

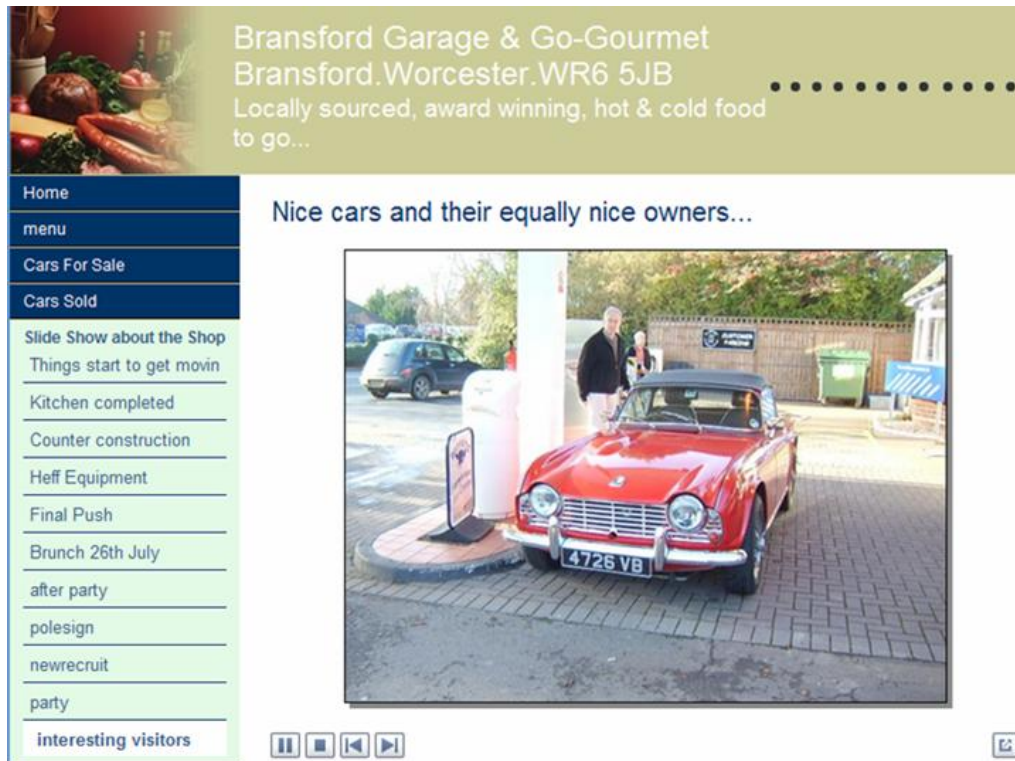
CVTR NEWSLETTER – NOVEMBER 2010

SINCE OUR LAST REPORT:-

Our very own Mr Bond (Anthony variety) has taken up a new career as a model and ambassador for Bransford Garage.

This photo is captured on the www.bransfordgarage.co.uk website in a photo shoot of a tatty Ford Classic, an Austin A30 & a few more, including an Aston Martin.....


Anthony can be viewed by going to 'Site Map' & clicking on 'Interesting visitors' and under the caption (so discreetly) of "Nice cars and their equally nice owners".



Bransford Garage & Go-Gourmet
Bransford.Worcester.WR6 5JB
Locally sourced, award winning, hot & cold food to go...

- Home
- menu
- Cars For Sale
- Cars Sold
- Slide Show about the Shop
- Things start to get movin
- Kitchen completed
- Counter construction
- Heff Equipment
- Final Push
- Brunch 26th July
- after party
- polesign
- newrecruit
- party
- interesting visitors

Nice cars and their equally nice owners...



Navigation icons: pause, stop, back, forward, refresh, share.

Bransford garage appears under a “gourmet” banner, however, Anthony also attended the Cider and Ale festival at the Fleece, and moved to completely the other end of the culinary scales when observing the traditional way cider was pressed!



It certainly put him off drinking cider!!!!!!

Practical Classics Photoshoot

It all started several months ago when TR Register members were asked if they could supply one of each of the TR models for an upcoming photoshoot, in order to feature the TR marque and range in the magazine. Although there were some derogatory comments posted on the TR Register forum about the lack of care and respect some journalists had whilst conducting their, in the end the Practical Classics staff had a choice of motors and two CVTR members will be having their cars featured in an upcoming edition, Alan Wilding and his black TR4A, and Simon Coldbreath's championship winning hill climb "british racing" green TR4.

I was fortunate enough to be in the office at Didcot when Neil Campbell and Matt Jones turned up at 08.00am to collect TS2 and the Coke TR7 for the photoshoot. Soon afterwards, Chris Barrie arrived in his TR2 (on sidescreens), and after acting as "coffee" waiter, spent an hour or so with them talking about them, their journalist lives, and the cars they own. Several coffees later, they were off to meet up with the other journalists and cars.....

Overview by Alan Wilding

After years of steady 'evolution', with a recently appointed, inspiring and self confessed 'new broom' editor, one Danny Hopkins, PC is now in for a 'revolution' in its quest to revamp the magazine content and expand its reader base. Where better to start than a major feature on all TR models.

Danny Hopkins character and persona, could easily replicate the actor Julian Fellowes (writer of Downton Abbey); however, picture him, if you will, more in Fellowes role as Kilwillie, rival estate owner in Glenbogle,; bald, stocky, country tweed jacket and cap to match, with a polished, but brusque accent worthy of the Bullingdon Club, (I'm sure Boris would propose him). Blustering and very much in charge, the photoshoot cars met at the rather dowdy (1950s') Triumph Social Club, behind the former factory site in Coventry, now Sainsburys. The line up consisted of one of each TR model:-

TS2 driven by Neil Campbell, PC section editor, TR Register car

TR2 owned and driven by Chris Barrie, actor, Red Dwarf, Brittas, Extreme Machines

TR3 driven by Sam Glover, PC Features, mint car - loaned by Register member

TR4, driven by Fuzz Townshend, Technical Editor, competition car loaned by fellow CVTR member Simon Coldbreath.

TR4A, owned and driven by 'yours truly', no introduction necessary

TR5, driven by Ben Field, Tech Guru 1, car loaned by a Register member

TR250, owned and driven by Dave and Ann, Camb Followers group

TR6, driven by John Simpson, Chief Mechanic, loaned by Register member

TR7, driven by Matt Jones, Assistant Editor TR Register Coke Car

TR8, driven by Danny himself, Editor, real TR8 but LHD, loaned by Robsport



(images courtesy of Richard Dredge)

There was much hanging about outside this ghastly building whilst cars were ‘sorted and lined up’. Just ready to shoot when Dave Gleed arrived (husband of Coventry Group GL Margaret), a little peeved at not being informed of ‘what’s occurring’ on his patch, together with the lack of an invitation to take part. They were soon placated by ‘Kilwillie’, with an invitation to join us for the day. That sorted, and about to make another start with, ‘hardly interesting’ shots, when we were tapped on the shoulder by a pedestrian undertaker in a tall hat, with two cortege (loosely limos’) creeping along behind. They had arrived for ‘the buns’ following the crematorium; we hurriedly moved our carefully arranged display and removed our woolly hats in respect.

We were there for such a long time, we had to move the cars on two more occasions, allowing food delivery vans to pass. Finally the club manager emerged, asking us to push off soon as there was another funeral arriving for buns and he hadn’t got rid of the first lot.....hooray, movement at last!

Next up was another Coventry location, the former Triumph service centre on the A45. This is an imposing art deco building with far more aesthetic and photographic appeal. With 10 TR's and camera cars (oh! and Dave and Margaret Gleed) we scorched impressively in !!, amongst staff cars, parked outside. I was expecting at least Hercule Poirot, the sheef inspector zhaap and captain 'astings to appear; what arrived at the door?....jobsworth;..... 'ow could he 'elp us lot' ... over to Kilwillie who informed him with appropriate aplomb, that he had explained all to the CEO. Next to arrive on the steps was the MD, even he had not been advised by the CEO. Happy outcome, welcomed with open arms, got all the cars shifted, offered refreshments, loo facilities etc. Fairly uneventful, all went well and after a couple more hours, we began to move off in the direction of Shropshire for sunset shots, which was wildly optimistic as there was heavy cloud and drizzle!!!!!!!!!!!!!!

For those of us who went on CVTR trip to Blists Hill, upon which many thousands of pounds were lavished, they needn't have bothered; you ain't seen Bishops Castle, its' genuinely back in time, with absolutely no money spent, let alone lavished. We checked in to Norm and Rosie Reid's Old Brick Guesthouse, phew, and I've been to Blackpool! I didn't know that flanelette!! sheets and pillowcases still existed, let alone the genuine wartime eiderdown. In a tone likened to Basil, Rosie told us, 'there'll be three of you sharing the family room.'

This may well be a continued country custom of days gone by in Bishops Castle.....BUT...UNO MOMENTO ROSIE!

Now, I'm not accustomed to sharing a room unless its' by my own choosing and two hairy blokes would not even be on my selection list. I had to act quickly, suggesting that I occupy the double bed around the corner (actually around the in-built large wardrobe type small bathroom – no window etc) and they could share the other bed as they were already well acquainted with each other; they took it very well and with relief they agreed.

By arrangement, we all met for evening pub grub at the Three Tuns, a charming back in time and only hostelry in town, which only served, yes, Three Tuns ale of varying strengths. As I spoke, I regretted my enquiry as to the origin of the ale, a finger pointed through the window to the car park where there stood, yes, the Three Tuns Brewery; a new or perhaps original take on one stop shopping.

In the midst of a most enjoyable and funny social evening, Kilwillie decided to call a planning meeting, ho ho ho, planning had been conspicuous by its absence so far. This was a put up job as we all huddled in the corner of the pub, the team all donning flat caps and pipes (not lit of course) pouring over a map whilst the photographer took shots, just for the magazine; still no real strategy, but it all seemed to work well.

Chris Barrie was charming, has around 20 rare classics which is his hobby, although his TR2, open with no sidescreens, would have given Ian James SOF 206 a run for its money. Chris lives in a farmhouse with many barns near Maidenhead. He then bumped in to fellow actor, Pete Postlethwaite who heaven forbid, lives near Bishops Castle, he must be drawn to the ale, although he does have the face worthy of a local. Old day out and new day in we returned to Norm and Rosie's Old brick ****house for very little sleep.

Awakening to a deluge of rain and an excellent breakfast, which was ordered for 7.30 for early start to Wales, Danny's parting shot at the pub was 'away bright and early, see you in the Castle Hotel car park around 9am'early?

He duly rounded us up to follow him to a pub with a petrol pump; hoods up all round and steamy windows we arrived at Nomansland, so named as no one knows whether its' Wales, England, Shrophire or Powys. The old Fina petrol pump had not been used for so many years that a tree had grown into it. Chris Barrie, not by design, parked nearest to it; the camera team seized upon a photo opportunity for Chris to pretend to fill up. On unwiring the nozzle the pipe fell from the top of the pump, heralding a call for duct tape, soon provided. Chris duly stuck the nozzle in the filler cap. Cameras clicked in time with the tinkling of rust and dead insects falling from the pipe into his tank. TS2 was trolley jacked up as there was a suspicion by the driver that a wheel bearing was noisy. It turned out to be the wheel slightly rubbing on the spats. Coke 7 then joined us with much noise; oil checked revealing it was much in need of a top up. Calls for anyone with any oil in their boot please; several obliged and we moved on to another petrol station to use the canopy cover whilst Chris's carburettor was cleared of the rust and spiders. The druid in charge was unhappy that we were preventing his regulars (just the one Land Rover and a trailer with two sheep) from buying petrol.

We moved on, still horrendously wet to yet another old petrol station, combining village shop, post office etc. The pumps were secured with expanding luggage straps, but were apparently open for business. Even with the arrival of 10 cars crowding the front garden, no one appeared. The tall bulrushes which surrounded the cottage, eventually parted. Anticipating with baited breath, at least the emergence of David Bellamy with a new discovery (not the Land Rover), we had to make do with Blodwen, tall hat and shawl, who didn't think there was enough petrol in her tank to fill all the cars. Danny was relieved as the petrol was £1.32 per litre. More photos were recorded, and the onward blast to Lake Vyrnwy commenced.

Huddled in a bus shelter, for shelter, Danny decided we would take shots, HOODS DOWN!!!, crossing the reservoir bridge bearing turrets that the dam busters would have been proud of, in two's, side by side following the camera car: Oh boy didn't the cars get wet inside and the drivers. The owners of the mint TR250 refused to take part. The outcome was much steaming up, en route to Bala; exquisite views which we couldn't see, nevertheless, more photo's with camera crews hiding in various bushes, disguised as sheep, hiding around bends on the way. There were lots of brilliant photo opportunities, despite the weather!

On arriving at Bala for the lunch stop, the weather had really closed in. With the prospect of B roads to Top Llyn Bran, on to Capel Curig where the planned finish was actually Llanberis, with minimal visibility, Danny called it a day. We then hit the long and wet road home.

The feature is scheduled to be in Practical Classics mid January. It will be interesting to see the photographs featured; probably very few of the hundreds taken. I would like to say that it was a very relaxed and entertaining trip.....

Alan Wilding

Simon Coldbreath's car was collected from his house by Fuzz Townsend, where fuzz left the keys for his Daimler SP250 Dart. Here is Simon's quote about driving Fuzz's car:-

"I drove the Dart but not for long as it was cold, wet and dark. My impression of the Dart was that it has much charm, unique looks and much grunt, but the steering was very vague."

(editors note - I met up with Fuzz on the TR Register stand at the NEC and he was really impressed with Simon's car and the performance, but as he was unable to adjust the seat, which was welded in situ for competition purposes, [ask Andy Canning, he knows all about it], he ended the photoshoot with a bad back! It's a hard life isn't it.....)

NOTES FROM THE NOVEMBER MEETING

November 12/14th, NEC Classic Car Show.

The TR Register was honoured to be presented, by Classic and Sportscar magazine, with the Classic Car Club of the year.

A number of our members were in attendance during the three days, Andy arrived on Saturday with his big bag of rock cakes which disappeared at an alarming rate.

November 14th, Thai Emerald lunch in Evesham

26 members attended a super lunch organised by Tim Walker --well done Tim, and thanks for your continuing efforts.



November 24th, CVTR meeting at The Fleece

There were 28 members in attendance for our AGM and monthly meeting.

AGM - see separate report, however we were treated to a light buffet by Nigel, (the landlord and enthusiastic Morris dancer!)



Thanks Nigel, welcome sustenance prior to our normal meeting.

Andy gave us the good news that a cheque had been paid to us from Tony Holland's estate for £645-00, which will go into our funds for us to decide at a later date how to spend it.

UPCOMING EVENTS

November 28th, TR Registers AGM at Gaydon starting at 11.00am

December 12th, Lunch at The Fleece.

Please e-mail them with your requirements as per Andys e-mails.

December 22nd, our final CVTR meeting of 2010 at The Fleece

January 12th, CVTR "Social Committee Meeting"

Anyone with social activity ideas for 2011, this will be the time to come along at 7.30pm to Flacons Bar at the Northwick Arms. Please be aware that if you suggest it, you are liable to end up organising it!

January 22nd, CVTR Annual Dinner

If you have yet to book then please contact Andrew Racey on 01386 765523 or e-mail andrew@aracey.orangehome.co.uk

Finally there was some discussion at the AGM on what charity we should think about sponsoring next year, ideas for submission at the December meeting or email either of the two Andy's. A shortlist will be drawn up and voted on at the January meeting.

Jan Brown, Andrew Racey and Richard Durrant

STOP PRESS:-

At the TR Register AGM held at the Heritage Motor Centre, Gaydon on Sunday the 28th November, CVTR were awarded the Wheelspinner Trophy for the Local Group who has contributed most to the TR Register and its members, local and national, over the past year. This was in recognition for the brilliant efforts at Prescott and Malvern, (but not just in 2010), and for the work with the Acorns Children's Hospice.

This was not the only award for one of our members, Andy Canning also won one of the newly created "Clubman's Awards" for his "comeback" performance at the disco for the 40th anniversary of the TR Register, not to mention 40 guitars.....

Here we see Andy Canning holding both the Group Trophy, and his own award, flanked by your editorial team, with Richard Durrant behind the lens!



I'm sure it won't be the last you see and hear of these prestigious awards!!!!!!!!!!!!!!!!!!!!!!