



COTSWOLD VALE TR **NEWSLETTER AUGUST 2017**

CONGRATULATIONS!!!



(image from TR Register media)

CVTR member Terry Smith is co-opted by fellow “old fart” and TRR Chairman Paul Hogan to the board of the TR Register in the position of “EVENTS DIRECTOR”

July 28/30th. Silverstone classic event.

After the excitement of the F1 Grand Prix last month, the TR Register was once again present in force at the Silverstone Classic weekend.....



Although a number of CVTR members were there, unfortunately no one has scribed any notes.....

August 3rd Staverton Jet Age Museum.



It's not much fun having a "fun run" when the weather is wet, so when I woke up to brilliant sunshine, the car was polished up for an outing and the roof safely stowed – until half an hour later the heavens opened and the roof went up again.....

After half an hour the sun came out again, car wiped off and roof stowed yet again in readiness for the day's activities. The sun was still shining when my friend turned up and we set off with Andrew Racey to meet up at the Beckford Inn. You might guess what happened next, the sun disappeared and the rain came down again, so we dived into the filling station, took on a splash of fuel and erected the hood! Five minutes later and we were in the car park at the Beckford awaiting the arrival of the rest of the group.



Mike Hill had arranged a scenic route to a secreted lunch stop and a short drive on to the museum for a two pm start, so after waiting 15 mins past the departure time, I succumbed to calling the missing member who we were waiting for (no names no pack drill, but he can be seen later in this missive tucking in to a burger). I quickly ascertained that he was meeting us at the lunch stop and a problem with his mobile phone had meant a text message went missing.....hmmm!

The weather continued to be pretty drizzly, and to compound things, Gareth pulled over onto a garage forecourt just outside of Tewkesbury with steam rising from the engine.....



The radiator cap was found to be undone, and whilst antifreeze is meant to be blue, the inside of his engine compartment was sprayed brown! Anyway, after letting things cool down a little, the radiator was filled with fresh water, the cap installed correctly and we were back on our way – to the pub.

I would like to say we travelled through some lovely countryside, and I'm sure it was, however the inefficiency of my new wiper blades was exposed when having to peer through a partly cleared windscreen (why is it that the passenger side is always perfect and the driver side an issue?)

We arrived at The Boat Inn, Ashleworth, on time, and due to Mike's thorough preparation, the staff had reserved us a room, and we were soon queued at the bar with our drinks and food orders;

Although it did take a short time, the food was great:-



And the appetite legend of former CVTR group leaders was suitably upheld!

After refuelling the body, Gareth's waterworks were checked and found to be in splendid condition, so we set off for the museum!

Now everyone had been issued with a map showing the proposed route to Staverton, but pretty soon it became apparent that our convoy arrangements had evolved into something more akin to a Red Arrows breakout. At one stage I was following a few cars behind Nigel Cluley, only to find him waiting from the left at the next roundabout, and goodness knows where others had disappeared as we tried to follow the next TR ahead of us, believing Mike was correctly leading the majority of the group, which of course, he did.

Anyway, we all turned up at slightly different times, just ahead of the 2pm proposed start time.

We were greeted by our contact, Trevor Davies, and a host of volunteer helpers who would be our guides for the afternoon.



Trevor is on the right of this shot

The chap in the centre of the shot is Ken Plowmans, an original WW2 Horsa pilot who recounted his experiences of Operation Varsity:-

“24th March 1945 saw the beginning of Operation Varsity, the last and largest airborne operation of WWII. Some 440 British gliders were towed to Germany and released near Hamminkeln close to the river Rhine. “

Fifteen minutes was not enough time to listen to this surviving Horsa pilot, we were indeed privileged!

After being split into three groups we were allocated sections of the museum to visit, and my first stop was the Avro Vulcan cockpit:-



Tim and Debs were in the hot seats (Captain correctly on the left!)

Our guides were ex RAF ground crew and were able to describe the function and workings of the crew in plenty of detail



not much of a forward view from a Vulcan cockpit....

We each took our turns in the cockpit and flight engineer positions, it was fascinating listening for 20 minutes or so about the function and role of the aircraft and crew members.

Pretty soon we were ushered away to our next stations, and on our way in, we had a great view of the “lads and dads” on their day out!



Don and Nigely try out the Folland Gnat cockpit



the guide was an ex Red Arrows ground crew member and flown many times with them

Other cockpits were open to try out, so I had a sit in the Hawker Hunter



yes, those are my legs!

A particularly interesting story concerned the Gloster Aircraft company diversifying after the war, using the crafts and technologies they were familiar with building aeroplanes, and they came up with this:-



one of only two and a half of these in the world!

The Unibus was the world's "first step through" motor scooter, and was later copied by Vespa and Lambretta, although they moved the engine to the rear wheel instead of the shaft drive on the original Unibus.

Pretty soon, our tour slot came to an end, and we were offered the chance to line up the cars outside for any photoshoot with the external exhibits that we fancied:-



I have always had a soft spot for the Vulcan, so here was my chance:-



The museum is staffed by volunteers and funded primarily by donation, the £5 per head we contributed seemed very little for the effort they had exerted on our behalf, so I looked to see what else I could do myself to help this museum, and I found that I could join and become a member of the museum by clicking on the appropriate link here on this page:- <http://www.jetagemuseum.org/Contact.aspx> - seems like fantastic value for money to me, and I would urge others to follow suit if they wish to support their efforts.

Ian Brown (and Mike Hill on the maps & pub)

**CVTR Visit to Jet Age Museum
3 August 2017**



No way would I consider flying on an operation with this guy in one of the hot seats...



....Far more appropriate to his qualifications and abilities....



Even I don't meet this requirement....!!



...or should it read "at least..."

Even though I assured her that it wasn't loaded, she refused to pull the straps...!!



Richard Durrant



CVTR tour organiser getting his "sights in"



Ken Plowmans recounting his Varsity Horsa experiences



Andrew Racey tries the Hawker Hunter cockpit whilst Gareth settles into the Folland Gnat hot seat



Gloster E28/39 was the first ever British Jet powered aircraft, and the model alongside previously sat on the site of the Regent Arcade in Cheltenham to commemorate the actual “birthplace” of the jet engine.



Andrew checked out the RR Derwent Meteor engine and moved on to the Gamecock recreation



the Javelin Engine was impressive



This is the Javelin (image from Jet Age website), huge step forward from the E28/39 Of 1941 to the Javelin of 1954 (delta winged all weather fighter)



And who would believe that an aircraft company from Gloucester invented the modern step through scooter?
Phil Barnet

Reach for the Sky in a TR

Eight cars were shepherded by Mike Hill and Ian Brown for an enjoyable drive through Worcestershire for an hour or so, a sociable quick lunch in a pub on the river and then onto the Jet Museum at Staverton Airport where we were pleasantly surprised at the welcome and the range of exhibits in the Museum. Just to give you a flavour, enjoy a quick tour of the museum through a few pictures.



Following lunch we all finally arrived and prepared to enter a much bigger and professional outfit than we expected – a great welcome by retired aircraft professionals from Gloucestershire



To kick off the tour a 93 year old WW2 wartime Horsaglider pilot gave us the inside story of what it was like to fly a real sortie during the war – hair raising to say the least or a bit like a flying a dragon in Games of Thrones



This is a model of the Horsa – the WW2 invasion glider which took part in Arnhem, D-day and the Rhine Crossing. Apparently they are still used as garden sheds in Europe as of course it was a one way trip. They have a cockpit you can enjoy



This is the last of the wooden fighter planes – the Gamecock- which first flew in 1925 and was a development of the First World War planes. It was a crowd thriller at airshows between wars for its acrobatics



The Gloster Javelin was Britain's first Delta wing and flew between 1951 and 1968 for the RAF. It was the last jet to be produced by Gloster before the factory closed



Andrew swapped his TR7 for something a bit quicker but needs to extend the driveway at home. A number of other cockpits including a Vulcan can be tried out



Then Andrew tries to convince Alan that the Vulcan bomber hiding behind the building would a good alternative to his TR4A as it has a lovely engine note when you put your foot down



We all parked up in front of a number of aircraft parked outside the main museum – some poser wanted to race the jets. Nigel was just in front of the Vulcan and managed to catch him on the corners!

Anyway, we all had a pleasant few hours in what turned out to be an interesting museum and role the Gloucester/Cheltenham area played in manufacturing planes during the war – over 10,000 planes made locally

Gareth Davies

August 6th Sunday lunch at The Coal House in Apperley .

On the Friday afternoon before the lunch on Sunday , I received a phone call from Steve, landlord of The Coal House to tell me that the road we use to get there will be closed until 12.30 because of The Gloucestershire Marathon . So what do we do now ? look for an alternative route (it's much longer) or I decided to put the lunch back to 1.00pm. Steve agreed -- and so 12 phone calls later we were still on. As I arrived at the junction where the road had been closed they were then taking down the signs, so the CVTR direction boards went up.

The weather was reasonably warm so a number of couples sat outside to enjoy the sun , 11 TR's and 21 people enjoyed a super lunch .Our landlord looked after us very well, he had laid a roast lunch for those that wanted it as well. Given that there is just Steve, his wife Kay in the kitchen and a young lady serving , they did a really good job.



First group to arrive followed by Mike Hill in his new (to him) TR6, Richard and Meg and Nick and Jayne



Just chilling out and awaiting the final group of TRs



John explaining to Gareth why he didn't buy the garaged 30+ year old TR6, and Meg's steak on a stone



And she ate it all (well apart from the rabbit food) Richard tucking into his ham and eggs, and Keith looks on expectantly at Mike Hill's roast....



Yvonne waits for her salmon whilst Cat discusses the new CVTR member co-opted onto the TRR board



Mike Parry realises he has to pay for Joan's lunch

(Ed comment, great to see Rosemary "recovering" from her charity efforts!)

Thanks to all those that turned out.

Andrew Racey

August 17th Colin Booter Memorial Run

Best laid plans of Phil and Al seemed doomed at first light at the sound of raining stair rods; The mind rapidly re-focused to deal with an amorous approach to a semi naked body by an eager cockapoo. I refer to a visiting pooch of course. Certainly a morning of 'wits about me', I drove top down to Upton Snodsbury.

The pub car park was taken over by a Motorhome convention (all Wickes kitchens and porta-potties). I feared more would arrive, luckily though, en-route to the Malvern Showground. Not before the driver of one, the size of a coach, asked a surprised Mick Parry to see him back. Mick told him to keep coming and when the 3 attached bikes were wedged firmly in the trees... 'that'll be fine' said Mick. (I hope he didn't arrive at Malvern wondering where his bikes were.)

I congratulated Roger Hogarth for early arrival from his long journey from London Group and former VC of the Register. With a warm reciprocal hand shake, Sue mentioned they had stayed at the Oak overnight! We welcomed Roger Guy, Phil Gunn, Colin and Ann Skinner from Leicester group. Henry and Linda Brown from TRDC, (local friends of Colin & Lesley and Richard & Meg) and Clive Nation from Birmingham. A rather fast Morgan joined us, I know as I was 7th in his very fast convoy; also Dave and Jenny in the Lotus and many true friends of Colin from CVTR not to mention the stars of the trip, Lesley and a very tired John, always with a big smile (just back from his holiday and in need of respite) .

26 cars booked, we were sorry not to have had the company of smiley Dave Lewis and Carol from Stoke who couldn't make it at the last moment. One car missing ? Ah! !Phil ..(I'll meet you at the pub) Barnett and Andy (I have an Amazon, no watch, no mobile) Canning.. Just warming up the engines they arrived, Phil having courageously negotiated the M5 and M6, roadworks and collected his navigator at Honeybourne, (ed Comment – and installing the passenger seat)

was frantically requiring breakfast.

Engines still revving and rearing to go, Phil offered to bring up the rear. The only rear we saw was Phil's entering the Twisted Spoon for I suspect, a full English..

All took off in small convoys, some caught up to make longer convoys and some took short cuts (Phil Blake and I have a suspicion.....) Phil and I also feel an essential tool for planning a touring assembly is a petrol strimmer. Grass needs to be cut around signs; Phil wasn't happy for me to bring one in his new X5....next time ?

The route, expertly planned and devised by Phil took us along sometimes narrow, gladed roads and quintessential Cotswold countryside. Idyllic villages such as Middle Tysoe, Upper Tysoe, Lower Tysoe, but not necessarily in that order; similarly The Rollrights, Great and Little; we missed the famous stones. Apart from road works in Chipping Norton we had a good, albeit very fast, but exciting run. We had no regard for WH Davies poem 'what is life if full of care, we have no time to 'park' and stare'. We didn't even call at the Purity and Hook Norton Breweries we skimmed en-route.

I'm sure we all thought of Colin as we drove along, with Lesley and John feeling he was in the car with them. He was in a higher place in charge of the big tap and sun lamp in the sky. It shone on all of us as we arrived at the Plough, lovely food, super service, happy chatting and camaraderie amongst ourselves. Sincere friends remembering a charismatic character whose passion was his family and TR's.

Alan Wilding

& Images from Phil Blake









And a few shots from me:-



Alan's emissions look suspect, and Cat seems to have stopped deliberately to watch the F Type development car!



Very convenient to have the exhaust at the same angle as the car park bank, and The Plough even had a "car refreshment facility"



I stopped on the way home and reflected that this section formed a part of the route Colin himself has plotted for the first CVTR weekend many, many moons ago.....not forgotten.....

Ian Brown

August 20th Tewkesbury Classic Car Show

I saw Bob Heppel on his way home from the show, on his way to Evesham, and I do know that the TRDC were there in some numbers from this image shared on facebook



Well done TRDC members!

August 23rd - CVTR meeting at The Fleece.

LETTERS TO THE EDITOR

Dear Ed

**BMC AND LEYLAND SHOW
BRITISH MOTOR MUSEUM – 2nd JULY 2017**

We were invited by the TRDC to take Meg's TR7 to their annual National Weekend, this year TR8/TR7 Sprint themed, held at the British Motor Museum at Gaydon as part of the BMC and Leyland Show. Over 400 BMC, BL, Rover and pre BMC group vehicles were on display, and free entry to the Museum and Collection building was included.



Several individuals known to CVTR arrived early...



....but it was gently suggested that a couple of hybrid cars should be moved to the appropriate area!!
I lost count of the TR7 and TR8 derivatives...





...and there were a lot of hooligan cars to inspect, although Meg didn't think that her car needed any modification...





I have been known to get lapped by this car on track days – usually more than once!!



There were of course lots of other TRs about the place – don't recognise any of them though....



.... and does anyone recognise this widely travelled 1100....?!!!



Most of you will have spent time looking round the Motor Museum and the Collection building (which has a fantastic display of Jaguars on the ground floor). If you haven't, you should, and I can supply taster photos for the usual financial inducement...!!

However, I did wander round taking pictures that I have already taken on previous visits, including....an MG sandwich



BMW's latest entry into environmentally friendly motoring...



Luxury travel in the 1930s...



Meg was fascinated by this, but decided that the car she would most like to take home was this 1953 Mark 1 Sunbeam Alpine. Unfortunately the Collection Curator wasn't prepared to exchange for her TR7 Sprint...!!!



You didn't think that you would be deprived of your monthly issue of Austin Sevens, did you...?!!
John Coleman's incredible drive from Buenos Aires to New York in 1959/1960...



Coleman's Drive - Buenos Aires to New York in an Austin Seven 1959/1960

In late 1959 John Coleman set out to drive from Buenos Aires to New York. This followed the route of a horseback journey originally made between 1925 and 1927 by writer and adventurer Aimé Tschiffely. The car he used was a 1925 Austin Seven Chummy, salvaged from a ditch in Oxfordshire. Sponsorship came from the Montagu Motor Museum, Beaulieu; the predecessor of this museum.

Leaving Buenos Aires on 10 November 1959, Coleman drove the baby Austin across the Pampas of Argentina before crossing the Andes at 14,000ft (4,270m). He then headed north along the challenging roads of Chile's Atacama Desert, into Peru and the jungles and mountains of Ecuador.

Along the way Coleman had to deal with broken springs and a troublesome magneto as well as hazards from earthquakes, dirt roads and flooded rivers. Crossing from Ecuador to Panama by ferry he continued his epic journey through the jungles of Central America before reaching the USA.

The last leg of the journey took Coleman from Texas via New Orleans to New York where he arrived on 6 July 1960 having driven 11,567 miles (18,615km) through 12 countries.

1925 Austin Seven Chummy

Cylinders	4
Valves	Side
Capacity	74/70
Power Output	15.5bhp at 3,600rpm
Maximum Speed	40mph (70km/h)
Price New	£145
Manufacturer	Austin Motor Company Ltd, Longbridge, Birmingham
Owner	Mr Kai Coleman

In 2005 John Coleman drove a lap of Silverstone in this Austin Seven, and had just completed a book about his travels around Scotland in a 40 year old Morris Minor in 2010 when he passed away at the wheel of the Morris Minor near his home.

Richard Durrant

Dear Ed

You don't see many of these driving down Cheltenham Road in August



Had a chat with the driver whilst he was waiting at the lights, his car looked and sounded lovely!
Ian Brown

Dear Ed

I was pleased to be able to support this noble effort this month:-



Dave Lees

COMPETITIONS SECTION

CLASSIC NOSTALGIA

Shelsley Walsh - July 2017

Every year the Midlands Automobile Club puts on a mini "Goodwood Revival", this year the competition element concentrating on pre 1980 cars.

A celebration of Sir Malcolm Campbell's and Donald Campbell's motoring history was laid on together with interviews with Gina Campbell, Donald's daughter and Don Wales, his nephew, and a selection of Group A and WRC rally cars which shattered the peaceful silence of the quiet surroundings on their incredibly fast runs up the hill.

Music and acts from the 1950s and 1960s entertained us in the courtyard on both days, and a lot of people entered into the spirit of the weekend by turning up in period clothing.

THE CAMPBELL CARS

Replica of the 700hp W12 Napier Bluebird land speed record car driven by Malcolm Campbell in 1927 on Pendine sands at 174.88mph.



Ford V8 "Woody"



Jaguar XK150



Atlanta Sports two-seater



Aston Martin Le Mans



Porsche 356

Jaguar E-Type



.....and hiding behind this gorgeous AC Ace (not ex Campbell, but I lust after it as I once owned it's predecessor!!!), is Malcolm Campbells Rolls Royce Phantom 2 purchased out of his car racing winnings!

Other cars of interest included this fantastic Maserati 8CM...



This 2700 VW Beetle (1300!!) nearly blew us out of our garage when fired up, and I am sure that it was louder than the Group A and WRC rally cars....



....But I've included it as the instrumentation wiring looks a bit like the rats nest behind the dashboard in my TR4A!!!

....And now the rally cars, which may trigger off a few memories for Ian Brown from his rallying days!!!



A few cars that could be of interest to Andy Canning (and the Marshalls!)





C'mon Andy – get yourself registered....!!!

The Triumph Competition Cars



Richard Durrant TR4A



Alan Yeo Vitesse



Chris Roberts TR8



Roger McEwen TR6



Jim Johnstone TR6



Andrew Bradnum GT6



.....and Nigel Elliott in his 4.6 litre twin turbo V8...

For the motorcycle enthusiasts...



1912 Triumph 3.5hp side valve registered in Worcester.



Team Broughton...



Mechanic checking oil...

.....and times!!



Thought I'd forgotten the Austin Seven section, didn't you...!

There were twenty-seven entered, and I've got photos of every one, but in order to avoid the usual torrent of complimentary comments, I've decided to restrict it to this 750cc supercharged A7 Shelsley Special heading off the line.



Richard Durrant

TECHNICAL SECTION



“I know it’s in here somewhere.....”

And Dave McHattie has been making steady progress with his Vincent Hurricane, rewire completed and several ancillaries connected, it will soon be time for an engine start.....



CVTR Monthly Meeting 28th June

17 members and 3 cars in the Orchard. Apologies from Meg and Richard, Andy Canning, Charles Taverner, Phil and Sandy Blake, Phil Barnett. We have a new member reported from the office Andrew Gardener.

Gareth started the meeting by reviewing the activities of the previous 4 weeks - as reported elsewhere in this newsletter . Cat confirmed that Terry Smith has been co opted to the board as Events Director.

August 28th Plum Festival in Pershore.

Once again we have secured a prime site by The Abbey.

Your ticket should indicate entry by gate A. If you have lost or don't have a ticket please be aware it is unlikely you will be able to pay on the gate. I expect to have about 40 cars (TRDC will be bringing 9). So the blue ropes will be out by 10.00 am along with our gazebo.

September 2nd - Peopleton Show .

Application form to be filled in. (sent along with July newsletter)

September 2/3rd . Lakes tour. Organised by Paul Tunnadine.

September 10th . Sunday lunch at The Chequers at Crowle. Gareth is taking details however the event on the day is being hosted by Andrew Racey , BUT , please let Gareth know if you can make it.

September 10th Toddington Classic Car Show

September 17th - Sudeley Castle. If you want to go then pre book for £5 before September 14th for the car, after then it's £15 . Look at their web site for details. <https://www.sudeleycastle.co.uk/event/classic-car-rally/>

September 27th. CVTR meeting at The Fleece.

September 29th - Curry night . Pershore . Organised by Richard Durrant, please contact him directly

November 5th. TR AGM at Puckrup Hall Hotel.

You need to register if you intend to go, if not then don't forget you can nominate someone to vote on your behalf or by proxy. 10.00am registration, meeting starts at 10.30am.d

December 10th. Diary date.

This is a SUNDAY. and it's our **CVTR annual dinner and awards night at Dumbleton Hall,** (expect the hotel to be decorated in its festive overcoat) kindly organised by Bob Heppel. This year we have moved the date into December to hopefully avoid all those of you who decide to leave the UK for winter in January. You will have seen a note from Bob about pre booking rooms at a reduced rate, please mention CVTR event when booking to get the discounted rate..

And Phil Blake is hoping to organise the Clay shoot around September for those who have expressed an interest.

FUTURE EVENTS **CALENDAR 2017**

September

2/3rd, Lakes tour – Paul Tunnadine
2nd Peopleton show.
8/9/10th, Goodwood Revival
10th, Sunday lunch. Chequers at Crowle , Gareth Davies
10th Toddington Classic Cars
17th Sudeley Castle Car Show
27th, CVTR meeting at The Fleece.
29th, Curry night – Shunarga - Pershore - Richard Durrant
30/1st, October. American w/e Prescott

October

8th, Sunday lunch – Brian Wiggins
8th Malvern Classic Cars
18th Autumn Leaves Run – Brian Wiggins
22nd, Stoneleigh Autumn show.
25th, CVTR meeting at The Fleece.

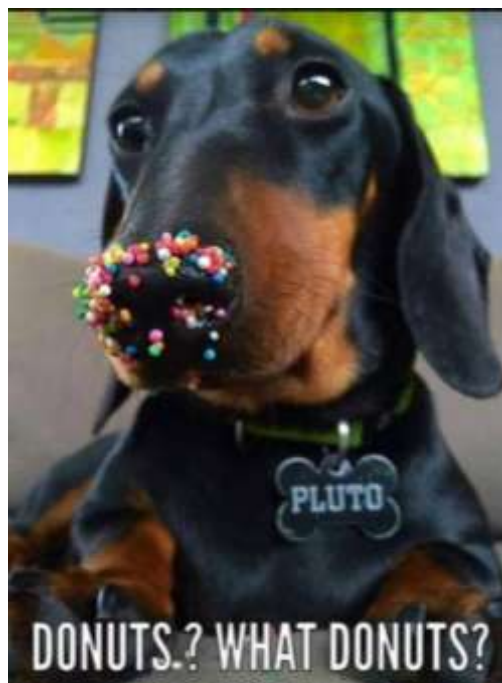
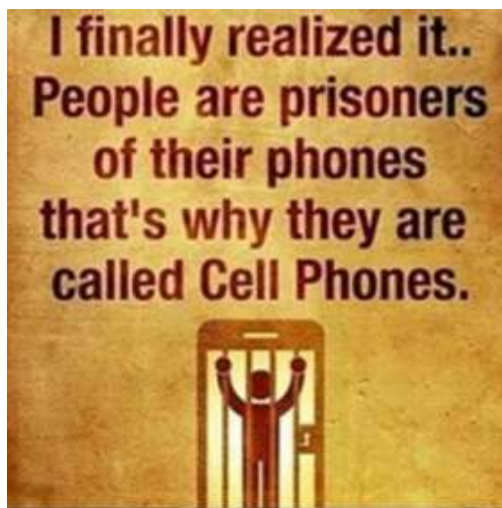
November

4th, TR Register AGM Puckrup Hall.
10/12th, NEC classic car show.
12th, Sunday lunch Thia Emerald Evesham Tim Walker
22nd, CVTR meeting and AGM. at The Fleece

December

December 10th CVTR Annual dinner and awards night at Dumbleton Hall - Bob Heppel.
December 12th Birmingham Groups annual Quiz night.

SUPPLEMENT



Amazing how quickly 2017 is passing, almost 8 months (2/3) of the year gone and so much still to do, make the most of it!

Andrew Racey, Ian Brown and Richard Durrant