieds section at the end of the newsletter) I'm afraid I'm not in the market any more as I bought another car last week. After much wringing of hands and heart searching I chose a concours condition MGBGT! The trouble with the TR6 was basically the cost of getting a really good condition one within my budget....upwards of £20,000. So I found this beautiful GT for £17,000 and am very happy with it.



Thanks for your help and interest.

Cheers

Alan Dorman

Dear Ed

It slipped through the newsletter last week, but Bob Heppell had just completed four years work on his latest acquisition. He took this picture of his own car at Alcester last month.....



Anon (Ed comment, lovely car)

COMPETITIONS

PRESCOTT 6 JULY 2019 - MEMBERS MEETING

No quieter or less busy than any other meeting at Prescott, this annual get together for Club Championships takes place without the heavy brigade competing in the British and Midlands Championships.

Your scribe competed in the BOC Members Sports Car Handicap. The day commenced, as has already been reported in last month's Newsletter, by a slight reversing misjudgement when lining up in my paddock slot with Meg on board.....After photos had been taken, and recovery, Meg was didn't say much for a while.....



.....but then the atmosphere cleared and I was allowed my breakfast coffee.....

Other contenders in this class included David Roberts with his TR4AV8...



Graham Ramsey TR7...



James Fletcher's Class winning 4.6 litre TR7 V8...



There were nineteen entries in the class, including these...



Ryan Earner came second in Class in his AH Sprite...



Anthony Williams came fourth in Class in his Ginetta G27R



...but I unfortunately can't find a picture of John Wells' third placed Mazda MX5

The popular BOC New Barn Landrover B License Championship had a massive thirty-seven entries plus four dual drives, including our own Tony Cotgrave with his 1956 TR2.....



.....and Dave Newbery with his incredibly powerful 2500cc turbocharged Ford Focus ST.....



Also running in this Class was a 3.9 litre V8 engine....



....wrapped up in delicate Westfield body....

Parked next to Tony was a beautiful Ginetta G20



....next to a splendid 1934 supercharged 989cc MG PA.....



Well – there were no Austin Sevens to be found....!!!
Not too many Bugattis to be found, either...



.....but look at the engine in this Type 35B.....

A fair selection of Minis, including these Cooper S's from Worcester...



The blue one is bored to 1300cc, but why should he need twin exhausts and to fill the boot with fuel.....?!!!



Mind you, it was driven by Graham Hill.....!! So hardly surprising that, despite failing his second timed run, he came second in the pre 1977 saloon cars class!

In the same class was this 1985cc Escort RS1600 BDG..



...and a car that I have lusted for ever since I had one....John Louch's 1970 Scimitar GTE SE5...



Mind, I wouldn't turn down Trevor Shortt's GT



A stroll round the paddock also showed a selection of pre 1972 racing cars..



....including a selection of Brabhams...



....and this 1969 5700cc Chevrolet engined McLaren M12..



....which appeared to have had a gentle argument with a tyre wall..

And so to the reason for being here....(Action picture credits Tim Walker)
Dave Newbery at the line..



His best time was 55.58 seconds, beating his handicap by 0.42 seconds - Well done Dave!

Tony Cotgrave...



Best time 68.00 seconds against handicap 64.47 seconds
Tony has installed a lower ratio differential, and has yet to get used to the new gear change points.

Graham Ramsey...



Graham only made one timed run which was well outside his handicap of 60.23 seconds as the car was misfiring badly. No immediately obvious reason, but he has just installed Weber 45s. No problem driving up from Berkshire, and the car cleared itself on the way home – of course!!

David Roberts...



Best time 59.95 seconds against a handicap of 57.98. Improved 1.59 seconds over first timed run
Exited Ettores and heading for Pardon hairpin..



Pardon sharp left hand uphill hairpin..



....And now me....

Having sorted out water and oil spray problems which cropped up at Castle Combe track day – didn't affect performance though – I was looking forward to a dry but cool day at Prescott with the possibility of beating my handicap of 58.09 seconds...



Exited Ettore's hairpin and heading for Pardon..



Pardon hairpin..



....but things got progressively worse....

Gentle first practice (don't want to have the handicap reduced!!). Second practice 59.54 seconds (OK – improving). First timed run didn't feel right so worried - 61.30 seconds. Called from paddock for second timed run – disaster! Started eventually and popped and backfired to start line. Managed to get away, but 66.02 seconds.....

Post run conference....



Graham Ramsey on right – wonder if I caught something from his car with a similar problem.....!!

So we popped and backfired all the way home at 3500 revs and put the car away, wondering why I sold the Austin Seven!!!

Richard Durrant

PS 123 distributor clamp had slacked slightly (or 123 distributor body slightly smaller diameter than Lucas 25D4?), so slowly rotated to maximum advance!). Now installed with a new clamp and looking forward to a successful day at Shelsley next weekend.....!!!

MIDLAND AUTOMOBILE CLUB SHELSLEY WALSH HILLCLIMB CHAMPIONSHIP CHALLENGE 10 & 11 AUGUST 2019

CHAMPIONSHIP CHALLENGE
10th & 11th August 2019

£3

FEATURING CHAMPIONSHIPS FROM:
Avon Tyres/Wynn Developments Motorsport UK British Hill Climb Championship, Avon Tyres/Wynn Developments Motorsport UK Hill Climb Leaders Championship, BMTR Midland Hill Climb Championship, Wynn Developments Top Ten Challenge, Petro-Canada Lubricants Porsche Club National Hill Climb Championship, Westfield Sports Car Club, Northampton Motorsport Speed Series & Revington TR/TR Register Sprint & Hill Climb Championship.

shelsleywalsh.com

This is one of the busiest hillclimb meetings of the season with many championships approaching the season's finale. The meeting was held over two days, Saturday being a one day meeting for National 'B' license holders, including a round of our RevingtonTR/TR Register Sprint and Hill Climb Championship, and both days hosting the British and Midland Hillclimb and Leaders Championships.

The day started damp and with slight drizzle and, as we are a National 'B' championship we weren't allocated garages in the paddock and had to park in the hedge.....!!



Roger McEwen was last to arrive, so, as the other side of the roadway was full of Porsches, he couldn't reverse into his pitch.....!



Then the scrutineers started to arrive, so bonnets up.....



No problems identified and ready to proceed, although there were only three Westfields to run after our class



Larry Jeram-Croft's TR7 V8



Your scribe's TR4A (The nearside headlight lens ISN'T broken, for those of you who remember an incident at Curborough last year involving Kev Bryant's TR3A rear bumper overrider....!)



Tom Purves' gorgeous TR3A, completely rebuilt after last year's total fire write off.....which he understandably likes to keep in pristine condition...!



Martin Paine's TR6. Martin won the championship last year, and is in with a good chance this year



Dale Strachan's TR6



Chris Roberts' TR8

So, we were called to line up in the paddock for our first practice run, and.....



The rain was torrential and we all aquaplaned to the top with no incidents and managed to get back to our mudbath slots in one piece. Tom sensibly parked among the Porsches again!



The rain eased off for our second practice runs, so times improved:

Class RTR Revington TR TR Register Sprint Hill Climb Championship				Practice			
No.	Name	Car	c.c.	Year	Run 1	Run 2	
251	Chris Roberts	Triumph TR8	3500		51.86	49.65	
252	Dale Strachan	Triumph TR6	2498		48.33	48.50	
253	Martin Paine	Triumph TR6	2500		49.81	46.17	
254	Tom Purves	Triumph TR3A	2180		50.52	46.63	
255	Roger McEwen	Triumph TR6 PI	2598		56.59	49.44	
256	Richard Durrant	Triumph TR4A	2238		50.12	45.43	
257	Larry Jeram Croft	Triumph TR7 V8	3900		47.57	44.15	

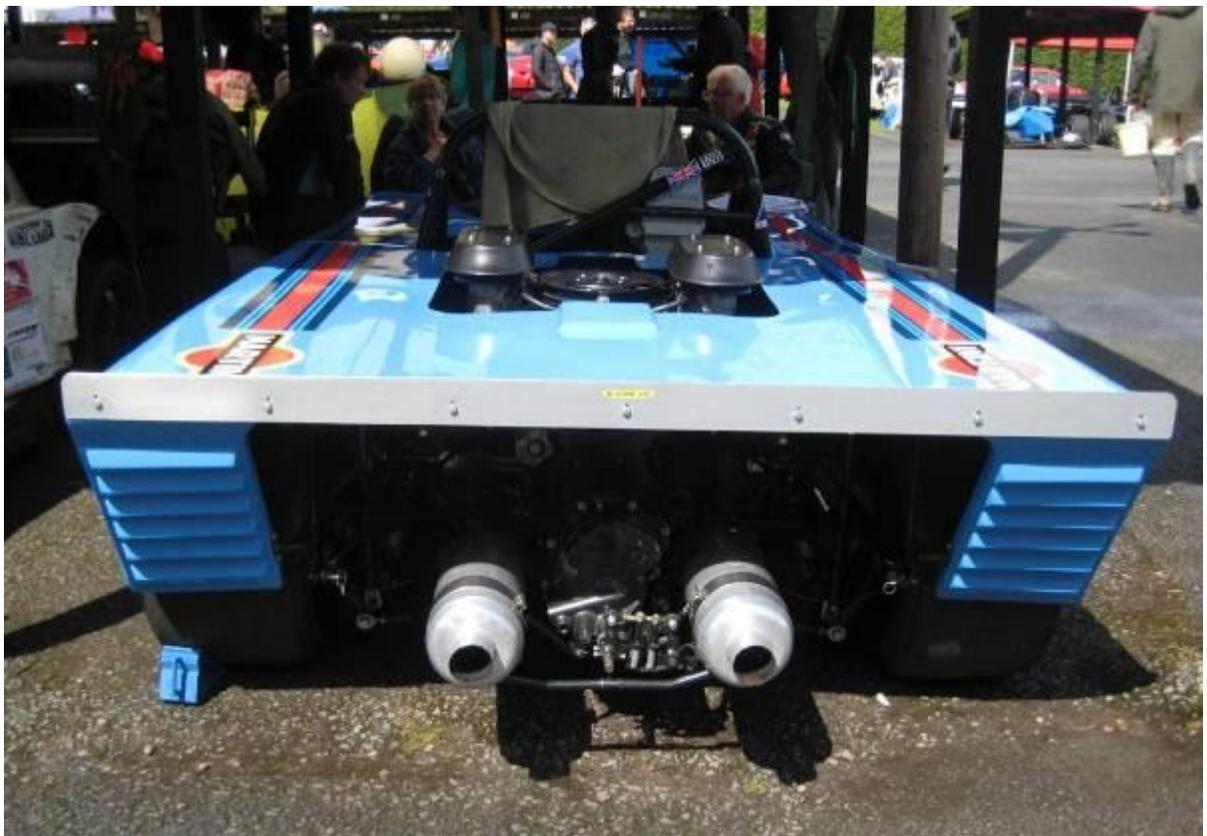
The National 'A' Championship contenders were then called up for practice runs while we twiddled our thumbs, and, as there was time before lunch, we were called for our first timed runs.

It didn't rain while we were waiting in line this time – but there was a local power cut instead!!.....Eventually we got under way, but not all of the intermediate timing points were working, although the time across the line did register.

Then lunch with a bit of sunshine, so I had a wander round with the camera....



Nigel Elliot's awesome twin turbo 4600cc TR7 V8



Business end of 3200cc Lola T492



1480cc Mini Sports Libre

1380cc Mini road car....



Another Mini...sort of!! 2800cc turbo MG Metro 6R4



Briony Serrell's rare Elva MK7 (Wife of Antiques Road Trip TV star and auctioneer Philip Serrell, who doesn't compete!).
Briony also campaigns a gorgeous Lotus 51A.



Motoring journalist and author Simon Taylor's 5700cc HWM, affectionately and widely known as "The Stovebolt Special"!



Fastest support van in the west..!!

I am reliably informed that this 4700cc Aston Martin Vantage GT4 was developed solely as a hill climb car, and doesn't get used on the road.....



So, lunch over, the action starts again with the track drying out and everyone's times improving....

Class RTR Revington TR TR Register Sprint Hill Climb Championship						
No.	Name	Car	c.c.	Year	Run 1	Run 2
251	Chris Roberts	Triumph TR8	3500		48.11	45.15
252	Dale Strachan	Triumph TR6	2498		45.98	42.56
253	Martin Paine	Triumph TR6	2500		45.23	46.10
254	Tom Purves	Triumph TR3A	2180		44.53	43.09
255	Roger McEwen	Triumph TR6 PI	2598		47.92	43.94
256	Richard Durrant	Triumph TR4A	2238		44.19	43.05
257	Larry Jeram Croft	Triumph TR7 V8	3900		41.63	40.59

.....I was happy to eventually better my previous best time here by three hundredths of a second.....and only nine hundredths slower than Dale Strachan.

Hoping for a dry meeting 21/22 September.....!!

Richard Durrant

TECHNICAL SECTION



FUTURE EVENTS

CLAY PIGEON SHOOTING DAY SATURDAY 12TH OCTOBER 2019

A third CVTR clay pigeon shooting day is going ahead and will be on Saturday 12th October.

It will be on a similar format to last year. A half day event starting at 11.00am, consisting of a 25 bird practice shoot using 3 traps which will give different types of birds to shoot. A further 25 bird sporting shoot will be available to those who would like a bit more fun.

Tuition for anybody who has not shot before is included.

The cost for the 25 bird practice will be £17 which includes your cartridges and clay targets and the same again if you want to take part in the sporting shoot.

There is a club house at the shooting ground so tea's, coffee's and breakfast rolls are available for those who want refreshments.

The Address is -: Nadbury House, Edgehill Shooting Ground, Camp Lane, Warmington, Warwickshire OX17 1DH

Please contact Phil Blake if you would like to come along 07771 771663 or philb4x4@gmail.com

SUMMARY

July	August
	31 st Peopleton Show
September	October
1 st Boness Revival Hillclimb 5 th Kineton Social Club 7 th /8 th Prescott 7 th /8 th Lakes Weekend 8th CVTR Sunday Lunch (Gareth Davies) 9 th TR track Day Castle Combe 13 th /15 th Goodwood Revival 21 st /22 nd Shelsley Walsh 21 st /22 nd Sywell Pistons and Props 21 st /22 nd Kop Hill 25th CVTR Monthly Meeting 27 th Curry Night TBA Clay Pigeon Shoot	5 th /6 th Prescott Autumn Classic 7 th TR Track Day Donnington 13 th CVTR Sunday Lunch (Brian Wiggins) 23rd CVTR Monthly Meeting 29 th TR Track Day Goodwood
November	December
8 th /10 th NEC Classic Car Show 17th CVTR Sunday Lunch (Tim Walker) 27th CVTR Monthly Meeting	2 nd TR track Day Brands Hatch 8th (Sunday) CVTR Presentation Dinner (Bob Heppell)

CLASSIFIEDS



TR6 FOR SALE - £22K

I have been a (completely inactive!) member of the Cotswold Group for several years now, having been bought a TR6 by my wife for my 50th birthday 5 years ago. In fact she bought it from Peter who ran the South Wales group of the Register. Having done about 200 miles in 5 years, I can't really do justice to owning it and garaging it. We are keen cyclists, so every time the sun comes out, so do the bikes rather than the TR6. In fact we'll be reinvesting the proceeds in a VW camper van so we can head off with bikes on the back.

I thought before I advertise it in the trade press, I would see if anyone locally was interested. It's from 1970, RHD, 2.5L 150HP, Unleaded conversion, Bosch injection, 12 month MOT, in good condition, was rebuilt in the mid 90s, with a full history. I am looking for a sensible price to reflect model, condition, market value etc.

We are in Stratford if anyone wants to come and see it. (For sale on TR Register Classifieds web pages)

Neil Davis 07710 012455 davisofstratford@hotmail.com

FREE TO A GOOD HOME



Removed from my TR6, great condition, so if anyone wants a pair of chrome bullet mirrors FOC, first come first served

ALSO FREE to a good home, a pair of genuine period Unipart fog lamps complete with branded covers/protectors.



Ian Brown

GDPR, we at CVTR only have your email details 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