



COTSWOLD VALE TR **NEWSLETTER JULY 2018** **COMPETITIONS SECTION**

24 JUNE 2018 PRESCOTT SPEED HILL CLIMB

Three members of Cotswold Vale were entered for this popular National 'B' Licence Class....

Class Q: BOC Newbarn Landrover Specialists' B' Licence Championship

Record: Lawrence Loftus, Caterham SLR 1798cc, 46.39secs 23/4/17

Supported by New Barn Landrover Specialists

No	Name	Town	Car	cc	Year	Champ.	H'cap	Run 1	Run 2
32	Bill Pearce	Newark	U2 Mk4 Ford	1498	1964	NBC	62.00		
33	David Runciman	Oxford	Mazda MX5	1600	1992	NBC	57.00		
34	Anthony Cotgrave	Stafford upon Avon	Triumph TR2	1991	1956	NBC	64.47		
35	Christopher Dee	Chipping Campden	Austin Mini	1330	1970	NBC	59.21		
36	Megan White	Abergavenny	Alfa Romeo 146 1.6 T Spark	1598	1997	NBC	63.00		
37	Paul Rennison	Stroud	Porsche 944 Lux	2479	1988	NBC	59.75		
38	Philip James	Pontypool	BMW John Cooper GP	1600	2006	NBC	56.00		
39	James Allan Macfarlane	Worcester	Porsche Cayman S	3400	2011	NBC	56.00		
40	Adrian Burrows	Alcester	Ford Puma	1700	2001	NBC	59.00		
41	John White	Gloucester	MG TF135	1800	2004	NBC	59.00		
42	Richard Durrant	Pershore	Triumph TR4A	2238	1966	NBC	62.00		
43	Christopher Webb	Watford	Mazda MX5	1998	2009	NBC	55.38		
44	Rob Gutteridge	Evesham	Mazda MX5	1840	1998	NBC	61.73		
45	Shaun West	Stonehouse	Mazda MX5	1998	2010	NBC	55.44		
46	David Roberts	Stafford upon Avon	Triumph TR4A Rover	3500	1965	NBC	62.00		
47	Charlotte Thurston	Bourne	Mini Cooper S BMW	1600	2003	NBC	56.50		
48	Simon Firth-Bernard	Berkoley	Sunbeam Alpine Series 3	1725	1963	NBC	62.00		
49	Andrew Meredith	Hereford	Porsche 924	2000	1980	NBC	58.74		
50	John Brunner	Tetbury	Ginetta G20 Ford Zetec	1986	2000	NBC	54.11		
51	John Wadsworth	Harrogate	Mazda MX5	1999	2005	NBC	58.01		
52	Anna-May Furness	Worcester	Citroen Saxo	1600	2000	NBC	55.00		
53	Christopher Hathaway	Moreton-in-Marsh	Westfield Sport 250 Ford	1998	2018	NBC	50.00		
54	Leyland Morris	Lytham St Annes	BMW Mini Cooper Diesel Peugeot	1598	2009	NBC			
55	Mark Newcombe	Pershore	MGB	1840	1978	NBC	59.67		
56	Peter Neale	Malvern	Austin Healey Sprite Mk 1	1275	1960	NBC	58.36		
57	Ellie Gale	Bedford	Mazda MX5	1800	1996	NBC	60.00		
58	Matthew Gregory	Moreton-in-Marsh	Porsche 968s	3000	1993	NBC	56.00		
59	Iain Winney	Tewkesbury	Mazda MX5	1839	1996	NBC	61.00		
60	Yvette Stader	Cheltenham	Austin A35	1401	1957	NBC	63.37		
732	Peter Dewhurst	Dorchester	MG Midget	1275	1970	NBC	63.35		
733	Findlay Bewicke Copley	Oxford	Mazda MX5	1600	1992	NBC	58.07		



Tony Cotgrave's 1956 TR2



Richard Durrant's 1966 TR4A

(For all you observant experts, the bonnet is securely propped open to assist with engine heat escape and avoid fuel vaporisation!! – ed comment, well that's Richard's excuse....)



David Roberts' 1965 3500 V8 engined TR4A

Only a handful of entrants beat their handicap times including David and me, but David beat his by almost three seconds and was declared Class winner on handicap. This of course means that his best time of 59.09 seconds will be his handicap for the next meeting at Prescott on 14 July. Congratulations David – see you there....!!

In a much faster Class, Nigel Elliot had a problem with a sticking valve on his multi turbo 4600 TR7 V8, so didn't realise his usual potential...



As usual, Doug Mainstone was there with his much campaigned 1961 Triumph Special. A question for you experts – What chassis and suspension is used??



After a particularly hairy run, Tony had to hang his knickers out to dry....



....And this is really how to enjoy your day in a beautiful and peaceful environment....



Richard Durrant

TR Register IWE Track Day, Blyton Park

The weekend started on Friday for CVTR members David Roberts and Richard Durrant at the BLYTON PARK Sprint Circuit....



Richard Durrant's 4A and Dave Roberts V8 powered 4A

The circuit is operated by Ginetta, and as today was a non MSA track day organised by Kevin Bryant, no timing apparatus was installed trackside and manual timing by any means was forbidden.

So, the object was to get out there, try to keep it on the black stuff, observe overtaking rules and HAVE FUN!!

On the above subject I ventured on all four wheels to check traction in the gravel first time round, was able to report back that speed reduction was marginal.....and didn't do it again....!!!

A selection of cars there included Kev Bryant's TR3A..



cosying up to Racetorations demonstrators. Kev's car isn't damaged, and it was nothing to do with me anyway! (Refer back to Curborough visit last year....!)

This TR4 was trailered up from Cambourne in Cornwall....



First time out after engine rebuild, so a fair amount of fettling was needed.

Similar paint job to David's car, but no V8 engine. Caused me a bit of confusion when I was lining up to overtake it thinking it was David in trouble!

Well sorted TR7 and Dolomite Sprint



A few campers....



TR6 and a couple of race/rally cars, possibly FIA registered....



This must be the most reproduced TR7 livery ever....



A nice Peerless/ Warwick (delete as appropriate) waiting to start..



...with the only Ginetta there in the background (used as course car)

This glaring yellow TR6 looked as though it had a poor paint job...



...until you got close...



The bugs were everywhere, but preferred yellow and white!

The Irish contingent turned up, but I don't think that any of them competed...



...Not even this race prepared TR6.



Then Cat Tunnadine arrived....



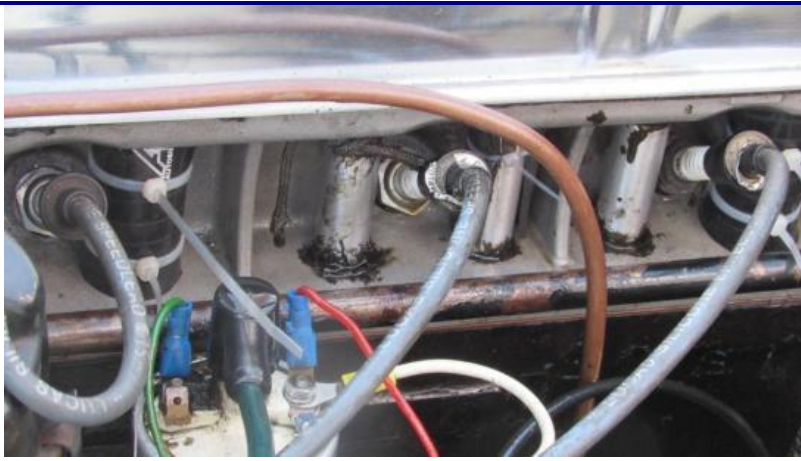
....and looked as though he was heading for the circuit..
But fortunately he was just circling to park up next to this TR7...



Perhaps he had taken a wrong turning somewhere....



Anyway, we had the chance to inspect his original and unusual method of sealing the oil leak from the pushrod tubes,.....



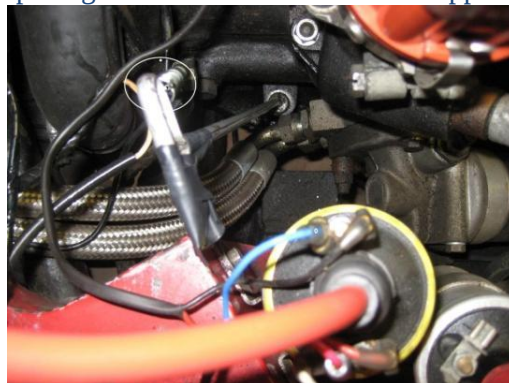
This race prepared TR6 was being tested, and was incredibly quick...



Part of the reason whyanother part....
The horns on the passenger side aren't bass boosters – they are air intakes used to cool the differential...!!!

My car started to misfire erratically half way round the circuit, so I headed back to the paddock, thinking “*****”, surely not electrics again, *****)

On opening the bonnet – the reason was apparent....



I locate the dipstick with a spring to stop it bouncing out and oil blowing out under crankcase pressure. The spring had become detached and the dipstick had rotated to contact the coil terminal intermittently!!!
Rapid application of electrical tape, spring carefully located, and off we went again.

MANY THANKS KEV FOR ORGANISING YET ANOTHER SPLENDID TRACK DAY!!

So then we headed back to the hotel in Lincoln for a shower, meal and a couple of beers before going to the Showground on Saturday to experience what was on offer.....including the usual suspects with their carrier bags...



.....But that's another story!!



Richard Durrant