



## COTSWOLD VALE TR NEWSLETTER JULY 2018

Well, haven't we been blessed with some beautiful consistent sunshine for the past few weeks! As usual it's been pretty hectic on the TR front, but we start this month with a couple of reports we were not able to fit into last month's bumper edition.....

Of course you could always skip the reports and jump straight to the events calendar.....

### June 23<sup>rd</sup> Hampton Ferry Car Show

It is always a lovely show down by the river with a wide variety of vehicles to dream over. This year more pleasant as the sun shone all day.

We went along expecting to find a few Cotswold Vale members, but they were thin on the ground due to the alternative venues on offer at this time of year!



Anyway, this is where it all began for our marque....!!!! (later incarnation of the grey Fergy!)

.....morphing eventually into.....



The owner purchased this TR6 only last month. He is a TR Register member, so we hope to see him at The Fleece soon.

Bob Heppell was there with his beautiful MG TF1250, all set to go on holiday with his suitcase on the luggage rack....



Next to Bob was one of the entrants for the 9,000 miles Paris to Peking Rally, which has been held nine times since its inauguration in 1907....



....Which is probably about how long it took the owner to grow his resplendent beard! (See above beside Bob's MG!)

Next down the line was the fastest horse drawn shed in existence...



.....The office....



.....And the horses....!!



Morgans Ancient and Modern....



While on the subject of three wheelers, Spiderman turned up...



but when a bystander asked him to display his full costume, I retreated, as this is of course a family oriented publication!

A Mini golf buggy with basic air bag protection to suit Ian Brown, but how do the seat belts protect (strangle) four occupants...?!!



So I said to Meg –“Look, there’s Dave Lees’ 1100” , which rightly got me the response....



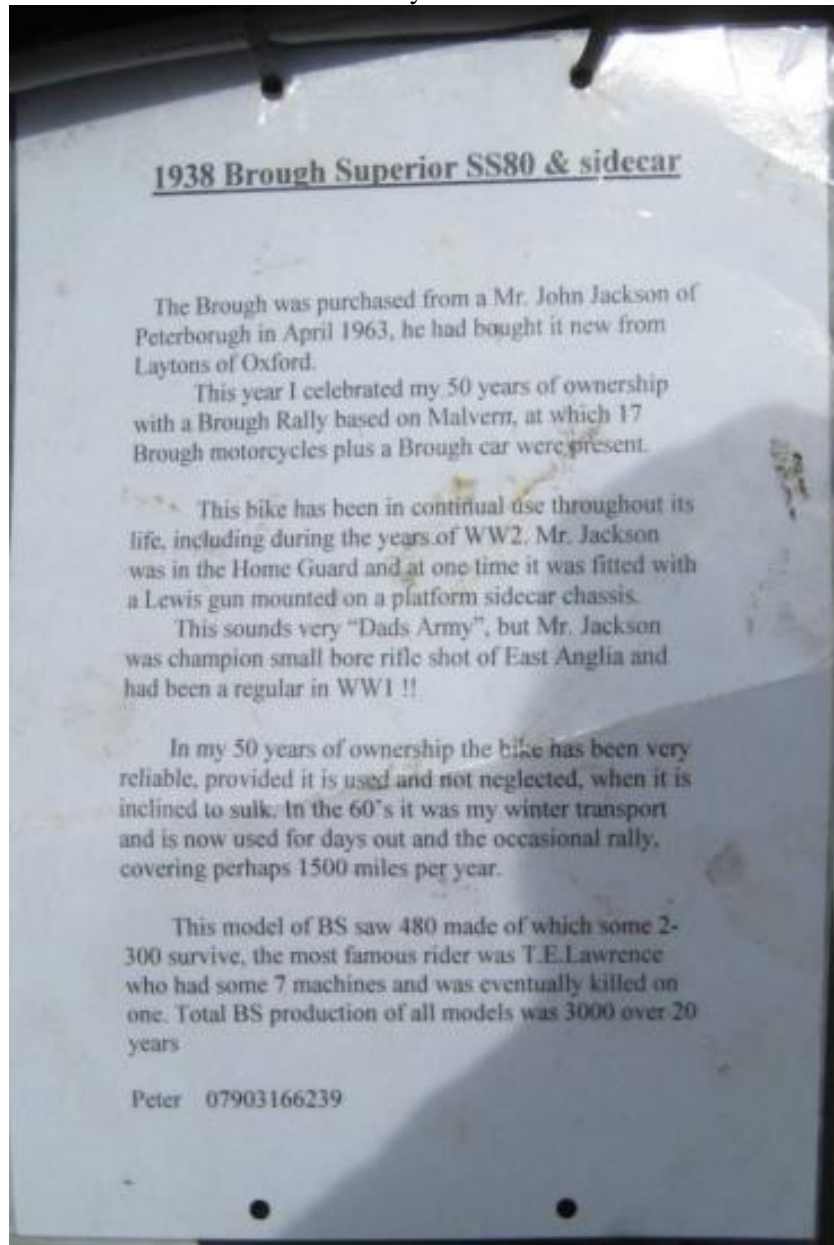
“No it isn’t – this is a Vanden Plas Princess, and anyway, it’s much too tidy to be Dave’s!!”

Needing to recover my kudos, I said to her – “Look over there – which would you take home?”, pointing at a couple of Stags, thinking that she would pick the red one....



...But no, she ignored the Stags and settled on the immaculate V8 Rover 3500S between them!! Good decision though...!!

There were a lot of two wheeled entries to look at from all ages, but this 1938 Brough Superior combination caught my eye...



(Note the VW road surface planer in the background!)

And of course, keeping the marque name alive....



You thought that I had forgotten, didn't you....? A beautifully restored Austin Seven Opal, based on the Ruby...



*Richard Durrant*

### **TR Register IWE, Lincoln**

Well, the sun was shining, and had been for some time, so I was looking forward to driving over to Lincoln for the IWE. But instead of using the TR, I opted to go in my Audi, not because I didn't think the car would make it, I was certain I wouldn't make it myself..... The prospect of a two and a half hour drive to Lincoln, eight or nine hours outside in the sunshine and a two and a half hour drive home would have certainly frazzled me! Although west to east road travel is generally not as easy as north to south journeys, the A46 turned out to be a pleasure, mostly dual carriageway, and light traffic early on Saturday (and later on for the return). Cocooned in comfort with air conditioning and modern comforts, the outdoor time at Lincoln was a joy, and the indoor displays were excellent.....



TS2, MVC575 and a nod/tribute to Bob Tullius in the reception area

The concours hall was filled with excellent examples of each model, and some guests....



And I loved Graham Andrews immaculate TR3A



I wondered around the TR car parking area, which was well supported with all models



And we were treated to a fly past by the BBMF Lancaster, reminding us we were pretty close to Coningsby, the current home of the BBMF



Back again inside the exhibition halls, I toured the exhibitors stands and picked out some outstanding examples of engineering and new ideas:-

Hamilton Classics were offering a twin cam conversion kit for a TR7 using MX5 power plants



almost £1000, but shows what can be done

TR Enterprises were displaying their latest SLR



And Racetorations had this “ultimate performance TR5”



which I am led to believe gave some demo laps at Blyton Park the day before (Friday)

Whilst wandering around the trade hall, I came across the “Bring and Buy”, restored to the format as originally imagined by the London Group and taken over by CVTR..... but not advertised so nowhere near as busy or well supported as the days of Malvern IWES.



Having cooled down somewhat I ventured outside to spectate at the Autosolo



Jonathan Hancox with his handbrake stuck on, and a TR6V8 negotiate the final corner

And I wouldn't have minded seeing this TR7 do the business:-



Much had been made of the joint venture between the TR Register and "Pistons In The Park", however the public car show was very poorly supported and the attendance levels reflected as much.

There were two main features, one of which was right up Brian Wiggins street, a display of ex military fire appliances, the majority which turned out to be the products of Carmichael conversions ...



The only other organised supporter was a Jaguar display.....



There were a few other interesting and unusual cars parked around the place



Hawk Stratos and DTV Firenza

Including one of Richard Durrant's favourites.....guess what???????



Austin 7 of course!

Having had enough sun for a while, and returning for a drink and some refreshments, I met up with some of our other CVTR members:-



And nearby I spotted two other CVTR stalwarts in a customary pose.....



Alf waiting for Keith whilst he buys up Dave Glead's stock!

There were also some lovely examples of cars for sale from a classic car dealer in the main hall:-



fast Fords, including Lotus, RS, Cosworth and Shelby versions

A very nice Dino



(perhaps Martin P's next car?)

A stunning Jaguar



And this memory of Alec Pringle for all those who knew him – his TR7 drag car (same body as the Le Mans car)



And, of course, no IWE is complete without the excellent commentary in the show ring provided by Graham Robson and Wayne Scott



sorry Graham, the other pictures I took were no good either!

So, it was the end of another IWE for me. The TRs were great, the people were terrific, met loads of old friends, and the efforts made by the TR Register were huge, unfortunately let down by the shortcomings of Pistons in The Park – without the TR Register there wouldn't have been a show at all.....and I escaped the sunburn!!!!!!!!!!!!!!

*Ian Brown*

**CVTR Car Show 8<sup>th</sup> July, The Fleece, Bretforton**

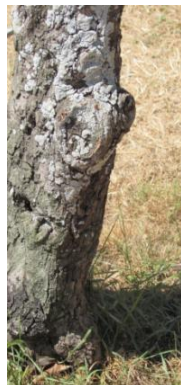


# THE CARS

## TR2/TR3/TR3A



TR4/TR4A/TR5



The minute red mark on the bark is the same colour as Terry's car...!!

**TR6**



**TR7/8**



**Guest Marque**





And a sneak late entrant that had Richard Durrant drooling!



Treasurer compiling the results – and not a raffle ticket in sight.



Missed opportunity there, Keith!!

**THE WINNERS**  
**TR2/TR3/TR3A - BOB HEPPELL**



**TR4/TR4A/TR5 - ROGER and DEBBIE BEDDING**



Even though his TR2 didn't win an award, Phil was determined to feature in the results somehow!!

**TR6 - IAN BROWN**



**TR7/TR8 - MEG DURRANT**



**GUEST CAR, VOLVO AMAZON - ANDY CANNING**



## AUSTIN SEVEN – WINNER



1928 Austin Seven RK Fabric Saloon, Owned by Terry McGrath and Sheila Fawkes.....Who will be entertaining the crowds at Prescott with the traditional jazz marching band!!

THANKS TO KEITH BROWN AND ANDREW RACEY, PUB LANDLORD NIGEL SMITH, AND OF COURSE THE ENTRANTS, FOR ORGANISING A SPLENDID AND SUCCESSFUL AFTERNOON IN THE GARDEN OF THE FLEECE.

*Richard Durrant*

After Richard's summary of the above, there is very little I can add, mainly because I had to rely on my iphone camera, but here are a couple more images



There was one “near miss” when Andrew made a bid for the coveted “dipstick” award by leaving his handbrake off when confronted with a van blocking the entrance. Andrew went in search of the driver, and his car started rolling forwards....



A quick sprint back by Andrew, handbrake applied, and catastrophe was avoided!

There were also a few confused members who had spotted Andrew travelling in the opposite direction to the Fleece, all easily explained as he was travelling back home to collect the shelter cover residing in his garage.....

And just to make sure he remembered and stowed everything correctly back home, he enlisted specialist help from Harry



*Ian Brown*

### 21<sup>st</sup> July Wythall Transport Museum

Sadly cancelled due to lack of interest

### 21<sup>st</sup> July Defford Air Day

#### **Defford Charity Air Day**



In aid of the charity:

**Mission Aviation Fellowship**  
(Serving in many needy countries)

11.00 till 18.00, **Saturday 21st July 2018**

The Croft Farm, Defford, WR8 9BN

**On the A4104 west of Defford**

Displays by the Large Model Aircraft Club

With the demise of the visit to Wythall Transport museum, I decided to pay a visit to Croft Farm for the Defford Air day, at the same time contributing to the charity, Mission Aviation Fellowship.

It doesn't get boring saying that the sun was shining and we were forecast to have another glorious weather day! Previous events had seen many visiting and departing aircraft, however recent regulatory changes following the Shoreham air show crash meant that these activities had to be curtailed. Instead we were treated to some absolutely fantastic displays from the Large Model Association, both on the ground and in the air. That is not to say there were no real aircraft flying around as you will see later.

There was a healthy contingent of CVTR members attending, mostly in TRs, including Richard D, Bob Heppel, Keith B and myself, but also attending in a Volvo (guess who) and an Austin 1100 (also guess who). Pete and Sue Priestly from the TRDC were also there.



There were a few other TRs present, including this aptly registered TR7



A TR5 for sale at £55,000, running Webcon electronic fuel injection and programmable ignition



And a red TR6 with triple webers



There were lots of lovely cars around, but in pole position was this immaculate Rolls Royce, with an even more impressive radiator ornament (used on the publicity shots for the event)





We were also honoured by a visit from the unique Cluley, piloted by none other than Don himself!



The first proper aircraft I came across was this Mustang, with a cheeky name.....



this aircraft had recently flown in and was parked up outside the refreshment facility....

Other aircraft included this Stearman, and a Pitts special



This Army liveried Auster popped in for a visit, its twin brother was sat in a barn adjoining the display.....



However, much of the aerial activity was provided by the chaps from the Large Model Association (LMA), and just to give you an idea of the size of some of these works of art, here is a Pitts special:-



this aircraft gave some phenomenal displays, see later in this report.



We had a Lancaster, which was very appropriate as it was the 70<sup>th</sup> anniversary of the Dambuster's Raids



which was almost indistinguishable from the real thing in the air!

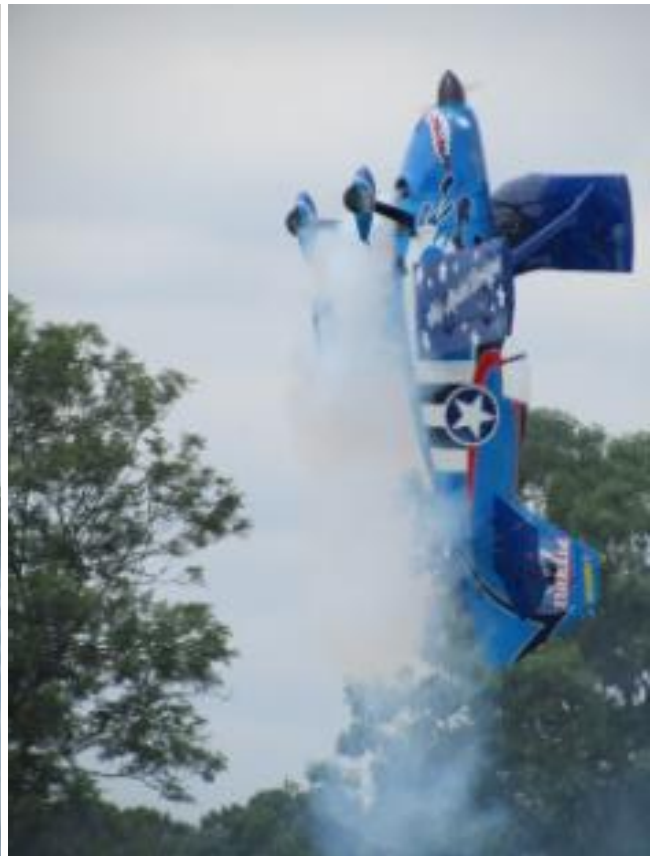
To say these models are very highly detailed wouldn't do them justice, but here are a few of the intrepid aviators piloting these accurate scale models



This pilot looks exhausted by the heat whilst Lt D G Cunningham looks ready to go....



And whilst acknowledging all the model flying displays were excellent, one stood out above all others....



This chap could really put on a show!

Somewhere in the middle of the flying display, the unmistakable sound of a Rolls Royce Merlin engine reached our ears, and we were treated to a few low passes from this iconic aircraft, the real deal:-



Which was later matched by the departure of the Impatient Virgin



There was even some much desired attractions for the children



Although I heard many an adult expressing a wish to take it home!

Just to sum up, if classic cars and aircraft are your interests, it hardly mattered that some of them were large models, you would have enjoyed a superb few hours of entertainment, whilst at the same time raising money for a very worthwhile aviation charity, it was truly an excellent event which I thoroughly enjoyed. Thank you Richard Durrant for bringing it to the party.

*Ian Brown*

**July 22<sup>nd</sup> Alcester Motor Show**



Report next month.....if someone writes it!

**July CVTR meeting at The Fleece.**

Welcome back to Gareth who was able to chair the meeting. Apologies were received from, David and Linda Gillespie, Phil Barnett. We had 9 cars in The Orchard and 30 members at the meeting. Gareth reviewed the previous 4 weeks activities as reported above in this newsletter.

*Andrew Racey - Events and Social Secretary*

**LETTERS TO THE EDITOR**

Dear Ed

It's here again by popular demand – a “Poldark” themed image that Meg Durrant assures me is better than Aidan Turner and his scythe.....or his swimming gear.....



Image courtesy of Laura Tan

Ed

Dear Ed

*"Fair stood the winds for France!"*



With a boot load of spares & the car having been serviced & checked over by G&R Autos, I was confident for our forthcoming trip to Verfeil-sur-Seye in the Tarn et Garonne although the garage had cautioned on the apparent maze of wiring behind the dashboard before we left, a relic of the previous owner. Queuing at the Portsmouth ferry terminal we experienced an overheating problem but soon solved.



It was the first time my TR4 had been taken across the Channel & travelling with my co-driver, Richard while the ladies travelled in the camper van. We chose a route, D562, to the west of the main motorway south via Laval, Angers to Poitiers, thereafter duplicating the motorway but on glorious & traffic free side roads for 500 miles and avoiding paying any tolls.



**Brantome-en-Perigord**

The journey down through France had proved to be mechanically trouble free but with the daily temperature up in the high 20's C after we had arrived overheating problems re-occurred & which the local garage proprietor diagnosed as poor electrical fan connections & who offered to re-wire & sort out. A complete enthusiast as far as a TR4 was concerned but having restored some French cars recently in the area, he was delighted to get his hands on such an old classic. Since then the fan has been very efficient although a few lights on the dashboard didn't work.

Meanwhile, I met up with John Ratcliffe, a longstanding CVTR member who sings with a local Parisot choir & who has lived out here for 20 years. We enjoyed a pleasant lunch in St Antonin-noble-val & caught up with general news over a couple of beers. His TR is apparently off the road at the moment.

Leaving this unspoilt rural part of south west France with my partner, Linda, who is in the process of selling her house here, we set off for an 8 day trip up to the Camargue, extending our route slightly to see the incredible engineering feat which is the Millau Viaduct.



**Millau Viaduct** - the world's tallest bridge, 2460 metres long

We stayed in the ancient medieval walled town of Aigues Mortes, originally built by King Louis IX in the 1200's as France's only port on the Mediterranean, as Marseille was ruled by the Counts of Provence. He launched the 7th & 8th Crusades but which did not do him much good as he was captured & ransomed on the 7th & died on 8th Crusades !



As a medieval town it consists of a lattice-work of narrow streets, with quirky hotels, restaurants & bars & a few designer-type clothes shops, full of character. Our hotel, Les Templiers, was probably the home of a local wealthy salt merchant, salt being the commodity on which its' wealth was built & with a modern salt processing plant a little way outside the town among the silted up salt pans. Walking the walls enables you to see out over the old harbour & the chance to see some of the flamingoes living in the area.



Missing the chance to visit the Cotswold Distillery with the TR group recently, we visited the winery in Marseillan, a small town to the west of Sete, where the French aperitif Noilly Prat is made. Making a short tour of the winery with the Dutch guide we found out that she is married to an English guy from Snitterfield in Warwickshire. Bought up by Martini some

years ago, Noilly Prat combined with gin makes the perfect dry martini - which is definitely “*shaken not stirred* !” On from there on to Carcassonne, we stopped for lunch in Capestang a small town on the historic Canal du Midi, which links the Mediterranean with Bordeaux.



Here we are in the middle of ‘Bastide’ countryside, with many hilltop towns surmounted by a castle. Najac is a ‘bastide’ town, regarded by many as among the most beautiful towns in France. Driving there a few days ago I met a French guy driving a red TR3a in pristine condition.



**Najac.**

Well, its’ in the low 30’s here & time to close. We’ll be back in the UK in September & until then, Chiao.

*Antony Bond*

**Dear Ed**

At the Old Ford show, Gaydon, on the weekend of the 14/15<sup>th</sup> July, the Consul Capri GT owned by Rob King won the coveted best car at the show award.....



For those CVTR members who have not had the pleasure of meeting Rob, this award represents the fulfilment of his ambition, although he has been blighted by ill health for some time, forcing him to sell his beloved cars, his TR3A, TR7, and Capri.

The rare Capri 1500 GT dismantled car was taken into the care of the Consul Capri owners club, who after a few hiccups, completed the car on Rob's behalf, in time for this show.



Rob and his team of Capri club helpers

Congratulations Rob, another restoration completed to your very high standards!

*Ed*

### **TECHNICAL SECTION**

Seems as though Anthony Bond's electrical gremlins continued after thinking it was resolved as last month's report, however:-

There is sequel to my June letter in the Newsletter:-

Bypassing the cut-out switch apparently worn, after 11 years of frequent use &, which seemed to be the cause of all the electrics failing on trying to start the engine, (despite healthy battery & alternator etc.), this was easily done & the engine did then start. However, at a second attempted start up it failed again & so did all the electrics. I checked all visible electrical connections again - the battery is negative earth on my car - but starting was still only successful after many attempts & only then intermittently.

I suspect that when the guy from the local French garage, who had just been restoring an old Citroen 2 CV, was re-wiring the fan in my car he disturbed some connections behind the dashboard also, leaving panel light wiring hanging down. The outset of the problem had been when I stalled the car & I imagine the slight jolt at the time loosened critical wiring. Warned off returning to the same garage by two British ex-pats living out here, I entrusted sorting out the original problem to another British ex-pat an experienced auto engineer, who was recommended to me & who confirmed bad connections



including the ignition, which were also being fouled by the choke cable &, happily that the cut-out switch was not the culprit.

The car now starts without a problem, the lights & horn etc all work again & I am back on the road.

It is a continual challenge to my French out here, although my partner Linda is fluent, so when in difficulty one turns to Google translation such as when, wanting to buy some car polish, I found all that the translation brought up was 'Polish cars'.

*Anthony Bond*

## COMPETITIONS SECTION

See separate note

### FUTURE EVENTS

#### **More Advanced Notice**

##### **July 28th . Birmingham Merve Parkes Concours event.**

Starts around 12.00 onwards. Awards purchased so get your polish out and pay them a visit at The Somers Club, Grange Hill, Halesowen, B62 OJH.

##### **July 30<sup>th</sup> Didcot Steam Railway visit**

Please contact Mike Hill if you wish to join in - [mahill@btinternet.com](mailto:mahill@btinternet.com)

##### **August.12th Sunday lunch at The Coal House at Apperley.**

A return to this popular pub by the River Severn the other side of Tewkesbury. Andrew Racey is organising and details have been sent out to all members. Should you still wish to go but have yet to confirm then please contact Andrew on 01386765523 or email [andrewracey1947@gmail.com](mailto:andrewracey1947@gmail.com)

##### **Thursday August 16<sup>th</sup> 2018 – Colin Boothe Memorial Run**

Following the enjoyable success and camaraderie of the first two Colin Boothe Runs, the third on Thursday August 16th will be no exception, in fact a fresh route of mostly white and B roads with pretty villages, historic market towns and extensive and spectacular views. The start (9.00 to 9.15am to leave at 10.00am) will be at The Malvern Hills Hotel, Wynds Point, Jubilee Drive Little Malvern WR 13 6DW; on the A449 Malvern /Ledbury Road. (please check out their web) . The route along the west side of the Malverns, views across Herefordshire towards Brecon Beacons, through the Suckley Hills, the Shelsley Hills (passing the famous Shelsley Walsh Hill Climb). Continuing towards the Clee Hills ( more spectacular views ) returning to a renowned country pub, gardens, conservatory, on the edge of Malvern for lunch, where the front car parking area will be reserved for us to line up. The run will take 2 hours and cover about 65 miles. Not to be missed, please join us. If considering an overnight on 15th the Hotel is exceptional.

Please contact Phil Blake if you would like to take part and if you would like lunch at the finish point.

[pb4x4@tiscali.co.uk](mailto:pb4x4@tiscali.co.uk) - 07771 771663 – 01926 484272

Thanks

*Phil Blake and Alan Wilding*

##### **August. 27th Pershore Plum Festival**

A highly popular event which gets booked up well in advance. We have secured yet again our prime location by The Abbey . Andrew Racey has enough tickets for CVTR members ( plus Coventry group and TRDC members ) Cost is £4 please book tickets through [andrewracey1947@gmail.com](mailto:andrewracey1947@gmail.com) or phone 01386765523 --- STOP PRESS -- my tickets sold out, so if you haven't got one and still want to go you will have to pay on the gate.

##### **October 21st - Autumn Leaves Run.**

##### **September 8<sup>th</sup> – Clay Pigeon Shooting**

A second CVTR clay pigeon shooting day is going ahead and will be on Saturday 8<sup>th</sup> September.

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 approx £16-£18 which includes your cartridges and clay targets and approx 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 Venue - 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 [pb4x4@tiscali.co.uk](mailto:pb4x4@tiscali.co.uk)

(Phil Barnet, please take protective equipment this year!)

## **FUTURE EVENTS 2018**

<b>July</b>	<b>August</b>
28/29 <sup>th</sup> Shelsley classic Nostalgia 28 <sup>th</sup> Birmingham Group Concours 30 <sup>th</sup> Didcot Steam Railway Visit – Mike Hill	12 <sup>th</sup> Sunday lunch The Coal House at Apperley, contact Andrew Racey – see above 12 <sup>th</sup> Cotswold festival of motoring - Bourton on the Water 19 <sup>th</sup> . Tewkesbury classic car show 16 <sup>th</sup> Colin Boother memorial run 22 <sup>nd</sup> CVTR meeting The Fleece. 27 <sup>th</sup> . Plum Festival Pershore. Andrew Racey will get tickets, see above
<b>September</b>	<b>October</b>
1/2 <sup>nd</sup> LMA Much Marcle 8 <sup>th</sup> Clay Pigeon Shooting, contact Phil Blake as above 9 <sup>th</sup> Sunday lunch The Vernon, Hanbury, Gareth Davies organizing, details TBA ?? - Peopleton show 7/9 <sup>th</sup> Goodwood revival 26 <sup>th</sup> CVTR meeting at The Fleece 28 <sup>th</sup> Curry evening. Pershore, see Richard Durrant	6/7 <sup>th</sup> Prescott American w/e 14 <sup>th</sup> Sunday lunch TBA Brain Wiggins 21 <sup>st</sup> Autumn leaves run - Bodenham ( near Kidderminster ) Brian Wiggins . 24 <sup>th</sup> CVTR meeting The Fleece. 28 <sup>th</sup> Stoneleigh restoration show
<b>November</b>	<b>December</b>
11 <sup>th</sup> Classic car show NEC ( NB Sunday lunch moved to avoid ) 18 <sup>th</sup> Sunday lunch. Thai Emerald Tim Walker 28 <sup>th</sup> CVTR meeting and AGM - The Fleece	<b>9th Annual CVTR dinner and awards night Dumbleton Hall</b>

NB - note, due to the annual awards in December, we are planning to hold a Sunday Lunch on January 13<sup>th</sup> 2019

## **CLASSIFIEDS**

Nothing for this month's edition, unless anyone fancies a 6ft model of a BAE Hawk, Red Arrows livery



if interested, see editor for details

## GDPR

we at CVTR only have your contact details from the office 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 to our GL, Gareth Davies, who will update the editorial team as required. Thank you for your understanding, and keep on TRucking!

*Andrew Racey, Ian Brown and Richard Durrant*

## SUPPLEMENT

NEVER A TRUER WORD!

