



COTSWOLD VALE TR **NEWSLETTER MARCH 2016**

Time is flying past already this year, and whilst “winter” is normally a quiet time in the classic car diary, there have been plenty of things happening, not least of which is our new Group Leader picking up the role with some hard graft getting the distribution lists up to date, getting himself out and about at several events and generally getting stuck into the job.....but I guess you want to know what we have been doing, and what is coming up, so.....

I thought it was appropriate that I start with some feedback over my comments about Valentine’s Day in the last newsletter, so here is what I received:-

Dear Ed

Reading your excellent publication last month, February 2016 I was surprised by your lack of empathy over Valentine’s day, suggesting members may wish to spend the day with their cars. Enclosed is a picture of the Valentine’s gift I bought for the love of my life:-



For some reason my wife was not impressed with just a card, so for the next few weeks can you send my mail to Ward 7, Worcester Royal Infirmary, but unfortunately I won’t be able to read anything until the swelling goes down.

Anonymous

March 5/6th - NEC Practical Classics Restoration show

No surprise as it is almost on our doorstep, there were plenty of CVTR members visiting the show! Alf, myself, Keith and Richard travelled up together, Alf having pre-booked the tickets and the £12 (!) car park fee suitable factored into the financials the “pensioners” were happy with their discounts!

During the arrangements we had all decided to make an early start to avoid the traffic and the queues into the car parks and onto the busses.

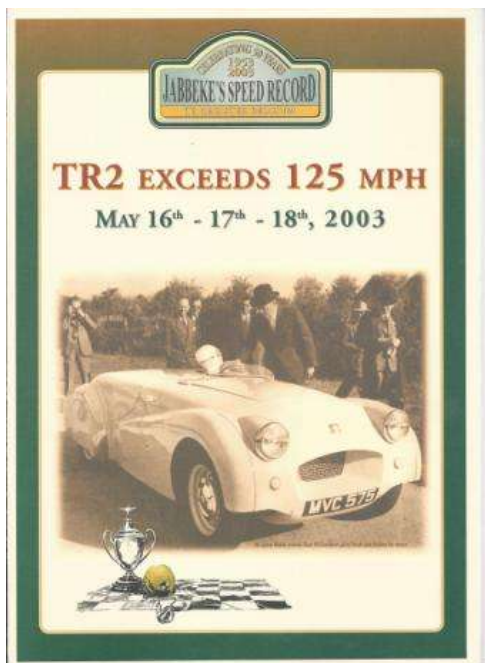
We need not have worried, the roads were clear, and although the traffic flow around the NEC site seemed long and tortuous, we eventually parked up and found ourselves with a short walk to the halls.

Although we were early, there were queues at each of the entrances and we had to wait 20 minutes or so before anyone was allowed in.....

Our first port of call was the TR Register stand:-



We called there first to refresh ourselves with tea and coffee, but the kettle had already been assaulted and emptied by TR Register members who were even earlier than us, so whilst we waited for the fresh water to boil, we checked out the cars. Alongside TS2 was the famous Jabbeke car MVC575, driven originally by Ken Richardson on May 16th/18th 1953 reaching a speed of 125mph (actually 124.889mph), proving the sporting credentials of the first TR sports cars and providing the DNA for the lineage up to the last TR8:-



(programme from the 50th Anniversary run) and actual picture



Also on the stand was Peter Tokely's TR7 in which he won the Scottish Rally, and the recently completed TR250 belonging to Phil Horsley.



After the kettle had done its thing and we were ready for our adventures, we decided to check out Rob King, who had already been busy setting up his Consul Capri on the Capri Owners Club stand the day beforehand:-





Dave Roberts inspects Rob's bodywork before Rob demonstrates the techniques to some Australians.....



Nice job Rob, looks like it's airborne!

After that we checked our shopping lists and set about the autojumble searching for treasures, except that in Keith's case the treasure he was looking for was a nut to fit a non TR light fitting! I wouldn't say the light unit was old, but

none of the fixing suppliers had ever seen anything like it before and suggested it looked more like a plumbing thread than anything automobile!

Richard set about the booksellers, and having seen his own collection, he had more than most of them at the show! Anyway, he did manage to find a vehicle he could relate to, complete with driver:-



After we had prized Richard away from one of his aspirational vehicles, we soon came across another on his wish list, although you will see the vehicle from his report, (following this rubbish effort), you will notice that it was the “bodywork” that really caught his eye.....



By now Keith had got fed up of checking his nuts, so he turned his attention to his next restoration project, complete with “rat look” engine.....



This wasn't a show restricted to cars, there were tractors:-



Steam engines.....



Real and scale models.....



Bubble cars (on the Midlands Vehicle Preservation Club Stand with our very own John Stringer pictured.....)



Some challenging projects.....



(just needs a bit of T Cut!)

And some brilliant engineering and technical skills on show.....



But I really liked the Italia on the Pro-strip stand.....



On the way round we managed to spot Dave Gillespie buying some rare items from an antiques dealer, Nick Smith checking out the exhibits, Dave Roberts admiring Rob King's flying machine, and Gareth joined us for coffee and a photoshoot on the way around.....



All in all a pretty enjoyable day out, made all the more enjoyable by the mickey taking and banter on the way round, Keith never did get his nuts sorted, Richard managed to avoid buying any more books, Alf managed to blague a set of tyres (yet to happen), and I bought some trim for the boot lining and some hand wipes for when I finished. At the show dinner in the evening, the TR Register were awarded the prize for the best "Club magazine of the Year", clearly they have not read our own newsletter! (Well done Wayne and the team!)

Ian Brown

PRACTICAL CLASSICS RESTORATION SHOW - MARCH 2016 (alternative version)

“Hello – would you like to restore me.....!!”



Yet another award for the TR Register, this time for TR Action....“The Outstanding Club Magazine of the Year”
Congratulations Wayne Scott and contributors.

The TR Register stand this year surprisingly featured restoration projects.....including this lot.....!!
Wheel bearings set up ok then, Keith.....?!! (Ed Comment, I think he means us not the car!)





Of particular importance the record breaking Jabekke TR2, which achieved nearly 125mph on the Jabekke highway in Belgium in 1953, driven by Ken Richardson.





Still a fair amount of work left to get on with at Protek then....

Another restoration project on the stand was the class winner of the 1977 Scottish Rally Championship in the hands of Peter Tokely. A Speke car, so not much work to do then....



The other cars featured on the stand were TS2, the first RHD TR2, which seems to undergo a permanent rolling restoration.....



...and Phil Horsley's completely restored LHD TR250....together with Merve justifying the TR Register accounts and Dave, Alfred and Ian discussing the parts they intended to purchase. Keith already had two bags full!



Wandering round the show displays we came across a new project for Dave Gillespie...



....which would obviously collapse into a pile of rust if it WAS touched!



....or possibly for Keith Brown...



...who is obviously estimating what will be needed before disappearing back into the autojumble section!



For some reason Rob King has dismantled his beautiful Ford Consul Capri and spitted it..



... I see. It needs a widget mounting bracket here, which isn't accessible with the car on it's wheels!



A project for a Jaguar enthusiast....



Keith Brown pointed out that Rentokil would be needed to deal with the woodworm infested dashboard...



It would almost certainly be cheaper to buy this fully restored XK 140!!!



Meg keeps banging on about getting a Volvo V70 to replace my 940 Estate. I wonder if this would be suitable....



(See my version of events in the previous report on “bodywork” – Ed!)

....as mine is getting to look like this...!



Now the section you have all been anticipating....the **AUSTIN SEVEN RESTORATION!!**
First remove body from a perfectly good car, modify chassis and add new bodywork with a few accessories....



....and you could end up with something like this....



....or this....



Now on to the Army paint shop – No wonder the Defence Budget is so high....





How did this get in....?!! Fancy having a go at stripping and restoring it....?!!



“No takers then. No problem – I’ll be back next year. Thanks for coming anyway”



Richard Durrant (with mug shots contributed by Gareth Davies)

March 13th- VC Rally cars talk by Ian Cornish and Graham Robson, Prescott



Originally the brainchild of Terry Smith, the event morphed from one date to another, one booking system to another, eventually becoming part of the TR Register seminar series, with sections added in from Graham Robson

and Wayne Scott “inconversation”, and the classic le Mans experiences of Paul Hogan as an owner and entrant, and Neil Revington as a driver.

I had seen Ian’s talk several times previously, and recorded it to DVD, (available in the club shop, and free to watch via the TR Register website, here - <http://www.tr-register.co.uk/past-issue/2015/08/0006/The-Works-TR4s-Story> , although you will need to log in as a TR Register member) and organised the joint presentation with CVTR and the Birmingham Group in 2015. Anyway, it is a great story, well researched and presented with over 240 photographs, video clips in colour and black and white, covering the early TR’s in competition and featuring the period Graham Robson was brought in to rebuild the Triumph Works competitions department, get the cars prepared and entered into the right events, both in Europe and across into America in the hands of Kas Kastner. (Graham on the left and Kas on the right)



Three of the four works cars were on show, the authenticity or whereabouts, of 5VC has yet to be discovered.....

Ian Cornish was there early to set up his show



And after coffee and bacon rolls, Ian introduced the “celebrities” and launched his presentation. After the presentation, Graham Robson, Tony Sheach and Gareth Firth (both Co owners of 3VC), Neil Revington (6VC), all joined Ian Cornish on the stage to take an open session of questions and answers.

Interesting comparisons were made with the ex works cars, both in period and as they are today, and the current TR4 rallied by Tony Sheach in HERO and other long distance events, BST82B, which is prepared with a forged crank carillo rods and other improvements either not available at the time or not homologated for use in International rallies during the early 1960’s. In essence Triumph had done a brilliant job at the

time with the resources and finances available (ie the veritable shoestring!) Neil and Tony are shown below with BST82B on screen.....



Lunch came up quickly, and we were treated to an excellent meal as part of the package before the “In Conversation With” session started, chaired by Wayne Scott:-



One thing you can be sure of is that Graham Robson will never be short of words, and although he must have done similar sessions many times before, it proved to be insightful and entertaining, and a great hour of theatre!

Paul Hogan followed on with a humorous look at Classic Le Mans from an entrant and owner viewpoint, supported by Neil Revington giving his drivers eye view of his experiences around Le Sarthe.



All in all, this was an excellent day, in a great cause, at a terrific venue, it's a shame there were so many empty seats. Thanks Terry for coming up with the concept and getting it delivered (spot the drivers in the picture.....)

Ian Brown

March 19th – Expo 2016 - Classic Car Seminar Day – Gaydon

On 19th March Andy C and Andy R visited Gaydon to attend Club Expo 2016' which is a gathering of Classic Car clubs where a series of seminars and workshops are held for anyone interested in understanding more about the running of clubs etc. Our intention was primarily to have a look at the Newly refurbished British Motor Museum following an extensive makeover AND the opening of a new building, but more on this later.

So let's start at the first car we noticed, a Bull Nose Morris (but no sign of Richard !) followed by a TR7 then a stack of British Leyland cars with a TR6- MG and a Triumph Spitfire.



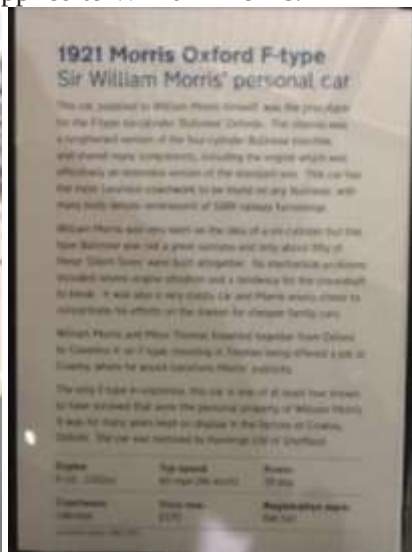
Andy then admired a "cut away" MGB which showed how well these cars were put together.



The 1 millionth Wolseley looked great



but not as good as the 1921 Morris Oxford F type supplied to William Morris.



Moving on we came across a three wheel motor bike where the passenger acts as the bumper as he or she sits in front of the driver.



Round the corner was an Original London Taxi



and then a red TR3 with its baby!



Looking down into the main atrium we caught sight of "Yes m' lady " Penelope's pink car followed by an overview of what's on show.



The museum is well worth the visit, lots of old favourites on show, with "My Dad had one of those" only now we are the " Dads" and we did indeed have one or two of the cars on show.

After lunch we ventured outside to the new building recently finished and very big. Two levels with currently The Jaguar Heritage Trust displaying a vast collection of Jaguars and Daimlers the first one very old,- not sure of its age, but it looked great.



The Machine gun Jaguar as used in the James Bond film was also on show



There must be at least 80 cars on display from XJ'6s to the S type, XF, the new XJ, all aluminium XJ and of course the E - type .



Moving upstairs the gallery looks down onto the new Heritage workshops where you can view work being carried out on cars with 5 four post lifts and 1 two pillar lift.



The workshops look very impressive with no expense spared.
The top floor stores cars that are not on display in the main museum so they are very close together with over 100 cars to walk around.



Rolls Royce, many vintage cars, mini's , MG,s , Morris .Austin 8, cut away mini,



the last TR7 to come off the production line in 1981.



Even a Tracked Land Rover.



We thought that this museum / storage area was in many ways better than the official cars on display. You can easily see the building from the main car park in its Aluminium cover in front of a small manmade lake.





So if you have a spare few hours then head down the Fosse Way to Gaydon.

Andrew Racey

March 20th – Sunday Lunch, The Oak, Defford

First outing of CVTR for a Sunday lunch this year at The Oak at Defford, and what a turnout . 29 for lunch and 13 TR,s plus Gareth's kit car , he said his TR was a problem pulling away when he left home so he had to pop back and get one of his other cars, the kit car happened to be handy , a likely story. But it did look great. Our special thanks to Jo and Ian Dancey for organising the event. The meal was very good along with the service and of course the company.





Bring on the next one at The Green Dragon in April.

Andrew Racey

TECHNICAL SECTION

Well I finally managed to resolve the rear suspension issues on my TR6! Having resorted back to standard springs and installed the three bracket damper conversion at the rear, fitting the Gaz shock absorbers created a problem in that they were not long enough to provide any suspension travel. A quick call to Rimmers revealed that Spax shock absorbers were a little longer, and so a pair were duly despatched and fitted. Result - suspension now functioning but car sitting high at the rear, so the lowered springs were refitted and hey presto – all now working great and looking respectable. After letting things settle and getting a few miles under the belt I just need to work out the best settings now for comfort and sensible performance, and then decide on the front springs.....

The bumpers are a different matter, the ones away being rechromed are still not finished, the rear came up perfect but the front bumper showed some "reaction" so they are starting again from scratch to resolve the problem. In the meantime I have removed the rear bumper, which was a timely job as it showed some surface rust around the left hand side fitting hole. This was duly rubbed down and treated to some red Hammerite (amazingly it is almost the same shade of red as Pimento) which will be invisible once the rechromed bumper is fitted. I also intend to paint the inside of the bumper parts with the same paint before fitting them which should then be good for another 20+ years.

Ian Brown

LETTERS TO THE EDITOR

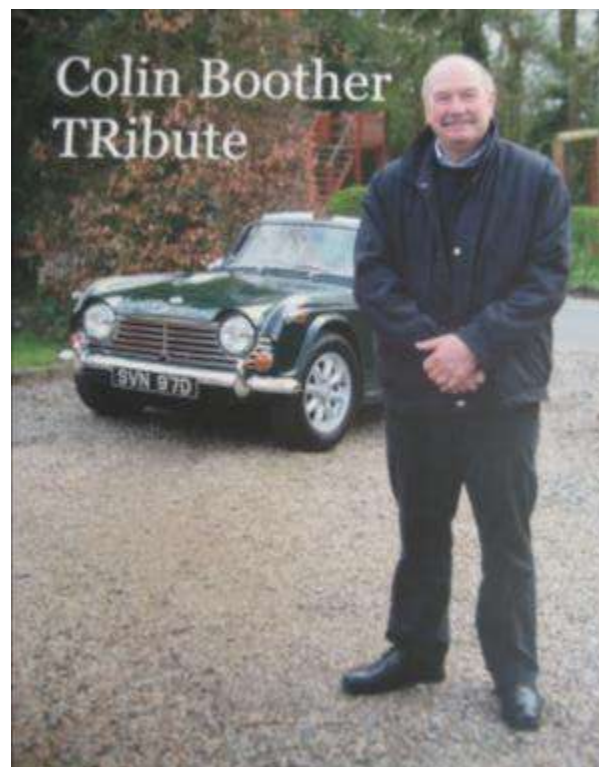
Dear Editor

reading the March 2016 copy of Practical Classics, I noticed this fitting tribute to Colin Boother on page 19 in the "Club News" section:-



Andrew Racey

Ed Comment - As Richard Dredge had photographed both Colin's TR4A and his yellow TR6, and Richard is a staff writer for Practical Classics, he was extremely help in getting this entry into the magazine. I also used one of his pictures he sent for the album presented to Lesley earlier this month:-



FROM THE ARCHIVES

Unfortunately I ran out of time and space to compile more TR Action entries for CVTR Social Scene, but it will be back when we get a slow news month.....??????

CVTR MEETING 23rd MARCH – The Fleece

Our new Group Leader, Gareth Davies, welcomed 34 members with Nigel Cluleys Peerless in the car park. Gareth then confirmed that he had written to The Chairman of The Register about the proposed changes to the role of the Area Co-ordinator and our concerns as a group with the proposals. At this point in time he has not received a reply.

Keith Brown was invited to give us an update on his progress with trying to set up a new bank account as our current one will no longer issue cheque books. Keith had drafted a Group Constitution (which the bank requires). Acceptance of this constitution was Proposed by David Gillespie and Seconded by Phil Barnett, members voted and it was unanimously adopted.

We also had to pass a resolution to accept the setting up of a new bank account as a club. This was Proposed by Andy Canning and Seconded by Mike Hill. Again voted and accepted unanimously.

CVTR members wished to thank Keith for all his hard work in setting up a new bank account.

Gareth reviewed our activities over the past four weeks as outlined elsewhere in this newsletter.

We reviewed the forthcoming key diary events. (NB - This is not the full list of events – see 2016 events diary)

Future Events

April 7th – Prodrive factory tour. This is now full. Ian Brown will let those members who are attending have details nearer the time.

April 10th – Sunday lunch at the Green Dragon at Sambourne, being organised by Dave and Linda Gillespie. A return to this popular venue by CVTR. Contact Linda on davidandlinda@yahoo.co.uk or phone 01527 893723

TR Sunday Lunch 10th April 2016 The Green Dragon Sambourne

Starters

*Soup – Carrot & Coriander
Liver Pate with toast & chutney
Crayfish & Prawn Salad
Breaded mushrooms with garlic mayonnaise*



Mains

*Traditional Sunday Roast
Choice of:*

*Beef
Pork
Turkey*

Sweets

*Apple Pie with ice cream
Baileys Cheesecake
Crème Brûlée
Strawberry Jam Sponge & Custard*

Two Courses £12 Three Courses £16

Sunday Roast with any Starter or Sweet

Please let us know your choices by Saturday 2nd April 2016

e.mail davidandlinda@yahoo.co.uk

If you would prefer the Dragon's alternative Sunday Main Menu, or special requirements please let us know

April 24th – National drive it day

April 27th – CVTR meeting at The Fleece.

April 29/30/1st – Welsh weekend—being organised by Keith Brown.

May 8th - Sunday lunch to be held at St Richards Hospice

as part of our efforts to raise funds this year in memory of Colin Boother, lunch details have now been agreed and Andrew Racey will be sending them out towards the end of April.

May 25th – CVTR meeting at The Fleece.

June 8th – Purity brewery evening tour

Andrew Racey is organising this and should you wish to reserve a space he can be contacted via email - andrewracey1947@gmail.com

Advance notification of some key dates.

Being mindful of the demand on Andy Canning's time, and his availability to bring along the trailer and show equipment, below are three events where he will be attending:-

June 5th – Churchill classic car show

However we do need someone to step up and organise this event .It means contacting the shows organiser's and booking cars in. So come on guys Please stick your hands up don't just leave it to the few to do all the work.

August 29th – Pershore Plum festival.

Booking forms are available from Andrew Racey at any CVTR meeting

September 18th – Sudeley castle classic car show.

We will need to pre-book cars ,again through Andrew Racey

The above does not mean we won't be attending lots of the other events in our 2016 diary, just that Andy Canning has committed to bring along all our gear and big gazebo. We are still investigating the purchase of a more easily transported gazebo - watch this space.

We have also arranged a meeting with the TR Drivers club to see if we can do some "net working "with them over the coming months.

AND FINALLY

Our monthly meeting in AUGUST HAS BEEN MOVED TO TUESDAY 23RD (Fleece have double booked)

SUPPLEMENT

Varied Images this month:-

Starting with some road signs:-





Evidence of people who don't read road signs (and the definition of irony):-



I wouldn't recommend this garage:-



Anyway, time for a coffee and a sandwich:-



So, with summer coming, the clocks are changing, it's time to take off the dust sheets and get the wheels rolling....
See you next month

Andrew Racey, Ian Brown and Richard Durrant

STOP PRESS – CVTR new sail banner :-

Andrew Racey got it up in his back garden.....

