

Colne Valley Classic and Vintage Club Newsletter

The CVCVC was formed in 1989 to encourage interest in Historic, Vintage, Classic Cars and Motorcycles



June 2023.

2022 End of Winter Run



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Editor's Intro

So, it's not getting any warmer, is it? A couple of tantalising warmer days, just enough to venture out into the workshop then the cold wind and rain returns. More interesting articles this month, but I need some more please, so put your keyboard fingers on or it's a! Also pictures of your classic in an interesting place (see back page).

Be careful out there Bob Chaplin



The Club's major driving event will be held on June 4th 2023. Based on a theme of bygone railways the run will visit three heritage railway preservation locations following as closely as possible to disused and still used railway lines. So, book the date – Please let George Wilder know if you are interested in taking part in the event by email or text/phone as soon as possible.

"The Entry Fee will be £25 per car with a crew of two. Further occupants will be £7.50 per head. Entry covers the special

Rally Plaque, route book and instructions and coffee/tea at the start along with entry costs to the places we visit."

FORTHCOMING EVENTS

Coronavirus

Members are expected to respect other members and not take part or attend any CVCVC meetings or events if they suspect they have coronavirus.

May 18th Club Evening—Thursday 8pm Speaker Ashley Cooper

May 25th Lamarsh Lion

June 4th Classic Lines Cento Miglia

June 22nd CVCVC Car Show The Thatcher's Arms Mount Bures

June 29th Mid-Week Meet Up The Horseshoes Cockfield

Club Information

The CVCVC is open to all enthusiasts with an interest in vintage and classic cars and motorcycles

The CVCVC Committee

Chairman	John Goodman
Deputy Chairman & Events Co-ordinator	Stuart Black
Treasurer	Chris Harman
Secretary	Geoff Broad
Membership Sec.	Roger Martin
Newsletter Editor & Webmaster	Bob Chaplin
Committee Member	Chris Sharman
Club Safeguarding Officer	Julie Ingram

CVCVC Membership

Club Membership is open to enthusiasts with an interest in vintage and classic cars and motorbikes. Membership details can be obtained from Roger Martin

Website The Club's website can be found here:

www.colnevalleycarclub.org.uk On it are pages of club and local classic car related events. There are links to other relevant sites and further information. Past copies of the Newsletter can also be found here.

The CVCVC and Electronic Media

eNewsletters

The majority of members now receive this newsletter, on a monthly basis, by email. If you receive the black and white copy by post and would like to receive the full colour edition by email, for home printing, then please contact Roger Martin.

Electronic mailings

Regular updates are sent out with reminders of lunch meetings and information on our evening speakers. Additionally, these include more details of forthcoming club events and activities. To receive these, please make sure Roger Martin has an up-to-date email address for you. Finally, please make sure that any spam filter is set to allow the email address.

Club Articles

The Newsletter always requires articles, so please forward details to the editor on your vehicle's motoring experiences, event reviews, that didn't go to plan, or restoration and technical stories. New feature ideas are always welcomed.

July Newsletter

Would you please forward articles by email or post before 1st June
Bob Chaplin.

DISCLAIMER

The views, opinions and any technical advice printed in this Newsletter are not necessarily those of the Committee or Editor and should not be taken as such. The CVCVC accepts no responsibility for the results of following contributor's advice.

Club Notices

Evening Speakers

For 2024, the CVCVC is looking for Club Evening Speakers and recommended pubs for the Midweek Lunchtime Meetings. If you can help, kindly contact Stuart Black

New Member

Welcome to Tony Leech, Tony lives in Stisted and owns a 1971 Rover P5 coupe and a 1948 Alvis TA14.

May 18th Club Night Talk

Heroes of the Suffolk-Essex Border. The talk on Thursday 18th May will be given by Gestingthorpe farmer and well-known local historian, Ashley Cooper.

Ashley has a Roman villa on his farm and has considerable knowledge on the history of the peoples of East Anglia over the thousands of years up to relatively recent times and especially the history of Roman settlements in the counties of Essex and Suffolk. Ashley's talk will take a look at some characters from the past who left their mark, in one way or another. You will enjoy an all-embracing talk, that covers a multitude of subjects. However, we expect that he will also give it a slight 'transport' theme. Ashley will, no doubt, give us an interesting, amusing, factual and interactive talk.



Non CVCVC Events FYI

From the Bury St Edmunds Car Club

Sunday 18-Jun-23 Sunday Saunter Potential Vineyard Tour
TBA cccbse.secretary@gmail.com

Roxwell Classic, Sport & Supercar Drive "2023 Coronation Drive" Saturday 15th July 2023 start 9.30 to 10.30am All classic, sports and supercars welcome. In Aid of the Roxwell Church Modernisation Fund £25 per vehicle Entries at your own risk. To book a place please email dmarosebnk@hotmail.co.uk

Former CVCVC member Rob Irvine is organising classic cars at the **Stebbing Fete** on the 17th September. He has invited any members of the CVCVC to join the show and the driver, last year, was given a free beer / tea / coffee. He is limited to 115 cars and they nearly made that number last time and he expects it to be full, this year. In the first instance if any member is interested could they make contact with Rob by calling / texting him on 07843 513510.

Lavenham Classic (known as the Rare Breeds previously)

This event is back on for the 27th August with a new organiser, hopefully they will review the entrant's admission.

Last year they charged entrants to display cars, and no CVCVC members entered, but if interested contact the editor for info.

Notice for CVCVC Members

Members should check that any of the above events have the correct insurance and if on the road, an appropriate Motorsport UK Permit.

Monthly Meeting Review



On Thursday April 20th, local historian Peter Tatam gave us a most interesting talk on “Thomas Telford – The Colossus of Roads”.

Sometimes overshadowed by fellow engineer Isambard Kingdom Brunel, Telford produced a huge number of buildings,



canals and bridges during his life from 1757 to 1834. Born in Southern Scotland, he started as a stonemason with no formal engineering training, but was a workaholic who studied all the technical books he could find as his projects

grew from stone arches all the way to bridges. He was an early networker with architects and engineers such as Robert Adam and James Watt and impressed wealthy patrons who backed his projects throughout his life. His building designs are to be found all across Britain centring initially on Shrewsbury when



Conwy Bridge

he became the Surveyor of Public Works for Shropshire and extending up into the highlands of Scotland. He is well known for the many canals he engineered since he was ahead of the period when railways started to dominate the transport network, the Caledonian and Crinan being the most famous in Scotland. Less well known was his work on road networks where he engineered the new A5 road from London to Holyhead and the Scottish Road Project to better connect the Highlands and

Lowlands – many of these roads still rest on the foundations that Telford engineered over two hundred years ago. Peter showed us the original bill for the A5, costing £52,221.12s.7d. This equates to about £4 million in 2023, which seems pretty good value for a road 250 miles long! Scores of bridges were designed by Telford, featuring elegant details that went back to



his days as a stonemason.

Craigelachie Bridge

Thomas Telford is of course commemorated by the town of Telford in Shropshire and he is one of only two engineers buried in Westminster Abbey, the other being George Stephenson.



The best known of his bridges is the Menai Straits.



For the 21 members attending, we were all really surprised by Peter’s talk as he took us through the amazing body of work that Telford completed. It was hard to comprehend how one man could have produced so many excellent and lasting civil engineering projects in one lifetime.

Stuart Black

Monthly Midweek Lunchtime Meeting Review

Our mid-week meet up lunch on Thursday 27th April, was at The Chequers in Great Tey. A venue we hadn't visited for a few years. Terry, the landlord, made us most welcome. We were given sole use of the restaurant. A couple of our members took their dog and they were not allowed to be in the restaurant but did have a good position in a window seat where a couple of CVCVC's joined them.

The Chequers has a gravel car parking area that can accommodate about fifteen cars and Terry had kindly moved tables at the front of the pub if we needed an overflow of another three cars. The pub is located on a side road so not too much traffic and parking at the side of the road was easy and safe.

A week before we arrived the Stag Owners Club met there and the week following a motorcycle club were meeting; The Chequers seems to be a hub for clubs to meet.

All food orders were taken at the tables so a 'first come, first served' basis operated although the waitress did wait for a fair number of members to be seated before the orders were taken. We had 21 members (plus one dog) on the day. Food was of good quality and plentiful. It was also very good value; a two-course meal for £13.95; excellent.

In addition to CVCVC there were about fifteen other diners. The kitchen staff were clearly under more pressure as the lunch time progressed; one hard working waitress and, I think, just one hard working chef. Although the delay increased for the later arrivals and their opportunity to order food it was good to see that the quality and quantity of the food remained consistently good.

The Chequers is a warm and welcoming pub, maybe a little outside of our normal dining locations but definitely worth a visit. The food quality is high, the volume of food good and great value. It is a shame that the waiting time for some diners was a little too long. It did give them the opportunity of a good chat.

Not many classic cars at this venue and because of the size and shape of the car park most were parked nose first. **Chris Harman**



Goodman MGB, Martin MGF and Soule Minor

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Naylor TF

The CVCVC Spring Run

George Wilder organised a super run on Drive it day, the 23rd April.

The run commenced from Waitrose at Sudbury. The Waitrose staff worked hard to supply tea and coffee and assorted cakes etc before the start. The run itself took members from Sudbury, through some delightful North Essex and South Suffolk villages to historic Lavenham..

Unfortunately the heavens opened at about the halfway point of the run, however Martin Brown and navigator Charles Soule didn't let it stop them, no hoods up here! The run finished in a packed Lavenham, where there was a very busy Farmers market taking place so it was a bit chaotic with members spread across Lavenham. A great morning out.

For the full photographic experience of the run please look at the gallery page of the website.



A view at the start in Waitrose car park showing some of the cars about to take part in the run.

Janice and I were in the Anglia and were somewhat disappointed that apart from the CVCVC cars and a solitary Austin Champ at the bottom of Ballingdon Hill, whose owner just about managed a small wave, we saw no other classics on the road at all. Where were all the other classics? **BC**

Rebuilding a Singer Le Mans Part 2

Singer gearboxes have a quirky design such that over time and as components wear it is able to engage both second and reverse at the same time. It happened to me twice before I started the rebuild. This feature and its remedy is well documented in Singer circles so whilst the tub was away for its scheduled three weeks (which I knew would be six) I hopefully fixed this problem and also sorted out the clutch release mechanism. On the Singer the gearbox/bell housing just hangs off the back of the engine so it is a relatively easy job to stand astride the whole thing and slide the protruding splined shaft through into the clutch centre.



After 8 weeks I finally picked up the painted tub and mounted it on the chassis.

I was very lucky that the original set of tools – jack, copper mallet, tool roll etc. remained with the car and sits neatly on top of the under bonnet foot well/scuttle.

When I bought the car three years before the headlight shells were badly corroded and fitted with modern sealed beam units. They were sadly beyond salvation. I managed to track down a pair of 7 inch Lucas headlights with the correct frosted glass which look perfect. They sit with a pair of Lucas Allette horns



which I tidied up with the help of Taff the Horn – he is Welsh.

The two seat Singer hood is a very odd design in that when it is erected you cannot see out – I admit I am exaggerating a bit, but not much, particularly for tall people. Given the number of times I would take it out in pouring rain and if I was caught in a summer shower a tonneau would be fine I decided to forego the hood and just get a tonneau.



The Singer was very different in character from the MG TC I had rebuilt before and in many ways more difficult. I suppose I was lucky in that as things turned out I served my apprenticeship on a simpler car, the MG TC, and that gave me invaluable experience to tackle the Singer. I shouldn't finish without acknowledging just how much help I received from a whole variety of people in the CVCVC, the Singer Owners Club but, more than anybody else, from Chris Sharman.

Geoff Broad

Editors Filler

Following Stuart Blacks article about the Ford tug and the Scammell Scarab in last months newsletter. As a kid I saw lots of these on the local industrial estate, The part of North London I grew up in was in the 'Golden Triangle' of the British electronics industry and lots of these Scammell's were a



common site. What was also unique and made them so useful was the design of the trailers. They were all able to be hitched and unhitched without the driver having to leave his cab. He just released the hitch and away he went! Even the

electrics for the tail lights connected automatically. The only thing the driver had to do was when going on the road was to put the appropriate number plate on. They didn't bother!

All the trailers had the same hitch, whether it was a British Railways one, A Lebus furniture one or a Metal Box one. Metal Box were a company specialising in guess what, metal boxes.
BC

Amazingly the Frog Eye Sprite 582 CJJ is Still Around Part 1

Throughout my teenage years, I was determined to have a "T" type MG once I was old enough to drive. However, I later read an article in "Autocar" stating that unless you want to spend your weekends under the elderly MG as opposed to driving it, purchase the most up to date sports car you can afford.



Having passed my Driving Test in October 1965, the search began

I admired the MGAs and TR3s, while they were just about affordable, running costs would be too high for a "Trainee Surveyor", so I set my sights lower and started looking at MK1 Sprites. By now these sports cars were between five and eight years old and mostly past their prime. I eventually came across one displayed in a dealer's showroom on the Romford Road in Manor Park. Reasonable condition, one of the last ones produced with 45,000 miles on the clock which appeared genuine. The deciding factor was the body work behind the seats had been cut way as for the MK2s, to provide space to fit a third person sitting sideways, in addition a professional lockable hatch was installed to the internal boot space offering storage security and reducing noise levels.

Taking the plunge in April 1966, I raided my piggy bank, borrowed from my dad and grandad to buy this 1961 MK1 Sprite, reg-582 CJJ, generally known as a "Frog Eye Sprite".

The Sprite was fun, having go-kart handling, but with only 42 bhp and wide gearbox ratios, performance left a lot to be desired, money was limited, but this didn't stop me reading David Vizard's and Clive Trickey's tuning articles in Car and Cars

Conversions, plus Mike Garton's excellent book – Tuning BMC Sports Cars.

Cars and Car Conversion magazine The "must read" tuning publication from the 1960s



Meanwhile the Sprite served me well, as everyday transport, travelling to work, holidays and taking in motoring events, plus girlfriends loved the car. During the six years ownership, we travelled

throughout the UK, plus Ireland, France and Spain. One minor drawback, I was always being stopped by the police, fortunately the car was always taxed, MOT'd and insured (Albeit third party, fire & theft), so no problem really, in fact a number of times I had exceeded the speed limit, been given a verbal slapping and let off with a caution!

A recurring problem was due to the Sprite's small low profile, vehicles would pull out in front of my car many times causing near misses and a few hits, the most serious incident resulted in my car being knocked completely sideways by a uninsured Austin A55, with me ending up in hospital and the driver disappearing to Ireland, leaving me to rebuild the Sprite over a three-month period. Thank goodness for a breakers yard in Watford called Bijo, I was able to obtain a second-hand radiator, suspension parts, a couple of wheels, windscreen, plus a glass fibre bonnet at reasonable cost. My dad helped me out by arranging the front subframe to be straightened.

In 1969 with increased earnings, I gave the Sprite a top end engine overhaul, removing all the carbon, slightly grinding out and smoothing the ports, new valves and springs, plus fitting a long centre three branch exhaust manifold and a pair of second-hand 1 1/4" SU H2S carburettors. Later in the year I lowered the front suspension and fitted a Derrington anti-rollbar, neutralized the car's tendency to over-steer.

The Sprite would now hit 90mph along the Brentwood Bypass, however with 90,000 miles on the clock the engine became an oil burner, so in 1970 I had the engine rebuilt.

I knew exactly the rebuilding/modifications required and the work was split between Gosneys, Burton Engineering and Wheeler & Son.

Scruffy Sprite waiting for respray in 1971



Work comprised

Block bored to – 995cc with flat top pistons, modified head – reprofiled chambers, larger valves, enlarged ports to suit, and a head skim giving 10.1 compression. 2A 948 camshaft, duplex timing chain, centre bearing strap, lightened flywheel balanced with the re-ground crankshaft and clutch pressure plate. The standard clutch was retained as the car was used only on the road. Cooper distributor modified with "S" base plate, springs and bob weights. A 10 row oil cooler was installed, The Sprite now had 100mph performance, but the exhaust valve to no.4 cylinder kept on burning out, However I took the Sprite to Wells Garage in Woodford, where Tony Wells, a tuning specialist diagnosed that at high revs, the exhaust valve was just catching the edge of the cylinder block. On his advice I down tuned to a Cooper 28G222 cylinder head skimmed 30 thou to provide 9.1 compression, this particular head had smaller exhaust valves, better suited to a road going one-litre engine.

I was extremely fortunate to obtain a MK2 gearbox with closer ratios giving 50mph in second, very useful. Stronger Midget Mk3 half shafts were fitted. The brakes shoes were fitted with Ferodo VG95 linings. Competition shock absorbers replaced the standard ones and the Sprite wheels were widened to 4 1/2" with the insertion of steel bands.

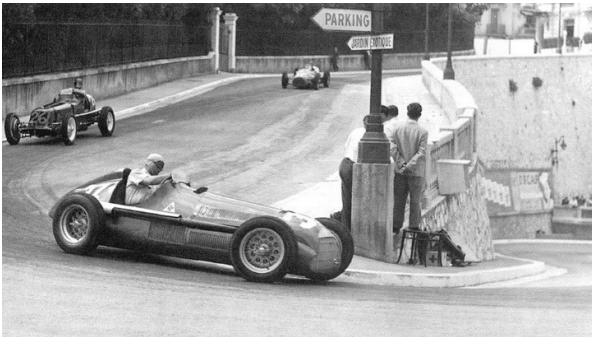
The Sprite's modified engine was smooth throughout the rev range, power probably exceeded a Mini Cooper. The car could still reach 100mph (6500 revs), along the Brentwood bypass, so job done!

Chris Sharman

To be continued

Pictures from the Past

Monaco GP



The Monaco Grand Prix

The Monaco Grand Prix is one of the oldest racing events in Europe. It is always held on the last weekend in May. It was first organized by Antony Noghès in 1929. At the time, Noghès was the president of the Auto Club de Monaco, he worked towards improving motor racing in Monaco. He organised Rallye Automobile Monte Carlo. However, this was considered to be a local competition, and Noghès wanted the rally to be a national event.

In 1928, Noghès contacted the international governing body to give him permission to make his competition into a national event. They refused to accommodate this request, as there was a low number of motorsport competitions held in Monaco. The rally would heavily rely on roads that are going through other European countries, so in order to change this, a new plan was hatched. Noghès proposed the construction of a Grand Prix within Monte Carlo. This plan worked and he received approval from Prince Louis II as well as Grand Prix driver Louis Chiron. According to Chiron the layout of Monaco was great for the construction of race tracks.

The very first race took place on April 14th, 1929, and the driver who emerged victorious was William Grover-Williams. Since this was the first race it was an invitation-only event, however, some of the participants did not show up. Maserati and Alfa Romeo decided not to race. With each subsequent race, the event started to gain importance.

From top left.

The inaugural race in 1929 William Grover- Williams in a Bugatti

1935 Luigi Fagioli in a Mercedes W25B

1950 Fangio on his way to a win in a Alfa-Romeo

1957 Gregory leads Fangio both in Maserati 250F's

1961 and Stirling Moss on the way to his historic win in a Lotus 18 with a 1.5 Climax engine. It was so hot Stirling had the lower body panels removed to keep him cool.

1965 Graham Hill winning in his BRM. Hill was known as Mr. Monaco as he won 5 times.

Ayrton Senna would win Monaco 6 times, his first win in 1987. However, in 1984 his debut at Monaco saw him in a Toleman, the team having to use last year's car and in 13th place on the grid. He stormed through the pack in torrential rain to be second behind Alain Prost. Prost acknowledged he was not the best in the rain but Senna's display was spectacular and he was closing fast on Prost when the race was stopped.

The epic 1992 battle between Arton Senna and Nigel Mansell was probably one of the greatest ever Monaco GP's, Senna just about held Mansell off to win.

Guess the Car Answer

Ford Frua away a Sports Car. Only one correct answer, well done Stuart Black



Following the success of the MK1 Escort in the 1970 World Cup Rally, Ford introduced the Escort Mexico, and it was an immediate success, especially in club rallying and racing.

Frua the design house came up with the above design to use the Mexico as a base, it would been called the Monte-Carlo but Ford management said no!

The car shown is the one and only prototype, it was owned for many years by Keith Duckworth of Cosworth. However the car has ended up in New Zealand where this photo was taken. It has received some attention to the front possibly the result of an accident, the front bumper is not original, and does not match the car at all.

This month's Guess the Car.

Thanks to Leigh Sebba



Yet another lost opportunity what is it?

Meet the Committee Part 5

Meet the Committee – Chris Sharman



I joined the CVCVC in 2010 following a chance meeting at the Spring Battlesbridge Classic Car Show with club member Peter Burchett. I became Newsletter Editor in 2013 and with increased family commitments stepped down from the role earlier this year.

A re-occurring theme with 'Meet the Committee' articles is an early interest in cars and I'm no different, except our family transport was an ex- Canadian Army Harley Davidson WLC, converted to civilian use and bought from Pride and Clarke in Stockwell. I was three years of age at the time and can recall my dad actually constructing a two-seater sidecar for the Harley. This was a fast combination, in fact, quicker than most cars on the roads in the initial post-war period. My dad later purchased a 1938 Standard Flying Nine, more suitable for family travel but poor condition, my sister and I used to drop marbles through the holes in the floor! Cars were still in short supply until the mid-fifties.

Fast forward to the early sixties and I was extremely keen on cars and by the age of thirteen I was driving on private ground, my dad's Ford Consul shortly followed by his 'Z Cars' Ford Zephyr Six. From the day I reached seventeen I was driving with 'L' plates, a few weeks later after passing my Driving Test I started looking for a cheap sports car. I really wanted an MG 'T' series or early MGA/TR3 but settled for a MK1 (Frog Eye) Sprite. Owned for six years, gradually modifying and improving the car's performance. My social life was built around the Sprite, meeting like-minded enthusiasts, joining the Austin Healey Club, travelling the length and breadth of the Country, plus Ireland, France and Spain. I even met my wife Brigitte at an MG club meeting.



In 1972 with 125,000 miles on the clock, the Sprite was sold and replaced with an MG

Midget MKIII. Quite luxurious after the basic Sprite, but it was cramped. In response I bent the brake and clutch pedals forward and re-set the seat back. The MG again was modified and sold later after 132,000 miles were covered.



A MGB GT MK11 was the replacement and this was my favourite sports car. Apart from fitting a Kenlow fan, not modified at all and only sold when two young children and a dog required family transport. I had travelled 95,000 miles in the MGB. With no major problems, such a shame BL vehicles had a poor reputation. I have to say though, I carried out the servicing and maintenance on all my cars.

Although mechanically minded, leaving school I became a trainee surveyor and attended day release at the Mid Essex

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Technical College. Obtaining my HNC I became freelance and remained so for the next 25 years, gravitating between construction and architectural contracts, often resulting in long distance travelling, hence the high mileage on my sports cars and later in Ford Granada's. Eventually I joined several developers on a permanent basis with the usual company Mondeos and Vectra's, although with Countryside Properties I had an Alfa Romeo 156 Twin Spark Veloce. A great driver's car although my passengers always complained of travel sickness!



Hobby Classics

After buying the new MG Midget in 1972, I had withdrawal symptoms from not working on my Sprite. Reading through the Exchange and Mart, I came across an advertisement for a dilapidated 1936 Singer 9 Sports - £100 and subsequently bought it. An advanced vehicle for its day – overhead camshaft engine, twin SUs, four gears, Lockheed brakes and underslung chassis. The car also had a competition history.



Family and friends thought I was mad, probably correct. The Singer restoration had taken over forty years. Looking back, I cannot believe I had the confidence or enthusiasm to rebuild a car destined for the breakers yard into its current condition.



A complete contrast to the pre-war Singer, the Renault Alpine GTA Turbo was purchased in 1995, this rear engine coupe was a 'super car' in its day and a rival to Porsche. The GTA was actually a 2+2 which enabled the car to become our weekend family transport for ten years.



I always liked motorcycles and bought this 1970 Triumph Bonneville T120R in 2002. The ultimate 'pre-oil in frame' model. I was always impressed that the Bonneville was quicker to 60mph than the

contemporary Jaguar E Type. A work of art, left to me I would mount the Bonnie on a podium in the lounge!

Chris Sharman

The Back Page

The Late Summer/Autumn annual Scatter Rally

Volunteer/s needed.

I have been running the Scatter Rally for about 10 years now, this year I am also co-organising the Drive-it-day run and the Cento Miglia

So, I think it is now the time and opportunity for some else to organise the Scatter Rally. Of course, guidance and advice available. We join a Car Club to use our cars surely so let's use them!

No volunteer/s no Scatter Rally/Autumn run.

George

Members Out & About Section

To continue the topic started by Roger Martin last month.

In 2013 Janice and I took the Morgan down to Bayeux for a week in September. Here is the Morgan on top of the cliffs overlooking Omaha beach. The scene of utter carnage on D Day, the American cemetery is on the top of the hill, A humbling experience and well worth the effort involved to get there.



You members out here, you must have some pictures of your classic cars or bikes at a place of interest, lets keep this section running, so photos and back stories please to the editor. BC

Club Website

Flicker the web photo hosting service will be turning off the account linked to the CVCVC Gallery page on about the 20th May. Club members wishing to download any of the photos from events before 2021 should do so before the cut-off date. Events from 2021 are unaffected, the club is looking at a replacement web hosting service for the future and it is hoped that we can recover some of the earlier photos.

'NOTABLE JOURNEY' TROPHY AWARD

I have always admired what I think of as 'intrepid motorists', that is those who venture that little bit further or, indeed, quite a lot further than the average driver.

Most car enthusiasts are aware of the 1907 Peking-Paris race but there have been numerous epic drives down the decades. When I was a child in the 1950s an Austin 7 Chummy was driven from Buenos Aries to New York, an MGA was driven from Nyasaland (now Malawi) to Holland and another Austin, an A90, journeyed from Norway to South Africa.

Even now, classic MGs, are still being used for such journeys. In the last decade a T-type has been driven from Cape Horn to Alaska, an MGB travelled from South Africa to England, a Midget has circumnavigated the globe, and most recently, an MGA and five MGBs included the Silk Road in their journey from Beijing to Birmingham. A circumnavigation of the USA and Canada is currently being planned by some Australians.

By contrast, a recent survey at one UK MG Car Club centre determined that a majority of members were not keen to venture further than about 50 miles in their classic MGs! However, I believe that many classic and vintage vehicles can be relied upon to undertake significant mileages. In the last two years my MGA has toured England, Wales, France, Denmark and Norway with only a loose fuel union and a dodgy HT lead marring an unblemished record.

I don't know what sort of journeys the average CVCVC member undertakes in or on their classic or vintage vehicle but I thought it would be nice to acknowledge the one considered most notable each year with a trophy. So, I have donated one to the club.

I don't envisage a strict scientific or complicated method of scoring to select each year's winner but considerations might include:

- The newer the vehicle, the higher the mileage needs to be to be 'notable', e.g., a 500-mile journey by a 100-year-old vehicle is probably much more 'notable' than a 5000-mile journey in a twenty-year-old vehicle;
- The farther afield the journey is undertaken, the more 'notable' it is likely to be considered, e.g., 500 miles across Morocco is arguably more 'notable' than any 500-mile journey within England.
- I suspect that any journey on a motorcycle is more 'notable' than that same journey undertaken in a car of the same vintage.
- Successful perseverance in the face of set-backs might also make a journey 'notable', especially where imaginative improvisation has occurred.
- In a tie-breaker situation I think that merit should be given to members who write an article on their 'notable' journeys for the club magazine.

So, if you have used your classic for a 'Notable Journey' please submit your story.

Roger Martin