



## Colne Valley Classic and Vintage Club Newsletter

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



**August 2022**



***The Thatcher's Arms CVCVC Classic Car Show 2022 - Selection of Class C & D Cars***

### In This Month's Newsletter

- Future CVCVC Events
- Editor's Space Filler
- SOU 505 and the Queen's Platinum Jubilee
- Marina TC, My Worst Car (So Far)
- CVCVC 2022 Classic Car Show
- Guess the Car Answer – Trident
- A Light Bulb Moment
- June Midweek Lunchtime Meeting at the Hartest Crown
- Bits & Pieces

### Editor's Intro

Life is returning to normal; Club numbers have increased on our CVCVC Evenings and Midweek Lunchtime Meetings. However, many relatives and friends are catching the latest strain of Coronavirus so caution is still required. Although rather restrictive, for the moment I'm avoiding large gatherings.

The CVCVC June Classic Car & Motorcycle Show held in the grounds of the Thatcher's Arms was a brilliant evening, dry weather, attractive countryside, with many members and thirty-five superb classic vehicles. However, after two years forced break, I mention as one of the participating marshals, the organising wasn't as slick as for previous shows. As politicians often say, "lessons will be learnt".

The Crown in the attractive village of Hartest was the June Midweek Lunchtime venue, always a popular pub, although numbers were slightly down from last July's visit, however an enjoyable lunch with a good selection of classics.

The CVCVC does endeavour to vary the Midweek Lunchtime venues and the present difficulty is finding an eating establishment that doesn't require pre-menu bookings. Your recommendations and experiences on "casual booking" pubs would be most welcome. In addition, are there particular pubs that you would like the CVCVC to return to for their Midweek Lunchtime meetings?

Great articles this month from Robin Taverner and Ray Cook, plus the Guess the Car feature provided six correct answers and considerable information on the sports coupe.

The Newsletter Editor position is still available, please do not hesitate to contact me if you are interested.

***Stay Safe Chris Sharman***

### FORTHCOMING EVENTS

#### Coronavirus

*In line with the Government's requirements, the CVCVC has commenced 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.*

**Jul 27 Committee Meeting - Wednesday 7.30pm. The Bell Castle Hedingham CO9 3EJ.**

**Jul 28 Midweek Midday Meet Up - The Horseshoes Cockfield IP30 0JB.**

**Aug 5 CVCVC Summer Dinner - The Cricketers, Fordham Heath CO3 9TG.**

**Aug 18 Club Evening – Thursday 8pm. Film Show and Noggin & Natter. Great Maplestead Village Hall CO9 2FJ.**

**Aug 25 Midweek Midday Meet Up – Axe & Compasses Aythorpe Roding CM6 1PP.**

**Sep 4 CVCVC Scatter Rally – Starting from Hennesseys and finishing at Clare Country Park – See details on page 2**

**Sep 22 Club Evening – Thursday 8pm - Speaker Stuart Black - How I helped Ford to spend 5 billion pounds .... Great Maplestead Village Hall CO9 2FJ.**

**Sep 29 Midweek Midday Meet Up – TBC.**

**Oct 20 Club Evening AGM – Gt Maplestead Village Hall – 7.00pm Thursday - Buffet followed by AGM.**

### 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

## Website

The Club's website can be found here:

[www.colnevalleycarclub.org.uk](http://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.

### August Newsletter

Would you please forward articles by email or post before Monday 18<sup>th</sup> July  
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

### CVCVC Summer Evening Dinner 2022

#### Friday 5<sup>th</sup> August at The Cricketers,

*For members who would like to attend but haven't booked, there may still be places available, contact Stuart Black for further information. Booking details and menu choices were issued with the July Newsletter.*

#### Club Evening Thursday 18<sup>th</sup> August,

#### Film Show, Gt Maplestead Village Hall

The August meeting is traditionally our summer evening noggin and natter event, however, to make the evening more enjoyable there will be a motorsport themed film show –

**Nine Days in Summer** – History of the successful Ford Cosworth V8 Grand Prix engine and **La Carrera Panamericana** - 1992 automobile race flat out across Mexico.

#### Club Evening Thursday 22<sup>nd</sup> September

#### Gt Maplestead Village Hall with Stuart Black -

*How I helped Ford to spend 5 billion pounds - A Mondeo man on the birth and end of Mondeo.*



The story of the development of the Ford Mondeo during my eight years on the team from 1989 to 1997 and why it all had to come to an end in March 2022.

## *Mainly Saints & Sinners*

### CVCVC Scatter Rally Sunday 4<sup>th</sup> September

Sunday September 4<sup>th</sup> 2022, will see the running of the annual Scatter Rally.

Starting at the Hennessy Cafe found on the A134 Bury St Edmunds to Sudbury Road, with the finish within the Clare Country Park. The park is on the event map and is well sign posted in Clare.

Arrive at the Hennessy Cafe any time after 10.30 for the first cars to be away from 11.00 am. The event finishes between 2.30 and 3.30 pm at the Clare Country Park where there is a cafe selling light refreshments.

To enter this event the driver must hold a Motorsport UK RS Clubman's licence which is **available free** online from <https://www.motorsportuk.org/competitors/rs-clubman-licence/>

This is a requirement to allow the Club to run a Scatter Rally with correct insurance for third party liabilities.

Entries please to George Wilder or handwritten details at the next evening meeting or the Summer Club Dinner.

It will make life easier if you include your licence number so that they do not have to be collected on the day.

The entry fee will be £10 which includes a donation to the Country Park for allowing its use. This will be collected on the day, cash or if you must, cheque.

**All entrants will need a Motorsport UK Licence free online.**

**George Wilder**

### Important Notice from John Goodman –

*I should like to bring to members' attention that Motorsport UK amended some of its regulations with effect from 1<sup>st</sup> January 2020.*

*As you are aware, CVCVC is affiliated to Motorsport UK for the purpose of obtaining Certificates of Exemption and Permits for the few road events which we organise and this affiliation provides the benefit of Motorsport UK's insurance.*

*Navigational Scatters have always been considered as a form of rallying, hence the need for a Permit as opposed to a Certificate of Exemption, and one of the changes in the regulations now requires **ALL** persons over 18 years of age in a car taking part in a Navigational Scatter to hold an RS Clubman's Licence issued by Motorsport UK.*

*This licence is the entry-level Competition Licence and application may easily be made via the Motorsport UK website.*

*Application takes just a few minutes and, most importantly, the licence is **FREE** but, as I mentioned to members who were present at last year's August Club Night, anyone arriving on the day of the Navigational Scatter **WITHOUT** the necessary licence **WILL NOT BE ALLOWED TO START** although I was encouraged by the response from the members present who did not appear to be deterred by this requirement.*

*A copy of a 2021 RS Clubman's Licence is attached for ease of reference, but I must repeat:*

**NO LICENCE, NO NAVIGATIONAL SCATTER!**

**John Goodman**



## SOU 505 and the Queen's Platinum Jubilee - Robin Taverner

*Morris Minor drivers formed part of the Platinum Jubilee Pageant in front of Buckingham Palace on day four of the celebrations*



As an owner of a 1950's Morris Minor I was invited via the MMOC to become a 'cast' member in the Queen's Platinum Jubilee Pageant on Sunday June 5<sup>th</sup>. I applied, and the creative organiser liked the car, so SOU 505 was one of 20 MMs selected. (I think only 16 appeared on the day). The idea was that the MMs would represent the 1950's decade.

The run up to the event itself was complex, with myself, partner and 2 guests having to be security vetted. Endless email communications were received, as well as instructions to attend several webinars.

The logistics of getting the car to London for the pageant were interesting! We were instructed to report to a site near Waterloo Bridge on Friday morning at 9 a.m. for the car to be security checked by a team of police officers and sniffer dogs.



borough. We caught the train early on Sunday morning to

We decided to drive up on Thursday afternoon, park the car in a nearby underground car park, and stay over night in a hotel. (Not cheap). On Friday morning the car passed the security checks, and we were given a map to drive to Horse Guards Parade where the car was to be stored for 2 nights. I should have programmed the SAT Nav! After getting hopelessly lost, and asking for directions from several armed police, and security men, we eventually reached the destination and parked the car in position 1! We returned home. On the Saturday evening we returned to London to stay with my daughter in an outer London

3

collect our accreditation, having been instructed to arrive at Horse Guards Parade by 9.30 a.m. at the latest.

The weather forecast was dire – but miraculously the rain held off for the whole day. HGP was full of interesting vehicles, buses, marquees and other cast members. We had some hilarious interactions with the Daleks – who of course threatened to exterminate us all.

At 11 a.m. we had to walk the course – i.e. up Whitehall, down The Mall, and back up Birdcage Walk. This was amusing – quiet a crowd had already arrived, who, clearly bored with the wait, cheered us as we walked by. We were able to get some memorable photos of us standing in The Mall against a backdrop of Union Jacks and iconic buildings.



The ultimate embarrassment would have been to break down during the parade. Thankfully, this did not happen to any of the MMs, but I believe an old Jaguar suffered an overheating problem – whilst carrying Pru Leith as a passenger. The parade went well and we were made to feel like celebrities, with much cheering and flag waving from the crowd. The MMs made for quite a spectacle.



This was a unique event – and we felt privileged to be a part of it. After the parade we had to wait until 7 p.m. for the roads to open so that we could drive back to Colchester.

In passing, I should mention that in the week before the Pageant I drove to Ipswich from Colchester to have the front windscreen rubber replaced. On the way – the hydrometer on the Lucas battery blew out, spewing battery acid all over the engine compartment, ruining the turquoise paint work under the bonnet. I have no idea why this happened. I replaced the battery and fitted a new voltage regulator. I was pleased this didn't happen on the day of the Pageant as the 'explosion' sounded like a gunshot!

One more issue of interest – after the pageant, a former owner of the car contacted the MMOC to say how much he had enjoyed seeing the car in the parade. He sent a picture of the car when it was in his ownership. I have his details and will respond in due course. (If anyone has any idea why this would happen, I would be interested to hear from them).

Finally, an irritation – the car and driver has appeared on the Getty Images website – with a price tag of £375 per print. I have complained – but apparently have no legal rights over the picture.

**Robin Taverner**

## Marina TC Coupe - My Worst Car (so far)



Library Picture - Marina TC Coupe

In my early days of driving, (during the 1970's) I started with Mini's, then as I needed cars for more than just travel, I ventured to larger more powerful models. After three Mini's (two 850's one converted to 1100 and a 1275GT), came an Escort Ghia 1.3 (a superb 4 door metallic blue in immaculate condition), then a Cortina 1600E (a lovely looking car in Amber gold metallic with black vinyl roof but with hidden rust). I then made the fatal mistake of buying a TC Marina Coupe. I decided to write this because recently I have read two articles in the motoring press highlighting the virtues of the Marina TC Coupe and unbelievably, they are now deemed to be a classic. This is probably because so many have been crushed or have just rusted away. A symbol for me of all that was so bad in the old days of British Leyland with continual strikes, poor assembly and outdated design.

Mine was a black tulip 1973 TC Coupe and I purchased it primarily as a tow car, which it was very good at. It also had a large boot (well anything had a large boot compared to a Mini). I think mine must have been an early Monday car or late Friday afternoon manufacture as the saying used to be for cars that were generally unreliable and manufactured by BL. Fortunately for club members, I don't have any pictures of it (I guess I destroyed what I had after I gave the car away). I still think it had a certain smartness about it. The colour wasn't bad, and the stainless side and rear strips added a bit to the car. Sadly, chrome and stainless trim is missing from most cars today but in the old days a source of hidden rust.

I purchased the car from Colchester, and it was advertised for £1150 ono. I was feeling very smug with myself when I did a deal for £850 and drove it home. It had a marvellous Phillips stereo radio cassette with large rear parcel shelf mounted speakers and a long whippy bright yellow fibreglass aerial that clipped on to the back of the roof guttering. Not wishing to draw attention to the car I soon changed the aerial to a short chrome one, much better looking in my view. I think the radio was the best thing about the car, the stereo cassette was brilliant and to this day I don't think I have had another radio / CD player in a car that sounded so good. I guess I should have known the radio was probably fitted to drown out the noise of the car! I always thought the steering seemed a bit vague and on occasions to be very stiff and not centralise properly after turning a corner. Great in straight line but not so good on the country lanes where I lived at the time.

I kept the Marina for a couple of years, and during its time I had the following problems that I can remember, I am sure there were more:

1. Soon after I had it I found the steering lock decided it didn't want to release the ignition key without a fight, On numerous occasions it refused to release the key at all, so I just left it in the ignition and used another to lock the car. I purchased a replacement steering lock and changed it. Not that easy to do I remember. Something to this day I have never had to replace on any other car.
2. The exhaust note was great, very throaty much like an MGB (another thing I liked about the car) but soon the exhaust rotted through and despite my attempts at various bodgees (remember exhaust bandages ?) I purchased another

4

exhaust system from Kwik Fit – this lasted less than a year ! So, I thought I would (under the terms of the years guarantee) get another fitted FOC. Not so, Kwik Fit said the guarantee only applied if the whole system including the manifold was supplied! To this day I have never used that company again.

3. I seem to recall having suspension problems and having them replaced. I seem to remember they had torsion bar suspension with lever arm dampers, not what you would expect for a so-called performance model.
4. I found the car's performance was very good, excellent at towing and a fair turn of speed but mine had a habit of getting very hot under the bonnet in heavy traffic. In fact, the paint on the bonnet started to crack due to the heat! At the time I often seemed to be going through London for my work on route to the NHS training centre near Bristol (no M25 in the 1970's, which was probably a good job for me). Once I got into heavy traffic the tick over would go and the engine would get very lumpy and then cut out completely and refuse to start until things cooled down a bit. As a novice I would lift the bonnet, look around and not find anything that looked to be causing the issue. Only recently reading reports in our newsletter I think it was probably the carbs getting very hot and the petrol vapourising. As you can appreciate this was very annoying to me and the queue behind me. I never did solve the problem and the paint on the bonnet continued to crinkle and crack.
5. On the way to work one day I got to Great Leighs and the car started to make a horrible graunching and squeaking noise from the front offside wheel. I stopped to investigate and found the wheel centre very hot. As I was only about a mile from the National garage in Leighs I decided to push on (no mobile phones in those days – how life today is so much easier). So I slowly nursed the car to the garage, and I mean slowly as the noise was horrible and in those days no bypass of Leighs so a busy road. I got to the garage and the owner quickly diagnosed a broken wheel bearing (never had another go since) So I left the car caught the bus to work and picked the car up a few days later.
6. The driver's seat vinyl split which I understand was quite common with BL trim
7. Rust started to come through at the bottom of the doors, so I just cleaned it off and undersealed over the top of it and in time the rust crept further up the doors and so did the underseal.
8. In time the car started to use oil and the gearbox became a bit vague. I tried doing the round of various dealers with a view to part exchanging it for another car, but I either got a ridiculously low price for part exchange or they didn't want it. So, I took it to my local garage and agreed to have the engine overhauled and rebuilt. This took weeks and when I finally got the car back the engine seemed very tight, in fact the starter motor had a job to turn the engine over! So, I took it back and they had another go at it (it had a full rebuild). In the end it never ran properly and the garage owner kept asking me when I was going to settle the bill. In the end I gave the car to the garage in settlement of the bill, as I had no intention of paying. For me this was a relief. The garage kept the car and soon after I heard the gearbox gave up.

So ended my time with a Marina TC Coupe and I am afraid to say it has been my worst car to date. Now they supposedly are going up in price due to their rarity and are becoming collector's cars. How things change when time passes!

I then went on to purchase a three litre S Capri Mark 2 which is another story.

**Ray Cook**

Further reading:

<https://www.carandclassic.com/magazine/1975-morris-marina-tc-coupe-project-profile/>

<https://www.classicandsportscar.com/features/buyers-guide-morris-marina-ital>



## CVCVC 2022 Classic Car Show The Thatcher's Arms Mount Bures

The CVCVC Classic Car Show returned to the Thatcher's Arms for this year's event. Thirty-four classic cars and one motorcycle were displayed on the grassed area beyond the pub, the location is idyllic with countryside sweeping away across the Stour Valley, providing a remarkable backdrop to the evening's show. As a bonus the weather was dry, warm and sunny; what could be better?

A few members arrived early to take advantage of the Thatcher's Arms dining facilities, before viewing the displayed classics and somewhat difficult task of voting. Once again the theme was; "the car I would most like to drive home", choosing their favourites classic cars from the five classes spanning nine decades. In addition there was a sixth class – The Best in Show.



There was an increase of Class A pre-1945 vehicles with seven displayed, all varied spanning four decades.



Surprisingly Class B numbers (1946-1960) were down this year with only four cars displayed, albeit immaculate examples.



Class C (1961-1979) was the most contested, with 16 classics on display, giving a difficult task to vote for just one car to take home.



Seven cars were grouped into Class D (1980-1999) providing a diversified selection.

The Post Millennium Class E (2000- onwards) initially comprised two classics, but the Morgan+Four was placed in the wrong class, resulting in the Maserati Quattroporte as the sole car.

The evening's event also included the Motorcycle Show, unfortunately the only one displayed was Peter Twitchett's WW2 AJS. It appears members owning classic cars as well as motorcycles chose to display their cars. The one exception was Peter Twitchett, who drove to the Thatcher's Arms in his Riley

5

RMF and was able to bring his 1940 Military AJS, trailered by his son Kevin's WW2 Jeep. Perhaps next year we revert back to an independent Classic Motorcycle Show in July.

The displayed cars were parked according to class in rows, commencing with –

**Class A - 1890-1945.** A diverse line up commencing with an Austin 7 Chummy, Austin 8 Military Tourer, Ford GPW Jeep, Riley Kestrel, Humber 14/40. All the vehicles were in outstanding condition, with the Pre-War Trophy going to Brian Ladell's Riley.

**Class B – 1946-1960.** Covering the period of immediate post war motoring. AC Ace, Austin Healey 100/4, Morgan + 4 Flat Rad, Riley RMF, all immaculate, with the Paul Garside Memorial trophy going to Derek Wickes's AC Ace.

**Class C – 1961-1979.** This was the most popular class, comprising the following – Alfa Romeo Giulia Spider, two Austin Healey 3000s, Ford Anglia Rally, Gilbern Invader Estate, Jaguar E type 2+2, Jaguar XJC, Lotus Elan, Morgan 4+4, two MGBs, MGB GT, MGB V8, MGC, Rover 2000, Triumph GT6, so many desirable classics with Leigh Sebba's Morgan 4+4 winning the with Jubilee Trophy.

**Class D – 1980-1999.** Not many cars but the quality was exceptional with an Alfa Romeo Spyder, Chevrolet Corvette, Citroen XM, Ferrari 328,GTS, Maserati Spyder E, Morgan +4, Subaru Impreza WRX Sports Wagon, The class winner was Bob Knight's Alfa Romeo Spyder Series 4.

**Class E – 2000 onwards.** Only one contender, Chris Watson's Maserati Quattroporte was handed the Millennium Trophy.

The Best in Show Award went to Dave Ward's beautiful Alfa Romeo 101 Giulia Spider

The quality and variety of the cars was amazing and the voting was subjective indicated that everyone had their favourite choice of cars they would actually "take home".

The Classic Motorcycle Show only had one entry, Peter Twitchett very original AJS 350cc MS and was handed the Pre-1970 Roy Berry Memorial Trophy.

This was a most enjoyable event with over 40 members, wives and friends attending the Car Show, with many members coming to the event in their every day cars, just to socially enjoy the evening with fellow members and admire the displayed classics. The light summer evening enabled the trophies to be presented to their respective winners before dusk descended.

### Class Winners



**CLASS A: PREWAR  
TROPHY 1890-1945**  
Brian Ladell - 1934 Riley  
Kestrel



**CLASS B: PAUL  
GARSIDE MEMORIAL  
TROPHY 1946-1960**  
Derek Wickes - 1955 AC  
Ace







**CLASS C: JUBILEE  
TROPHY 1961-1979**  
*Leigh Sebba - Morgan Four  
Plus Four*



**SLICK TROPHY 1980-1999**  
**CLASS D:**  
*Bob Knight - Alfa 1991  
Romeo Spyder Series 4*



**BRIAN SALMOM  
MEMORIAL TROPHY BEST  
IN SHOW CLASS**  
*Dave Ward 1965 - Alfa  
Romeo 101 Giulia Spider*



**ROY BERRY MEMORIAL  
TROPHY FOR  
PRE- 1970 CLASS**  
*Peter Twitchett - 1940 AJS  
350cc MS*



**CLASS E: MILLENNIUM  
TROPHY 2000 onwards**  
*Chris Watson's  
Maserati Quattroporte*

Once again, our thanks go to our Chairman, John Goodman for presenting the awards and a thank you to the organizers and event marshals for ensuring the evening was a success.

**Further Classic Car Show photos can be viewed on the Club Website Gallery**

**Reviewed by Chris Sharman**

## Guess the Car Answer - Trident



**Correct answers from very knowledgeable members – Stuart Black, Bob Chaplin, Philip Frogg, Chris Harman, Ian Harrington & Richard Stanbridge. The photo provided by Alan Butcher shows a Trident Venturer 3-litre.**

This striking coupe had a manufacturing lifespan of twenty-two years under three ownerships. I can remember admiring the launch photos way back in 1965, very angular compared with the usual curvy body styles.



During the mid-sixties the directors of TVR wanted to produce an up-market sports car, to slot in between a Jaguar E Type and Aston Martin DB5. Italian bespoke coachbuilders Carrozzeria Fissore were commissioned to build the prototype Tridents designed by Trevor Fiore. Using Griffith chassis, 4727cc Ford Cobra V8 engines producing 270bhp, 150 mph and 0-60 in 5 seconds. The coupe bodies were fabricated from aluminium and steel. Lights and instruments were sourced from Alfa Romeo and Fiat.



**One of three prototype TVR Trident Coupes**



**The one TVR Trident Convertible**

First shown at the 1965 Geneva Motor Show, with wide acclaim from the international motoring press, however TVR had financial difficulties resulting in the business being sold to Martin Lilley a London TVR Dealer, however the Trident project passed to another TVR Dealer Bill Last, who established the Trident Motor Company in 1966 and manufactured the car in a redesigned form as the Trident Clipper, using a modified Austin Healey 3000 chassis with glass-fibre bodywork.

In 1969 to boost sales a 3-litre Ford V6 version with a lengthened TR6 chassis was marketed called the Venturer. The fuel crisis in the early seventies caused the Woodbridge factory to close, restarting in 1976 but with poor sales, the company ceased trading a year later.

**Chris Sharman**





**1970s Suffolk Trident (note repositioned fixed headlights)**

**Along with their correct answers, members provided additional Trident information -**

Hello Chris

Mystery car is a Trident Venturer

One was entered by the Trident factory in the 1970 London Mexico rally and driven by Captains Marriott and Dill of the 21<sup>st</sup> Lancers and Royal Green Jackets.



It was owned for years by Jon Cutter. He at one time owned all of the of the local Halstead and Sudbury Barber and Hairdressing Salons. Jon is a somewhat challenging character! He was eventually persuaded to sell it minus engine and gearbox. It has subsequently been restored to running order but retaining the patina of the rally.

**Regards  
Bob Chaplin**

Hi Chris

The mystery car is a Trident, I'd like to think it was the V8 289cu in Clipper, but it could be a V6 Ventura ?



<https://youtu.be/KGPVvAjahwQ>

It's funny, but I was watching a YouTube video about the Ventura only yesterday.

**Regards  
Philip Frogg**

Chris

I think the car is a Trident Clipper and I believe it was produced near Colchester, according to my memory.

I once had a set of brand new 'Trident' V8 instruments pass through my hands about thirty years ago. Up until then I had never heard of the marque.

**Regards  
Richard Stanbridge**

Hi Chris

Mystery car is of course a Trident from Ipswich. A Venturer competed in the World Cup Rally in 1970 and I took a picture of it that car at Helmingham Hall in 2015. It suffered suspension failure in Europe and didn't make it to the South American section.



But which model is in your photo? There were three types:

- Clipper with Healey chassis and Ford V8
- Venturer with TR6 chassis and Ford V6.
- Tycoon (very rare) with TR6 chassis and Triumph 2.5PI six.

I don't know the exterior differences but I'd guess it's a Clipper since I think more would have survived.

**Kind regards  
Stuart Black**

Chris

I believe that to be a Trident Venturer 3 litre.

One of those cars was kitted out for the 1970 World Cup Rally [Trident Venturer 1970 World Cup car - Historic Marathon Rally Group](#)

Martin Brown's neighbour bought the rally car and stored it for a few years and only sold it fairly recently. The photos in the link below are of the car.

**With best wishes  
Chris Harman**

## A Light Bulb Moment



A couple of weeks ago, I detected a slight misfire in my 1970 Triumph Bonneville, so late one evening (fatal,) I checked out the ignition, both carburation, and both seemed OK, so on to valve clearance and

timing. I placed a TDC timing tool in the offside cylinder spark plug hole, unfortunately I placed the gauge rod upside down in its tubular housing and when I push down on the kick-start. The gauge disappeared deep into the cylinder! Shining a torch into the spark-plug hole didn't reveal where the gauge could be resting.

I dared not bring the piston back up in case the gauge jammed on the valves or piston.



**Only one course of action – remove the cylinder head!** No easy task requiring the removal of the tank, exhaust pipes, and oil feed pipes and carburettor controls before the cylinder head could be removed. Plus, the difficulty in re-sealing the pushrod tubes. Many hours work to carry out the cylinder head operation. I started immediately to disconnect the fuel tank and exhaust balancing pipe, then called it a night, to resume the next day.

The following morning, a light bulb moment, I suddenly remembered I had a magnetic pick-up rod, could I try fishing for the gauge? Fortunately, the



rod passed through the spark plug opening and immediately latched onto the tip of the gauge and I was able to retrieve it from the cylinder. Celebrated with toast and coffee.

I reassembled the exhaust balance pipe and before replacing the petrol tank, I took the opportunity to clean each coil and condenser spade connectors, clean the Amal float chambers, adjust valve tappets and finally flush out the petrol tank before replacing. All useful maintenance.

**Chris Sharman**

## CVCVC June Midweek Lunchtime Meeting at the Hartest Crown

The weather for our club lunch at Hartest was dry, but the turnout was a bit lower than normal with 19 people arriving in 11 cars that included a couple of modern motors.



I took the Mustang and Frank David brought Graham Payze in his Chrysler Sebring convertible. There was a fine group of large saloons comprising an XJ Coupe with a brace of Citroens - an ID and an XM. The 1950s was represented by David Singer's Austin Healey 100/4, Chris Watson's Standard Vanguard and Derek Wickes's AC Ace plus the Gilbern Invader Estate from the 1970s and Morris (is it a Cowley?) from the 1920s. To complete the lineup, Graham and Ann O'Connor arrived in their Scamp.



**1950s Classics – David Singer's Austin Healey 100/4, Chris Watson's Standard Vanguard and Derek Wickes's AC Ace**



**Rare Classics – Keith Dunn's Gilbern Invader Estate & John Gregory's Vintage Morris Cowley**



**Executive Classics – Simon Cooper's Jaguar XJC, Ian Harrington's Citroen ID & John Taylor's Citroen XM**



**Frank David's Distinctive Chrysler Sebring**



**Graham O'Connor's 'Souped Up' Mini Scamp**

**Report and photos from Stuart Black**

## Bits & Pieces

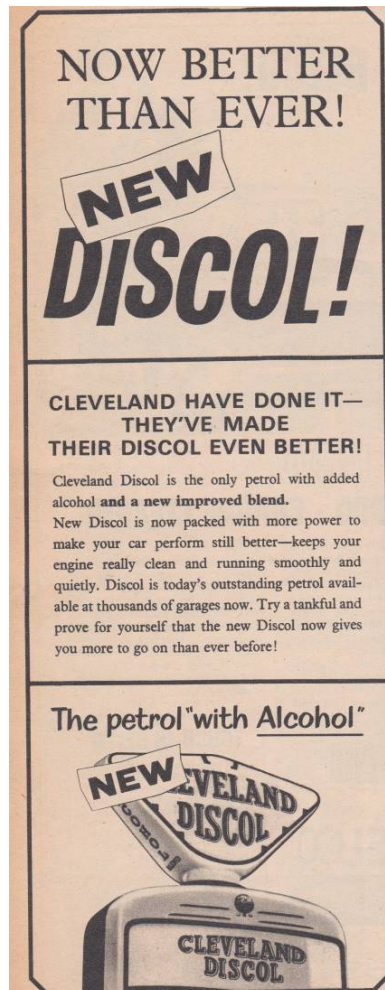
### Bygone Petrol Brands

Reading through 'Practical Motorist' from July 1965, I came across an advertisement featuring Cleveland Discol petrol. This caught my eye as my dad would use nothing else in his cars during the 1950s and early 1960s.

Was it any better than, say, Esso, BP or Shell and what actually was the alcohol added to the Cleveland fuel?

During my lifetime of motoring, I cannot remember seeing any Cleveland petrol stations. Come to think of it, what happened to National Benzol, with I believe an additive extracted from coal shale, (could this process be used now to reduce oil imports)?

**Chris Sharman**



### Tommy Cooper type jokes –

My wife thinks I'm a fool for building a car out of macaroni. She won't be laughing when I drive pasta.

I was reminiscing with my brothers about the times our dad would roll us down the street in car tyres. They were Goodyears.

I'm writing a book about WD-40. It's non-friction.