



Colne Valley Classic and Vintage Club Newsletter

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



March 2022



Photo flashback to September 2014 Autumn Run. Graham and Ann O'Connor in their immaculate Lotus Elan, are commencing the run from Spencer's Farm Shop

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Editor's Intro

Coronavirus is still around us with the Omicron variant, but the Government relaxations on gathering restrictions has enabled CVCVC events to go ahead. Nevertheless, the Committee are monitoring the situation and will notify members of any changes to the events programme.

Diverse articles this month, including Stuart Black's article on commercial vehicles. It's easy to forget these can also be classics.

The first Lunchtime Meeting of the year, held at the community run Lamarsh Lion was very successful attracting 25 dinners, one to revisit.

Guess the Car this month is a concept car from the late 1960s, unfortunately inter-company politics killed the project.

I hope our motorcycle enthusiasts enjoyed the Classic Motorcycle Quiz. There is another one lined up soon.

Nick Godley is helping to organise the Queen's Diamond Jubilee Wethersfield Carnival Parade and requires specific vehicles.

Good member involvement with three members letters this month.

My Future Copy file is running low why not put pen to paper and produce an article on your classic car/s and motorcycle/s, it could feature the purchase, restoration, maintenance, journeys, etc. Another suggestion would be - *is there one vehicle that you once owned that you still have affection for.*

No one has yet stepped forward to accept the position of Newsletter Editor, if any member is interest and would like a chat or information, please do not hesitate to contact me

Stay Safe Chris Sharman

FORTHCOMING EVENTS

Coronavirus (COVID-19)

In line with the Government's lockdown requirements, the CVCVC has commence monthly Midweek Lunchtime meetings and Evening events. Members will be informed through the CVCVC Newsletters and Parish Notices if there are changes to the Government regulations.

Feb 24 Midweek Midday Meet Up – Red Lion, Sturmer CB9 7ZH.

Feb 27 Sunday CVCVC End of Winter Run - Meet at The Abberton Reservoir Visitor Centre at 10:00am – Layer-de-la-Haye CO2 0EU. Further details on page 2.

Mar 2 Committee Meeting - Wednesday 7.30pm. Halstead Football Club CO9 1HR.

Mar 16 Club Evening - Wednesday 8pm, Speaker - Richard Humphries – Silk from China to the Essex/Suffolk Boarders - Halstead Football Club CO9 1HR.

Mar 31 Midweek Midday Meet Up – Assington Country Kitchen, The Barn Assington CO10 5LW.

Apr 20 Club Evening – Wednesday 8pm. Speaker Charles Soule - Life of Lord Nuffield. Halstead Football Club CO9 1HR.

Apr 27 Committee Meeting - Wednesday 7.30pm. Halstead Football Club CO9 1HR.

Apr 28 Midweek Midday Meet Up – venue TBC.

May Cento Miglia Date & Details TBC

May 18 Club Evening – Wednesday 8pm. Speaker Peter Minter - History of the Local Bulmer Brick Company. Halstead Football Club CO9 1HR.

May 26 Midweek Midday Meet Up – venue TBC.

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	Chris Sharman
Parish Notices Editor	David Singer
Webmaster	Bob Chaplin
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.

New Member We are pleased to welcome to the CVCVC Ed Maidment, son of former member Cadillac owning Robert.

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, or restoration and technical stories. New feature ideas are always welcomed.

April Newsletter

Would you please forward articles by email or post before Monday 14th March.

Chris Sharman,

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.

Future CVCVC Events

The CVCVC "End of Winter run"

Will take place on Sunday 27th February 2022.

Meet at The Abberton Reservoir Visitor Centre at 10:00am, when it opens and leave at approximately 10.30am.

The distance is approximately 35 miles and at the finish venue there is a large restaurant / café.

(Please note that this is a repeat of the Winter Run held in February 2020, that attracted very few members due to the inclement weather on that day.)

March 16th - Club Evening - Richard Humphries Silk from China to the Essex Suffolk /Borders

**The Humphries Weaving Company
Golden Jubilee, 1972 to 2022**

Richard Humphries began his own weaving business in 1972, when Warner & Sons had ceased manufacturing in Braintree, after one hundred years. He was their last design apprentice and realising what important cloths woven there could have been lost forever, he began a desperate attempt to save what he could. In rescuing the equipment, clients gave him a chance to get going and begin weaving custom fabrics for them. The firm has gone on to build an international reputation in custom textiles, weaving for the most important lavish and luxurious interiors today, to see in our Royal Palaces and Stately Homes. Richard's talk "Silk from China to the Essex Suffolk /Borders", gives an insight as to why this specialist trade survives here today.

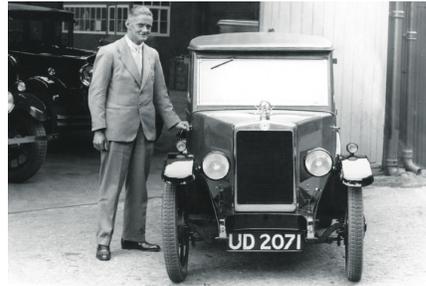


Classic vehicles are also part of his weaving portfolio, with everything from Alfajudas up to Pre-War Bedford coaches.

**Richard also owns a
1928 Swift 10hp**

April 20th - Club Evening –Charles Soule Life of Lord Nuffield

A talk recounting the life of Lord and Lady Nuffield, their early days, who they mixed with socially and politically. Lord Nuffield's influence on the motor car industry between the wars.



There will be some amusing anecdotes along the way!

Lord Nuffield with one of his original Morris Minors

Editor's Space Filler

Reflections on the December Abu Dhabi Grand Prix

Although not really a classic car topic, but with the Abu Dhabi Grand Prix, I have never watched a more exciting winning lap. It was only by luck that I was around my son's house and he happened to be watching the race on TV.

Hamilton appeared to be on course for a win leading Verstappen by ten seconds, but as the saying goes, "it isn't over until the fat lady sings", and Latifi's Williams crashed resulting in the safety car, bunching up the cars five laps from the finish.

Now the FIA Race Director Michael Masi had three options

- 1 Red Flag the race, giving Hamilton the win.
- 2 Keep the safety car out for the remaining laps, again giving the race to Hamilton.
- 3 Clear the track with minimum delay and let racing recommence. The option chosen.

I understand that the Mercedes Team felt the race would either be red flagged, or the safety car would remain out on the track, either way, giving Hamilton the win. Red Bull gambled on a restart and brought Verstappen into the pits for fresh tyres. Why didn't Mercedes hedge their bets and bring Hamilton's car in for new tyres?

With laps running down, Red Bull's Team Principal Horner chased Race Director Masi to bring in the safety car and unlap cars to bring Verstappen up behind Hamilton for the final lap. It was all Hamilton's to lose and Verstappen's to win, which he did, still touch and go though, an amazing nail-biting lap!

Two months on, still criticism and conspiracy theories on Verstappen winning the Grand Prix and the World Championship, plus the suitability of Michael Masi to remain as FIA Race Director.

Hamilton might feel robbed, but in my opinion I think he was let down by Mercedes complacency towards the end of the race, rather than Red Bull's smart strategy.

Can you remember Hamilton's first World Championship win in Brazil in 2008. Massa had crossed the finishing line first, with his rival Hamilton out of contention. For over thirty seconds Massa was World Champion and the champagne bottles were popping. But the race wasn't over! In wet conditions Hamilton overtook Timo Glock's sliding Toyota, gaining fifth place to claim additional points to deny Massa the World Championship. Massa must have been devastated, along with the thousands of his Brazilian fans. There were conspiracy theories that Glock had moved aside on purpose to let Hamilton through!

What is guaranteed this year is exciting racing between Hamilton, Verstappen, not to mention Russell and Norris.

Commercial Road

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We're a car club, but my thoughts have turned to commercial vehicles this month for a couple of reasons. Many of you will have seen that, for the first time ever, the bestselling UK vehicle in 2021 wasn't a car. It was the Ford Transit Custom 1 ton with the Transit 2 ton in third place.



I'm sure it's all down to the explosion in internet shopping accelerated by COVID. The other reason for my CV interest is that our current restoration project at Ford Heritage Dagenham is a rather charming Thames from the early 60s.



Lots of re-commissioning work is needed since the Thames has been static for years, so we're working from front to back replacing many parts and the engine is now running well. Work has been straightforward except for the 3-speed column shift which has suffered from old worn repairs and we are modifying the rods to get it to find the right gears in the right places. The Thames has the 1.7 litre engine from the Consul and 53hp gives it a reasonable turn of speed... if you can find third gear!

These forward control vans with the engine in the cab were ubiquitous during my early 1960s childhood before the all-conquering Transit came along in 1965. It brought a few others to mind which are rare sights these days. The most common van I remember seeing in lowland Scotland was the Bedford CA using the 1.5 litre engine from the Vauxhall Victor.



I have fond memories of these simple vans. My grandpa's neighbour had a fruit and veg shop and I used to go on deliveries with Mr Smith in his CA. I can remember the exhilarating sense of speed being driven round town with both the front doors slid fully back.

Commer's rival offering was the FC which became the Spacevan in its retirement years.



Again, a trusty car engine was mounted in the cab between driver and passenger – initially the 1.5 litre from the Minx. These were odd looking vans with their wide bodies overhanging the rather narrow track of front and rear axles - a legacy of their Humber car derived suspension.

I remember receiving the Corgi Commer set for a birthday present with two chassis and four interchangeable bodies – multiple toy combinations... in one box... such simple fun!



Remarkably, this Commer van stayed in production from 1960 to 1983 thanks to huge ongoing orders from Post Office Telecoms/BT who were the only customer for the last few years. Every street corner in Britain seemed to be visited by these Telecom Commers for over a decade and their cheery yellow paint was almost as common a sight as the iconic red telephone boxes they were maintaining.

BMC/BL had a bit of an overlap with their vans, offering three 15 cwt designs simultaneously where one would surely have done the job. The Austin/Morris J2 was introduced in 1956 and powered by the 1.5 litre B series engine from the Cambridge/Oxford saloons. It was due to be replaced in 1960 but soldiered on for another 14 years, becoming the 250JU.



BMC introduced the J2's supposed replacement in 1960, the Austin/Morris J4 which was much more like the Thames.



Both the J2/250JU and J4 ended production in 1974. BMC/BL desperately needed a long overdue Transit competitor, so they grafted a new nose on to the J4's rear floor and load area and the Leyland Sherpa was born in 1974. This van hung on way beyond its sell by date as a Freight Rover and LDV model and was finally pensioned off in 2006 by which time Ford had moved the Transit on with three generations.

Finally, who remembers a rarer example of 1950s British forward control van design – the Standard Atlas?



This was also launched with a car engine in 1958, but it was from the Standard Ten and boasted 948cc and 35hp. With 0-30 in 15 seconds and a top speed of 52mph, the Atlas was glacially slow and hopelessly outclassed until the Vanguard engine was fitted later in life. Standard were swallowed up by the BL empire and the Atlas gave BL a third van in the 12-15cwt class badged the Leyland 15 in 1964 competing with its own J2 and J4 until 1968.

Commercial Road is paved with gold. The Transit is easily Ford's most profitable vehicle in Europe so it's astonishing that BL made do with these old designs for so long. Money for new car programs was a more glamorous spend but would have been more wisely invested in a new competitive van.

Stuart Black

January Midweek Lunchtime Meet Up at the Lamarsh Lion

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Two reviews –

The lunch at The Lion was enjoyable. I understand it is a community pub. The two lasses in the bar were courteous and helpful. Bar service and the taking of food orders was very good. The food delivery was a little patchy (couples / groups weren't getting their orders at the same time) but we all got our food within a reasonable time. Rose was told that the mother of the person who should have been in today was unwell so that person didn't come in so the lass behind the bar was called in at the last moment.

The food was good and hot with large servings. A good selection of drinks (including good low alcohol beer and lager), tea and coffee available.

25 people ate at The Lion plus one member joined us for a coffee. So, 26 in all plus a well behaved dog. Parking good and all off road.

Would I visit The Lion for a drink or for food? Definitely 'yes'.
Chris Harman

As Chris H. says, we had a good session at the Lamarsh Lion today despite the ongoing Omicron situation. I tested negative before attending so was happy at least I wasn't a risk to others.

The Sun Gods smiled on us and the skies cleared as Ann and I arrived in my MGB GT, so the sun was shining for post-lunch tyre-kicking and our respective drives home.

Many attendees were in everyday cars but a few other classics were also present. You will recognise most in my attached photos but maybe not Chris Watson's 'rubber bumper' MGB GT, which I hadn't seen before.

Roger Martin



Photos provided by Chris Harman & Roger Martin

Guess the Car

A concept car from the late 1960s. unusual styling for this coupe constructed by a major manufacturer, making good use from the parts bins. Can you name the model? Answers to the editor.

Classic Motorcycle Quiz- Answers

Following the publication of the questions in February's Newsletter, here are the answers

1. The AA Sidecar Patrol outfits were usually BSA powered, but what were the blue RAC versions attached to? – **Norton ES2 500cc**



2. Who set the last ever motorcycle speed record at Brooklands, riding a Borough Superior? **Noel Pope lapped Brooklands in 1939 at 124.5 mph**



3. Which motorcycle was built in Steeple Road Tottenham London?
Stanger – built between 1921-1923 – Sprung frame, 539cc v-twin two-stroke, 3-speed Sturmey Archer gearbox. Selling price - £97.

4. Who wanted the Triumph logos to be removed from Marlon Brando's Thunderbird in the film, The Wild One? - **US Importers Johnson Motors.**



5. Which famous motoring figure came up with the jingle - Opal Fruits, made to make your mouth water? – **Murray Walker – On his father's motorcycle**



6. Sold in 2019 for £71,300, a TV favourite went to a new home. Name the make and the two very popular 1970's sitcoms in which this sidecar combination featured.-

George & Mildred and Dad's Army, Brough Superior 11-50

7. What was the plant material used to manufacture very early motorcycle sidecar bodies? - **Wicker basketwork.**

8. In 1928, which was the largest motorcycle manufacturer in the world? – **DKW Germany.**

Well, how many correct answers did you have? My score was 4! I was convinced the answer to no.3 was Martin J.A.P.

Ed

Queens' Diamond Jubilee June Bank Holiday Wethersfield Carnival Parade

Nick Godley needs your help – classic vehicles from the year 1952, plus a red MGB (Roadster or GT) to complete a red, white and blue MGB line up.

I wonder if members can help me. As I am sure you know it is the Queen's Diamond Jubilee at the start of June and there is to be a four-day bank holiday weekend. Here in Wethersfield, we are planning a weekend of events, beginning with a modest carnival parade on the Thursday. As 2022 is the 60th anniversary of the MGB we thought we would like to include some in the parade and it would be good to have a red one, a white one and a blue one. I have a blue one and George Wilder thinks he can borrow a white one which leaves us looking for a red one? A Roadster or GT would be fine or, at a push, a Midget. Anything you can do would be appreciated.

In addition, it would be fun to have some cars from the accession year, 1952, I can imagine an XK Jag 120 or 140, not sure which, possibly a TR2 or Healey 100 if they were around by then, maybe a County Austin, perhaps a Ford Consul, I think they had appeared by then; in fact, anything of the right year or, available in the right year. Any help members can give would be appreciated.

By the way, anybody else who would care to join in would be welcome.

For additional information Nick can be contacted –

01371 850620 or 07710 358065. nickgodley49@gmail.com

Members Letters

Thanks, Chris

Your coverage of the new BSA Gold Star, which I had also picked up from the internet, was neatly complemented yesterday when Ann and I popped over to Finchingfield for an afternoon cuppa.



There, stood outside the Fox pub, was what I am pretty sure is an original BSA Gold Star - pictures attached.

It was in classic cafe-racer guise with kneeler alloy tank, swept-back exhaust, clip on handlebars, etc. and really looked the part.

I then bored Ann educating her on the model's reputation back in the day and its value now, supplemented by (possibly exaggerated) anecdotes from a guy I used to know who in period rode one, how shall we say, not in the safest possible manner. I won't mention his claimed speeds but he told me that he regularly used to get both wheels in the air whilst riding over the river bridge between Kelvedon and Feering!

I am not sure if the one at Finchingfield was a 350cc or a 500cc and had hoped to hear it started and ridden off but we left before it did. Nice to see it, though.

Keep up the good work.

**Kind regards
Roger**

Thank you for your email with photos, looking at the Gold Star, it's hard to know whether it's a DB32 350cc, or DB4 500cc model, I'm sure the only difference is the engine capacity, looking at the photo I would guess the model was mid-fifties.

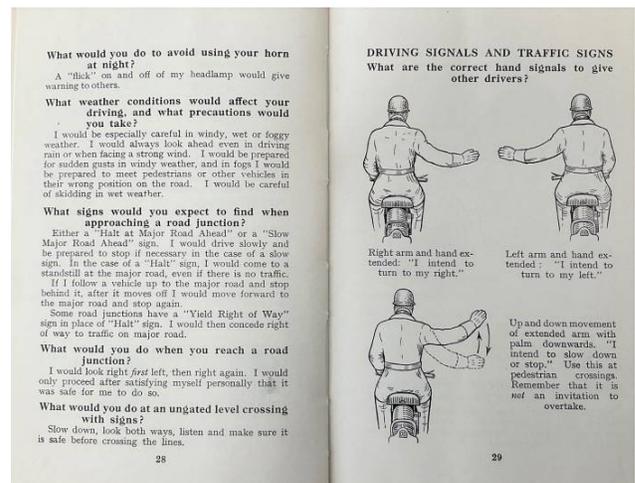
Ed



Hello Chris

Following a query on motorcycle driving tests Ed - Yes I have passed my motorcycle test many years ago. It's interesting that you mention it as I was looking through some of dad's books the other day and found a copy of the attached dating from the fifties. Thought you might be interested as it has some good old pictures in it.

**Kind regards
Alan Butcher**



Hi Chris

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Gordon's Goings On, March 2022

I had to take my MGF to Deals of Kelvedon today for a 'while-u-wait' pump up of its Hydragaz suspension units.

One time Triumph dealer and more recently Proton and X-Part Service Centre, the garage now seems to have moved towards classic and specialist cars sales and service with, it would appear, a focus on Lotus (Lotii).

Attached some pictures of a couple of mean looking Exiges and an Elise with Honda engine. Also, in the showroom a very clean Mark 2 Escort and a spotless and windowless, but nonetheless sold, Triumph TR6.



Kind regards Roger Martin

Classic Car Tools

I recently came across a stall-holder in Chelmsford Bric-a-Brac Thursday's Market who amongst other antiquated items had an amazing selection of classic car tools. Could be useful for anyone with an elderly vehicle requiring pre-metric tools, several had the cars manufacturer's name stamped on them.

Contact details – Mr Tack 07999 991812
abitofeverything1812@gmail.com Ed

Our club driving events are beginning for the year, with our End of Winter Run on the 27th of February. I hope to be there. Let's hope we can do a bit more in 2022.

The bike clubs are also beginning to get riding programmes in place. At least social distancing is easy while riding a bike! If you fancy a ride, let me know.

We all now have a new Highway Code to deal with. Let's hope that common sense rules the day. Taking a horse to a roundabout says a lot about the rider! And stepping into the path of any moving vehicle has to be on a similar level, regardless of the rules. The sooner all these "special" groups are subject to examination and insurance requirements, the better.

And how about new drivers not learning to use a clutch and gearbox? I remember having to master a clutch on an old Fordson Major as a teenager. It was either in or out. Moving off without throwing the people loading the bales on the trailer, (remember those?), was quite tricky!

It's interesting that we are now paying "super" prices for the 5% alcohol petrol we were buying a few months ago, while the 10% variety is now the cheapest. With less energy in a litre, there will be an increase in fuel consumption and loss of performance using the 10% fuel.

Fortunately, my two petrol cars are happy on the 5% stuff, as are my bikes. The old BSA was built in 1956, when petrol was not up to much anyway, but as a precaution I have replaced the original fuel pipes.

Interestingly both the 911 and the BMW bike specifically used the ability to run on unleaded fuel in their publicity, albeit 10 years between them. I had to use the cheap stuff for a track day in Anglesey a few years ago, and it didn't cause any problems. So, I shall keep buying the new "super" and moan about its price!

Those of us who like an occasional G&T will know how easily water-based mixers and spirits mix. The increase in alcohol in petrol may well exacerbate rusting issues in the older vehicles.

Those of you who remember early speedway and single seater racing in the USA, alcohol-based fuel was used for quite a while and the engines ran cooler which created problems in itself.

It's clear from the recent fuss about energy prices, all of us will be paying the price, while just a few will benefit from running subsidised cars with zero road tax and free charging. Meanwhile, the less well-off will be paying fuel duty, VAT and road tax as they have to run older cars. My 2007 Laguna is a classic example, although it is good fun to drive!

Battery driven HGVs are also being muted. With diesel consumption of 5-6mpg for a forty-ton truck, the batteries and the charging will be challenging.

Motor sport is beginning to resume, after a busy time during the closed season.

New rules should result in some noticeable changes for cars in F1. And hopefully there will be better behaviour on the track this year by the world champion.

All of the new cars will have been revealed by the time you get to read this, with the first test weekend in Barcelona on February 23rd-25th and the second in Bahrain on the 10th-12th of March. First race at Bahrain on the weekend of March 18th. Still going to a lot of countries that perhaps they shouldn't but money talks.

The Daytona 24hrs has just taken place and Porsche did well in the sports car classes.

Moto Gp have had a practice weekend and Aprilia and Ducati showed good form, although Mark Marquez and Honda weren't far behind.

World Super Bike kicks off on 8th-10th of April at Aragon, with a UK round at Donnington in July.

Le Mans is scheduled for June 11th/12th, but I have read that with no opposition for Toyota until 2023 when Porsche and Audi return, interest is low and one of the agents I have used is giving it a miss this year. With the French continuing to make life difficult for travelling, so might I!

Gordon Levett