



COTSWOLD VALE TR **NEWSLETTER NOVEMBER 2016**

This year has almost flashed by, and there will be just one more newsletter to look forward to in 2016..... Not to worry, there is plenty to be getting on with this month, including a few excellent catch up articles from the intrepid Mr Durrant (he of the new headlight).

We start with a treat for all the Poldark fans within CVTR, ladies please form an orderly queue for “selfies” and autographs..... (funny really, I have been watching the program assiduously waiting for an appearance, and then when they happened I was so absorbed in the story I forgot all about the characters!)



CVTR member and acToR and exTRa in Poldark, Martin Pemberton



Anyway, enough of Martin, what have the mere mortals amongst us been doing this month:-

Sunday 6th November. TRR AGM

For those who are interested, it was possibly the duller AGM ever staged by the TR Register, no debate or comment from the floor, and the voting on the day swamped by the online numbers counted beforehand. So around 100 TRR members attended on the day to cast a vote and congratulate a few award winners, a bit of a non event from my viewpoint.

Anyway, here are the provisional results of the votes for club office, and a list of honorary awards:-

Directors

Chairman	Paul Hogan
Vice Chairman	Roger Hogarth
Finance	Phil Tucker
Overseas & Clubs	Mick Forey
Technical	Paul Harvey
Commercial	Allan Westbury
North Area	Bob Eccles
East Area	Dave Burgess
West Area	Paul Tunnadine
South Area	Derek Hurford

Resolutions

9.1 Clause 33	Passed
9.2 Clause 22(1)	Failed
9.3 Clause 22	Failed
9.4 Robson as Hon Pres	Passed
9.5 Tenure of Directors	Failed
9.6 Limit to 1 Directorship	Failed
9.7 Assets of SDF	Passed

Honorary Members

All Passed (Tullius, Dubois, Sykes, Kastner, Hopkirk)

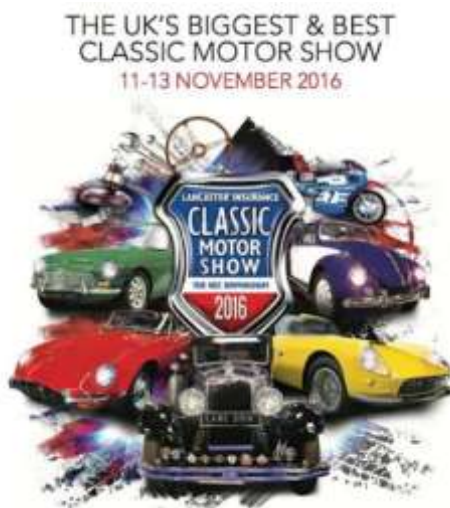
Honorary Vice Presidents

Both Passed (Cunnington & Parkes)

Great to see a strong contingent of CVTR members on the day, who all seemed as frustrated as each other.

Ian Brown

November 11th /12th/13th Classic car show at The NEC.

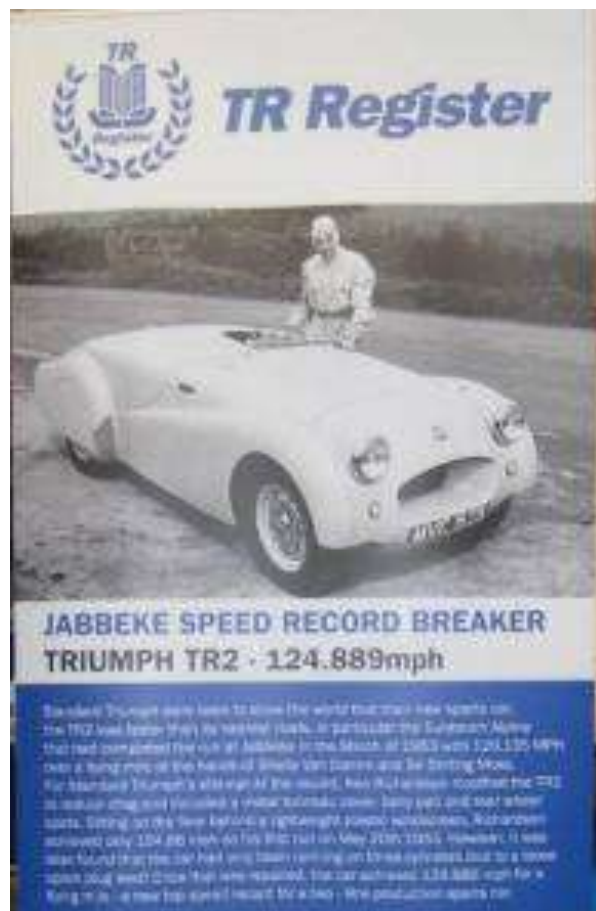


With the show opening at 100.00am on Friday morning, an early start was on the cards, so Keith left his car at my house, and we were at Richard's place just before 9.00am to collect both Richard and Alf. Meg had just taken the Christmas cakes out of the oven so we were too early to sample them as they were still hot! The drive to the NEC was steady, and having been relieved of £12 for parking (and a free bus ride to the halls) we were at the doors just in time for the show to open.

I was going to write a report on the show, but Richard beat me to it, so I have added a few bits here and there to produce a joint effort.....

The TR Register Stands

First port of call was the TR Register stand for a cup of coffee and to check out the cars – MVC575 looked terrific!



Not that the other cars were outshone



Keith Files Sebring replica and Paul Harris's beautiful TR2



The Swallow Doretti Stand



The Italia Stand

(Photo from the Italia2000 facebook page)



(I last saw this car in the Coventry motor museum on a rotating plinth)

The Youth Group





The Standard Triumph Competition Cars Display



Genuine Per Eklund car





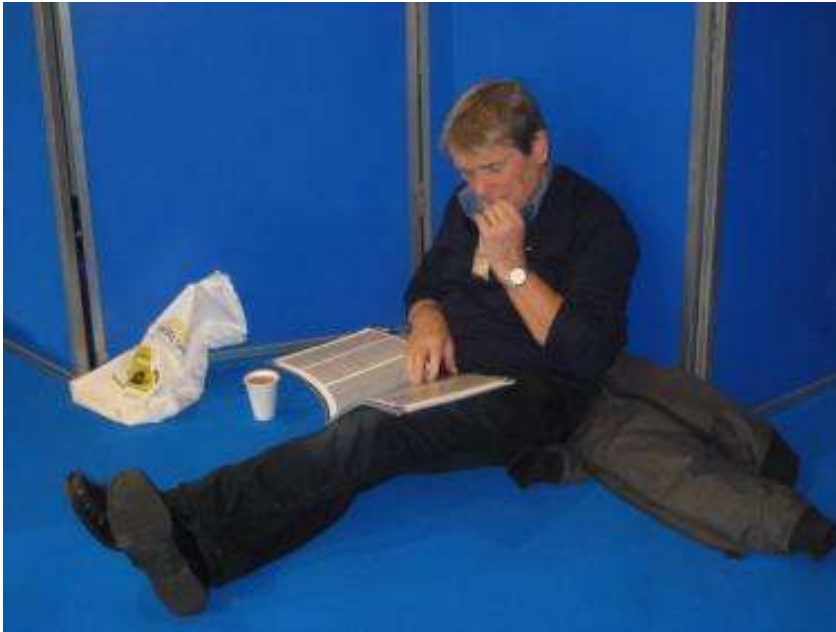
Paul Hogan's TR3 lemans tribute car and Classic Le Mans contender, and transporter
....and a few more TRs seen about the place..



Hillclimb and sprint TR4 for sale, but I've already got one!! (Meg says he has got enough cars!)



No one mentioned it was a fair hike between the main TR Register stands and the Youth section, so when we got back to the main stand it was time for a break:-



Richard is planning his way around the exhibition halls (At least Richard was awake, which is more than can be said for this other chap)

The Ancients....(Title courtesy of Mr Durrant!)



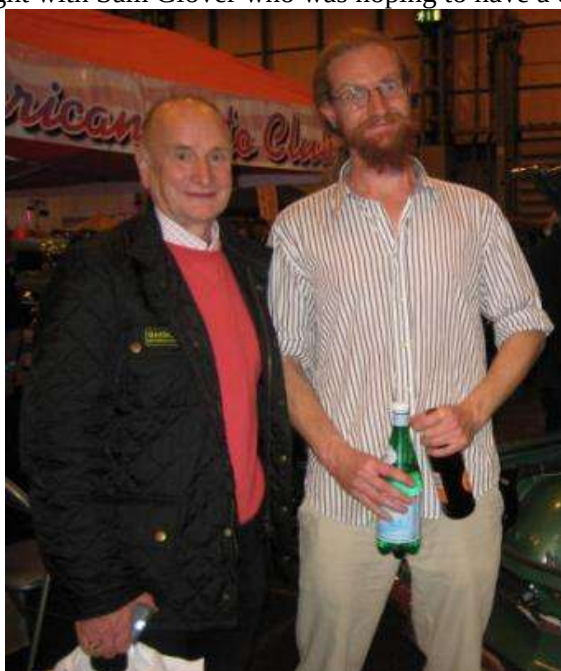
Ian cursing passers by who were getting between his camera and the E-Type kit car...!!





(Ed – would be better without people, but at least you can see what it looked like!)

...and caught with Sam Glover who was hoping to have a quiet beer!!



Sam swiftly changed the water bottle to the front!

Our little group then moved to the Veteran Car display....appropriate...??...

Obvious fascination with this one...



....and Keith was wondering how he could get the paintwork of his TR like this Renault



A slightly more complicated engine..



A throwback to a 1905 Halloween...?



On the FBHVC stand there was this amazing truck – steered with a single wheel by rotating the Villiers engine using the circular bar – it was originally used to load and unload pottery into and out of firing kilns..



And the incredible quality of this Rolls Royce under restoration by apprentices under the FBHVC scheme



When we shake off this mortal coil, would it be appropriate to be transported in this magnificent Model T hearse - which looks as though it may have been driven to the show direct from a muddy graveside???



I have a soft spot for this Alfa Romeo 8C...



1932 Alfa Romeo 8c
8-cylinder, 2300cc, OHC

Supplied new as a long chassis model to Styles for display at the 1932 London Motor Show, the car was sold to D & AH Bloomer of Grimsby. It was destined for Alfie Rose of Roses of Gainborough, the first company to develop machinery to mass-produce cigarettes.

After extensive use during the 1930's, the car was laid up. The 1947 cold weather resulted in serious frost damage and after being sold for £85 it stood outside for many years.

In the 1990's the car was restored as a short chassis model using the engine and gearbox from a wrecked car, since when it has participated in many events in the USA, Canada and Europe.

(Ian – I will either make or sell the Pocher model – one day!!)

The Can-Ams

1960s Group Seven Sports Racers
Lola T70 – won many races in the hands of John Surtees



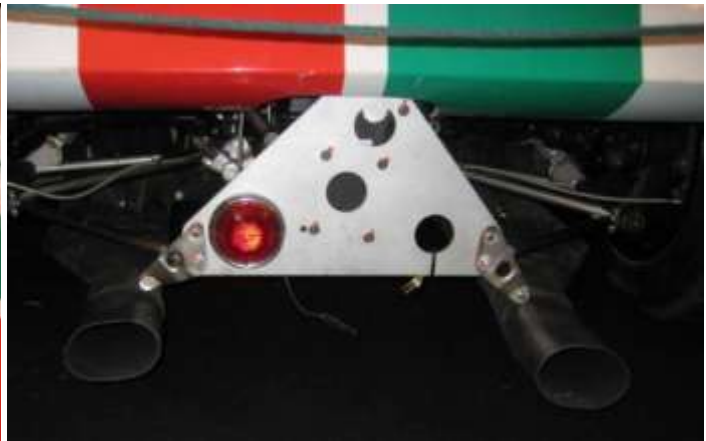
McLaren M6B



BRM P154 powered by a Chevy V8...



The air goes in there...



...and the music comes out here!!

Unless you play tennis!



Not a Can-Am car of course, and not even the real thing, but this TWR XJ13 replica is beautiful to behold...

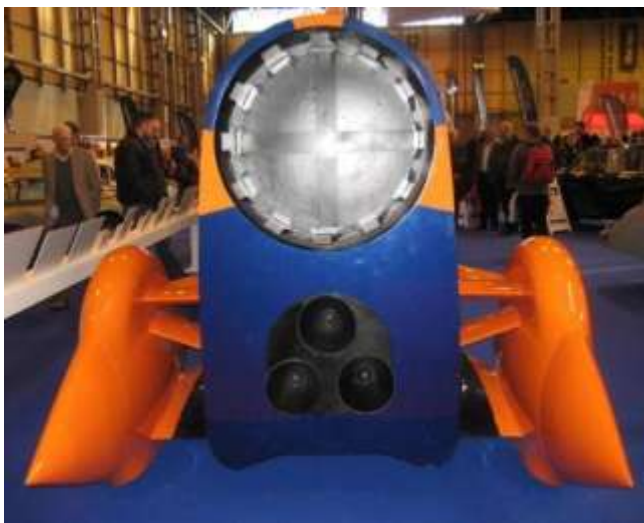


The REALLY quick ones....



Hold tight!!!!!!

Bloodhound....



Richard's Picks of the day

And of course – as there haven't been any recently.....
.....The Austin Sevens....



Early "Chummy"

What mine will look like when it has been recommissioned!!



Interesting Tickford coachbuilt..



...With alternative use for starting handle to wind back the hood...



Exported to Germany as the “Dixi”, which became the BMW!!!



Use in the armed forces..





Bugatti produced this baby Peugeot



BÉBÉ PEUGEOT (BUGATTI TYPE 19) VOITURETTE FOLDING MODEL	
Specifications	
Engine Two Valve (Two head) Six cylinder 4 four 2 stroke. Stroke 2 3/8 in. Capacity 45 lbs. Fuel 100: French C.V. 2 BAC 7.5 BHP (approx.) 15 Cylinders 2 (two mounted) Valve gear (pusher) 2 Carburettor bearings, two and type 2 plate Lubrication 1 Ignition 1 Magneto No. of plug per cylinder 1	For the later production cars the two mounted an additional forward gear - giving 3 speeds and reverse. The concrete prop shaft has within a single tube. Gear change lever right hand.
Chassis Front end mounted with spring buffer.	Body 2 on rear wheels, one mounted expanding and the other internal contracting.
Gears The prototype (B1) and early production cars had two forward gears and reverse with two concrete prop shafts, each driving a concrete main drive wheel and piston. The usually increased gear box was a dog clutch which engaged either prop shaft and also contained the reverse gear.	Wheels Type Wire Type size 700 x 65 Dimensions Wheelbase 1.825m Track 1.047m Chassis Weight (approx) 3. Not recorded.
	Year Made Late 1912-16
	Number Made 1000 (approx.)

The next generation of Austin Sevens...



Which fits Richard perfectly!



And a few others vehicles to drool over



For those who haven't seen the series of Jimmy Deville on extreme engines, you have missed a treat, check it out on catch up TV. This is the jet boat he built around a Provost jet engine before driving/flying it down one of the longest loch's in Scotland.....

A terrific 6R4 (Ed - a blast from my past!)



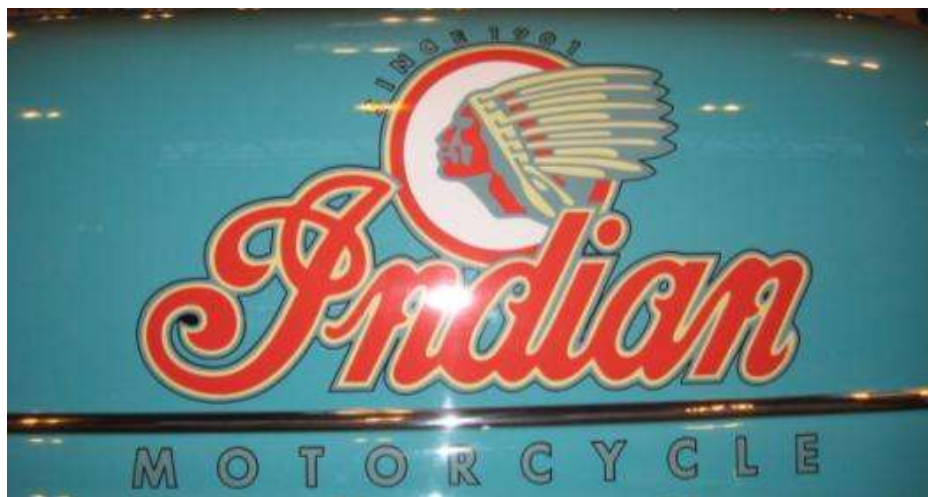
Ferrari's on the grid



One for Andy Canning – original Amazon with a genuine 13000 miles on the clock



And some fantastic graphics in the American section



Fame and Glory (pictures taken from facebook)



Sir Stirling Moss in conversation with Wayne Scott, MVC575 in the background



Ant Anstead and Mike Brewer get the lowdown on a TR6 on the “live” stage

So after walking around the show for 6 hours, only scratching the surface of the event the sum total of our shopping was Keith's set of plastic trim removal tools! Richard had made his customary tour of all the booksellers to value his own collection and resisted buying more. Alf and I, with nothing on our shopping lists, took it all in, well I say that but I managed to make some contacts at the TRDC regarding TR7 parts, and likewise updated the Rimmers contact on the latest initiatives in the SDF pipeline.

Richard Durrant and Ian Brown

November 13th Sunday lunch at The Thai Emerald

Organised by Tim Walker, 24 members arrived at the newly refurbished restaurant but in all honesty couldn't really see what's been done. The buffet lunch had moved into the conservatory and everywhere looked very clean and smart.

The food was up to its usual standard with a huge buffet making it difficult to decide what to choose. So to hell with it, a bit of everything was piled onto the plate and very good it was to. Our thanks go to Tim for making the arrangements once again.



Tables both sides of the room full of delights



Dive in.....



The couple in the window gate crashed the lunch.....

Andrew Racey

OCTOBER CATCH UP

30 SEPTEMBER 2016 CVTR CURRY EVENING

Another successful evening at the Shunarga, attended by 28 CVTR curry fanciers.



Looks like Phil Blake's having a post poppadom rest, Sandie's not sure about the wine and Phil Barnett is about to declaim one of his amazing observations....!!



Looks like “Old Red Eye” Gillespie is pretending to listen to Nick while checking the state of Linda’s glass....!



As this is the third CVTR visit, perhaps we should make it an annual function??



I’ll be there....!!

Richard Durrant

LETTERS TO THE EDITOR

Dear Editor

I have just got around to sorting out some holiday pictures to share with your readers



Rob and Carol King

Dear Editor

I wondered if you'd like to see a couple of snapshots taken in the delightful Tanners Arms in Defynnog, just south of Sennybridge in the Brecon Beacons. Amongst the hundreds of collected beer mats adorning the walls I spotted a familiar vehicle. As you'll see, it's displayed in what I assume to be the 'transport' category of mats (very well organised!), alongside such venerable company as a Sopwith Camel and the Golden Arrow locomotive.



They didn't have any of this offering from the Somerset-based Cottage Brewing Company available at the time, but a bit of internet research reveals it to be a '...rich golden premium ale, well hopped to give a wonderful hop aroma and finish'. Fairly potent too at 4.6%!

Maybe another CV Register member has sampled it?

Keep well

Chris Perry

Dear Editor

I spent some time researching winter storage for my Spitfire and found the monthly commercial storage charges laughably high and renting a garage in my area is between £45-£65 a month, so I am delighted with this solution that our members may like to consider

This is a practical and economical solution for storing a car over the winter period. I have a TR6 and a MkIV Spitfire but only a one car garage. The solution was to buy a 7' 7" x 12'1" Storage Shelter like this one on Ebay for under £100.

http://www.ebay.co.uk/itm/381672008562?_trksid=p2057872.m2749.l2649&ssPageName=STRK%3AMEBIDX%3AIT

These shelters are very robust and have tubular steel ribs bolted together to form a frame that attaches to the shelter with flexible ties (provided). The shelter zips closed but as our cars need 'through ventilation' to keep them dry I have added two vents front and back, also purchased online. To do this you need to cut templates out of plywood to act as a backing for the vents to glue and screw into. Finally you need to weigh the sides down to stop it lifting in high winds and cement blocks would be ideal for this.

Whilst MGs and TRs etc. are slightly longer they would just fit by parking 6" into the fabric either end (so that the bumpers are pushing out front and back), there is still plenty of width to walk up either side or work on the car.

Regards

Charles Taverner

COMPETITIONS SECTION

Castle Combe 5 October 2016 TR REGISTER TRACK DAY

Around 30 TR Register hooligans descended on Castle Combe for a dry and sunny day attempting to wear out tyres and brakes, including the usual suspects from CVTR Group.





Neil Revington's TR5



Most of you will know something of the ownership and history of this car, so my report will be limited to the background leading up to this incident at a TR Register track day at Castle Combe on 5 October 2016. The car has been extensively and successfully raced and rallied world wide over the past ten years, with no doubt a fair share of associated problems. However Neil believes that the incident which initiated the “Three Wheels on my Wagon” outcome took place in a race in the Mdina Grand Prix on Malta in September 2014. The circuit layout required removal of a section of kerb to allow the cars to cross the carriageway and while Neil was overtaking a Datsun 240Z here he was elbowed over and clouted the kerb with his nearside front wheel. The impact bent the link through ninety degrees, which was straightened locally. The car then felt ok, and on return to the workshop it was jigged and found to be perfect. Says a lot for Maltese workmanship!! However, the hub wasn't checked and Neil moved on to a very rough stage rally in Barbados, followed by more competition in 2015 and 2016 with no problems until taking a fast right hand bend at Castle Combe.....!!



Neil removed the undergrowth, got a new hub from the back of the support truck and fitted it before returning to the track again.



Another example of the strength and serviceability of our old bangers.....!!

Richard Durrant

October 2016 PRESCOTT AMERICAN WEEKEND

This is the last competition weekend of the season at Prescott, and is combined with an American themed spectacular.

Firstly, our own Tony Cotgrave who competes in the Aldon sponsored Prescott National B category...



Then he took the hood off for the afternoon...



This original "Shelsley Special" fascinates me...



Note the seating arrangement alongside the drive train, and original use of parts for the pedals – adding lightness ala Chapman.....!



Among the fastest cars there, though..



An early Mallock in pristine condition..



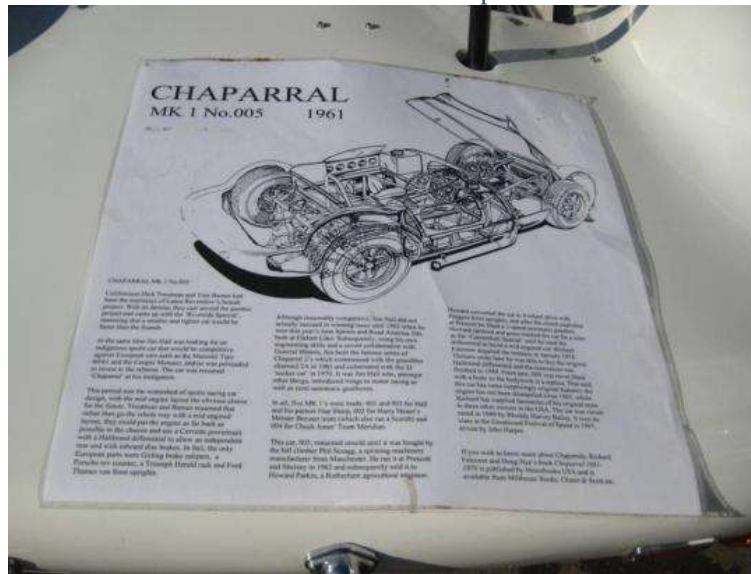


....Sporting what looks very much like one of Meg's knitted offerings on the filler cap!

The beautiful Picard Piquet...



Moving on to the American influence...
The fantastic 1961 Chaparral..



See NEC report to check this car complete with body on!

“Old Yaller”



And this enormous Dodge which always wallows round corners at impossible angles smoking tyres, and puts up amazingly quick times!



A Chevy truck...



Two more pairs of legs...!!!



Three pairs, if you include Meg's!!

The Indians...



And the Choppers...



NOT A SOLITARY AUSTIN SEVEN ON SUNDAY!!

But one for Phil Blake...



...and one for me...



Don't look like typical Bugatti owners, do they....



I spotted this lovely patinated Riley Monaco as we were leaving...



....and this “patinated” TR4A, radio blasting out cricket scores...!!



Richard Durrant

TECHNICAL SECTION

Well at last a long period of frustration with various issues over 15 months appear to have come to an end!

The latest episode started with a breakdown just 200 yards after leaving home to attend the October lunch at the Broom Hall inn! We had no option but to hastily jump into the 'eurobox' in which we also had to lead the Autumn Leaves Run a week later!

The breakdown was due to a failed carbon brush in the dizzy cap:-



Sadly in changing to a new cap (with a new brush), I mistakenly fitted the HT leads in the correct firing order but one position 'out' on the cap! Naturally she wouldn't start so I misguidedly started looking elsewhere for a solution. A new coil and a red rotor arm were therefore fitted to no avail!

It took assistance from Rob King who kindly brought a tester to check we had a spark (which we did) to realise what was wrong and after repositioning the HT leads she started first time! Before we got to that stage however we also did an injector test into a jar and Rob established that one was u/s so ignition followed by rough running came as no surprise! The failed injector would explain why she's been 'lumpy' all season so a recon injector was hastily ordered from Rimmers for collection at the NEC Show. Once fitted, I went on a long run and at last she's now running as sweet as a nut! Rob has now added the Lucas PI system to his extensive knowledge base! Many thanks for your help Rob and to David Gillespie and 'Cat' for the offer of a spare coil whilst I was clutching at straws!

Moral of the story is 'check you work then check it again'!

Brian Wiggins

CVTR MEETING & AGM 23rd NOVEMBER 2016

Apologies from:- Brian Wiggins, Mike Parry, Alan Wilding, Martin Pemberton, Rob King, Phil Collins, Peter Foster, Richard and Meg Durrant.

We had 24 members at the meeting. We were also pleased to welcome our new TR Register Chairman - Paul Hogan and the West Area Director - Paul Tunnadine (our very own Cat) We wish them well in their new roles.

Gareth reviewed our activities as shown elsewhere in this report. Then he invited our new Chairman to say a few words on how he saw his role as head of the club.

Paul said he wanted to wipe the slate clean and start afresh and confirmed we are a car club not a high powered business. He wanted to get all group leaders together as soon as practical in the new year and saw the role of Area Directors key in bringing groups together and promoting the club. Above all he wants members to have fun and to enjoy their cars and the club. And so say all of us.

FUTURE EVENTS

November 27th . Classic car show and auto jumble at Malvern show ground.

December 3rd An Audience with Stuart Turner - Prescott

The TRR along with Terry Smith are organising another event at Prescott. "An audience with Stuart Turner", ex Competition Manager at BMC and Ford. Details have been published in TR Action. £25 gets you a three course lunch and an entertaining day hosted by Wayne Scott. Contact the office at Didcot to book a place.

December 11th - Sunday Christmas lunch at The Fleece.

Contact Keith Brown STOP PRESS – NOW SOLD OUT

December 13th. Birmingham Group quiz night.

CVTR are invited to this annual event held at The Somers Club.

January 8th. Bicester scramble

Over 700 cars usually attend the start of the year, you will have to book on their web site if you wish to go.

January 9th . MEETING AT THE FLEECE TO PRE PLAN 2017 DIARY. STARTS AT 7.00pm.

Please come along to help your club in forming next year's diary.

January 28th. CVTR Annual awards dinner.

Bob Heppel is organising our annual dinner and awards night at Dumbleton Hall, a venue we have used for the past 4 years. Last years dinner and evening was regarded by those who attend as The Best Yet , (totally agree, food ,service and entertainment was great) . Contact Bob on 01386 860499 or email- robert.heppel@ btinternet.com . You can also book accommodation to stay overnight at a very reasonable rate, mention when booking that you are attending our dinner.

This is your yearly chance to put on your best Bib and Tucker and support CVTR ,s annual event. We will also be presenting awards for Car of the Year, Special awards x2 Sod's law trophy, The Tony Holland memorial cup for engineering excellence , Carbon Foot print award , and of course Pratt of the Year (be afraid , be very afraid) - notes have been made and we have at least 6 candidates eligible .There will also The Colin Boother Memorial plaque awarded by the Chairman to a CVTR member who has shown Exceptional Pride and Passion in their car or club. Our numbers are down this year due to a few people away on holiday, but if you have yet to make up your mind then please come along and join our annual get together.



*Cotswold Vale Annual Meal and
Presentation Dumbleton Hall Saturday January 28th 2017
meal served @ 6.30 for 7.00*

Menu

starter

Cream of Butternut Squash Soup, Sage Beignets
Ham Hock & Guinea Fowl Terrine
Poached Pear, Blue Cheese & Parma Ham salad

Main

Roast Pave of Lamb, Flageolet Puree & Balsamic Glaze
Hake on bed of Warm Tomatoes with chorizo Crumb & Herb Oil
Pan Fried Chicken Supreme with Haggis Farce & whisky Cream
Mushroom Guinness & Root vegetable casserole with Creamed Potato

Dessert

Lemon Tart with Berry Compote
Apple and Sultana Sponge, Anglaise Sauce
Sunken Chocolate Cake with Clotted Cream
Cheese and Biscuit Selection

Freshly Brewed Tea or Coffee with Dinner Mints

Name..... Tel Number

Meal are £25.95. Rooms to be booked direct with Dumbleton Hall mention Cotswold
Vale when booking £87.00 a double (4 poster bed extra £20.00) Dumbleton hall
Telephone number and Email address are tel 01386 881240 Email dumbletonhall.co.uk

Please make cheques payable for meals to R Heppell

Rob Heppell Tel 01386 860499

Email robert.heppell@btinternet.com

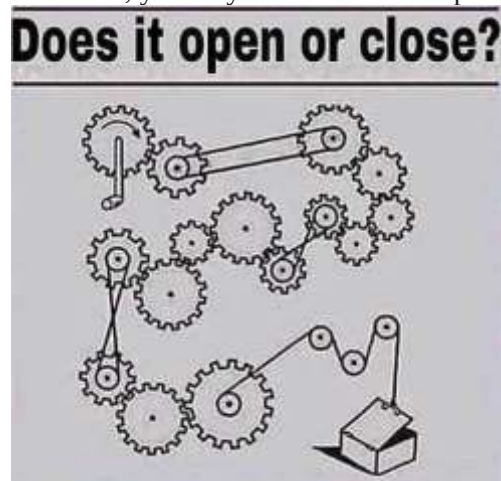
SUPPLEMENT

Yes it does matter where you put the label.....





And finally, if you have a spare moment or two, you may care to solve this puzzle:-



Andrew Racey, Ian Brown and Richard Durrant