

# 10CR - A Different View

Reg Barton



Millau Viaduct

There have been loads of reports submitted over the years about how much fun everyone has had participating in the 10CR or the RBRR. I'll quickly cover that off by thanking Ellis, Tim, Dale, Andy and all the others who contributed to the 10CR 2009 – brilliant event, loved every minute of it, fabulous scenery and great company too, and if you'll have me back, I'll be doing it again!

I'm a member of a number of classic car clubs, and I have friends in many more – and among them, CT is almost unique in currently maintaining its membership. We might bemoan the fact that more people aren't members, but most other clubs are losing members in droves, particularly those where the cars themselves have relatively low values with the result that at the first sign of major repair bills many owners scrap the car and are lost to the club.

So what is that CT offers that is helping it to maintain its membership? The club website doesn't offer much about the rationale for the club itself – but I seem to remember reading something a while ago about it being there to stimulate interest in the marque, supply technical information, and provide social activities for the members.

I first joined the club in 1989, when I had, largely by chance, bought a 1973 2000 MkII saloon. Somewhere, I had heard about the RBRR, and entered in 1990

- enlisting a close friend as co-driver. With almost no preparation at all, we were pretty impressed to make the start line..... and yet went on to complete the run without any problems at all.

We enjoyed it so much, we did it all again in 1992 – memorably attending the John O'Groats breakfast stop dressed in Dinner Jackets – well, you have to do these things properly! I sold the 2000 in 1993 (does anyone know where ODF 207M is now?), and a couple of years later bought a Stag and ran-in its rebuilt engine on the 1996 run, this time taking a different friend (my mechanic – spot the logic there!) as co-driver. We completed all the runs without problems. I sold the Stag in 1998, and left the Club.

So – a lost member and just another statistic. But like so many people, I never forgot my RBRRs and when visiting Classic Car shows etc, always made a point of visiting the CT stand – and so got to hear of the 10CR event. At the back of my mind nagged the thought of buying another big saloon, and doing it all again. I looked at a couple of horribly rough examples in 2008, and then, in April 2009, whilst scouting around eBay in a moment of boredom, I came across MGW 388P – a 1976 honeysuckle 2000 TC with overdrive. I went to see it and bought it on the spot.

The car had been owned by the previous owner for 26 years and having reached



Dawn, Condom, Southern France

the grand age of 90, he'd decided to sell up. For much of its later existence, the car had only been used for short trips to the shops by its octogenarian owners.

Before I even took delivery of the car, I had re-joined the club and badgered poor Ellis until he let me onto the very end of the 10CR entrants list. I contacted both my previous RBRR companions – including the friend from 1990/1992 whom I hadn't seen for years – they both snatched my hand off at the chance to take part.

Then began extensive fettling of the car and commensurate emptying of my wallet, but the result was well worth it – we completed the run with no problems other than one of the number plate screws falling out.....the car even survived being hammered round the Nurburgring. All in all, 2300 miles in just a few days – in a car that only a few months previously had been doing around 1500 miles a year being gently driven by two pensioners.

We also used the 10CR to raise money for the Cheltenham Cobalt Appeal Fund, managing to raise an incredible £3,400. (*Outstanding effort – Ed*)

I've now found that the inner and outer sills on both sides need replacing – not a cheap job, and never financially justifiable – but I'm still going to have the work done, because otherwise I won't be able to do the 2010 RBRR – for which I've already entered.

So the RBRR and 10CR have resulted in me buying a Triumph, recommisioning it, preserving it, bringing old friends together, having fun and raising a load of money for a good cause. And to achieve that I started by re-joining the club. The Club magazine is outstanding – slick, professional and comprehensive; the forum is brilliant; and the camaraderie on the events is terrific. I'd say "Job well done" for Club Triumph – it surely achieves all its aims and that alone gives several good reasons why the club is – by any standards today – thriving.



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