



Colne Valley Classic and Vintage Club Newsletter

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



June 2022



2018 CVCVC Classic Car Show – held in the grounds of the Thatcher's Arms Mount Bures

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Editor's Intro

Life appears to be returning to normal, Club numbers have increased on our CVCVC Evenings and Midweek Lunchtime Meetings.

After two years, we are returning on 15th June to our traditional Classic Car Show with the inclusion of the annual Motorcycle Show. Held in the grounds of the Thatcher's Arms in Mount Bures, the setting is quite impressive with the Stour Valley backdrop. Plenty of time to prepare your classic for the event. Remember the emphasis is not on the most highly polished vehicles, but the ones I would most like to take home.

April's Midweek Lunchtime Meeting at the Horse and Groom was popular with our members, but only six diners pre-ordered their food. Fortunately, the staff still coped well with the Club luncheon. Charles Soule was our home-grown April Evening speaker giving an in-depth talk on Lord Nuffield, one of our greatest motor industrialists of the twentieth century.

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

Sad news to hear that F1 driver Tony Brooks had died, A qualified dentist, he had a successful racing career in the 1950s, with six GP wins, He partnered Stirling Moss in the Vanwall team during 1957 & 1958, later moving to Ferrari and BRM, retiring in 1961.

Stay Safe Chris Sharman

FORTHCOMING EVENTS

Coronavirus

In line with the Government's 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.

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 – Square & Compasses Fuller Street Fairstead CM3 2BB.

Jun 15 CVCVC Classic Car & Motorcycle Show 7.30pm. Thatcher's Arms Mount Bures CO8 5AT.

Jun 30 Midweek Midday Meet Up – The Crown Hartest IP29 4DH.

Jul 21 Club Evening – Thursday 8pm Speaker TBC, Great Maplestead Village Hall CO9 2FJ

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, menu and booking details to follow.

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 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.

July Newsletter

Would you please forward articles by email or post before Monday 13th June
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

18th May - Club Evening – Peter Minter - A Talk on Hand Made Bricks by Bulmer Brick and Tile

Many of you will know of Bulmer Brick and Tile. A long established and respected business that, to this day, makes bricks and tiles by hand. Skilled workmen have been on this site since 1798.

Peter Minter has grown up and lived and worked on the same site since 1936, when his father bought the brickworks from the family of the founding owners.

Peter will talk about the history of the brickworks and the making of bricks, along with showing us slides and photographs and accompany them with anecdotes and interesting facts along the way.

Audience participation is encouraged.

Bulmer Brick and Tile is world famous and the buildings for which they make and supply bespoke bricks for renovation work include, well known ones such as Hampton Court Palace, Tower of London and St. Pancras.

Peter's enthusiasm is undimmed and he has recently, along with his sons, started work on the renovation of the 1929 Austin Seven that his father bought in 1951. Peter liked the car and thought it to be a good first car for him so he bought it from his father in 1954 for £15.

Do come along to what we know will be an interesting informative and enjoyable evening with Peter and your CVCVC friends. There is car parking at HTFC so maybe give 'the classic' a run to Halstead? We look forward to seeing you there.

Preview by Chris Harman

15th June CVCVC

Classic Car and Motorcycle Show – Thatcher's Arms, Mount Bures

This year, both shows are combined into one. Commencing 7.30pm. As for previous shows, there will be classes to suit the various classic vehicle periods.



The theme once again is -The classic I would most like to take home, plus there is the additional class – The Best in Show.

Lunchtime Venues - The CVCVC is having difficulty in finding pubs that are prepared to have casual group lunchtime dinners, many now require pre-ordering/pre-paying. Please tell us if you know of venues that still accept casual callers.

Queen's Jubilee Events

Wethersfield Carnival Parade Thursday 2nd June
Nick Godley is asking for classic cars from 1952 onwards to take part in the parade – plus a red MGB or C (Roadster or GT) to complete a red, white and blue MGB/C line up.

I wonder if you can help me. As I am sure you know it is the Queen's Platinum 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. I wonder if you could put a brief mention in the newsletter asking if anyone would be able to help? A Roadster or GT would be fine or, at a push, a Midget. Anything you can do would be appreciated. By the way, anybody else who would care to join in would be welcome.

Nick Godley – Contact webmaster for details

Belchamp St Paul Friday 3rd June

Gordon Thomas has informed the CVCVC, that to celebrate the Queen's Platinum Jubilee, on Friday 3rd June there will be a Classic & Sports Car display on the green at Belchamp St Paul Starting at noon, no booking necessary. The end of the green is opposite the Half Moon pub in Belchamp St Paul. Access to the green is via a dropped kerb in the middle of the green. Gordon thinks think the pub is planning to offer BBQ food.

For further information – contact Gordon Thomas via webmaster

Lay de la Haye Fete - Saturday 4th June 2pm

Lay de la Haye Fete for the Queen's Jubilee. Lay de la Haye Recreation Ground, CO2 OEG. We would love it if there could be a display of vintage cars at our fete. If any members would like to attend Contact CVCVC Webmaster for further details.

Bob Chaplin -

Sible Hedingham Jubilee Event. Saturday 4th June

The organiser Rob Blair would love a few cars and or bikes to come for the afternoon if possible. Contact CVCVC Webmaster for further details. Bob Chaplin -

April Midweek Lunchtime Meeting at the Horse & Groom Cornish Hall End



There was quite a good turnout at the Horse & Groom at Cornish Hall End today, although David and I were the only committee members present.

I counted 28 diners, one of whom was a Sunbeam Talbot convertible owning friend of Chris Watson. Said friend, also a Chris, told me he also had a matching Sunbeam Alpine. Hopefully, he might join our club.

David told me only six members had pre-ordered their meals, suggesting a disinclination to do this currently.

I thought the service and food was quite good and would be happy to return. The management there were also pleased with the event.

You will recognise most of the cars in the attached photos, possibly not Trevor Beadle's silver MGF and certainly not Chris Watson's imposing Hotchkiss. It was good to see Si and Kathy Holder again. The one classic that I know I didn't photograph was George Wilder's MGB that arrived after I took the photos. There may have been others parked outside the pub car park.



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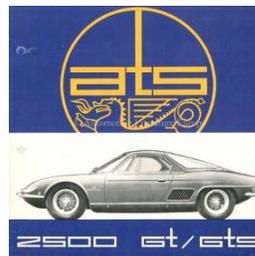


Imposing radiator grille of Chris Watson's rare Hotchkiss

Review and photos by Roger Martin

The CVCVC is having difficulty in finding pubs that are prepared to have casual group lunchtime dinners, many now require pre-ordering/pre-paying. Please tell us if you know of venues that still accept casual callers.

Guess the Car Answer – ATS 2500 GT



Such a beautiful coupe. The only correct answer came from our regular Club Evening Speaker Peter De Rousset-Hall.

In 1961 following a dispute, eight of Enzo Ferrari's top lieutenants left the company and with wealthy backing set up ATS (Automobili Turismo e Sport), with the aim to rival Ferrari on the race track and road.

Designed by Franco Scaglione and engineered by Carlo Chita (Ex. Ferrari Chief Engineer), the team created in 1963 the most sophisticated road car. A mid-engined coupe with a chrome-molybdenum tubular chassis and full independent suspension., alloy ohc V8 2500cc engine with 4-weber carburetors producing 250bhp, 5-speed transmission, With a top speed exceeding 150mph.

Simultaneously ATS were developing a Formula One car, unfortunately with little competition success. Resulting in limited funds for the 2500GT, causing the company to close with only eight coupes completed.

Photo supplied by Roger Martin

Brooklands British Marques Day 2022

Until recently, Brooklands hosted a so-called 'MG Era' Day each April but it has now been replaced by a 'British Marques' Day, presumably to try and increase gate takings.

I decided to attend this year as I had not been to Brooklands since before the Covid19 pandemic and Ann had never been there before. I was also keen to see what sort of non-MG attendance would occur. We went in my MGB GT as 2022 is the 60th anniversary of the launch of the MGB, my car suitably attired with a FBHVC Drive-it-Day charity plaque on its front bumper.



Predictably, we got stuck on the M25, taking nigh-on half an hour to travel the last mile or so immediately before our exit on to the A3 for Brooklands, when I could sense the onset of fuel vaporisation in the hot engine bay of our MGB. Luckily, this only manifested itself as an uneven tickover at idle whilst creeping along in the traffic jam and a bit of a misfire when we finally accelerated away up the A3 until under-bonnet temperatures got back to normal. Phew.

With regard to non-MG cars in attendance, only Singer seemed to have a goodly and varied number of examples as a single marque display. These ranged from pre-WW2 Singer 9 variants to 1960s Gazelles and Chamois and included one special racer that was certainly new to me. Doubtless our Singer-owning Editor can tell us more about this car and, indeed, the others that I photographed.



1930s Singers –
Top - 1933 Works Special Team Cars.
Left – 1935 Le Mans Ruddy Trials Team 1
Below left – 1933 1.5 litre Sports
Below right – 1934 Supercharged Streamliner Special



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In terms of museum exhibits to view, Ann chose cars, in preference to motorcycles, buses and aircraft, as we did not really have time to do justice to all the options on the day. I was happy with this as I always find the cars of interest and this year was no exception, with some that I am sure haven't caught my eye in the past.



First up, and appropriately as it is the model's centenary this year, I took a look at the 1935 Le Mans class-winning Austin Seven 'Speedy'. This little car was privately entered for the Le Mans 24 Hour race (but not driven) by Harry Ferguson, yes, he of tractor fame. It

successfully beat all the other entrants in its class, including those of the works Austin team, although it finished no less than 81 laps behind that year's outright winning Lagonda M45.



Two other pre-WW2 cars particularly attracted my interest. The first was the 1923 Aston Martin 'Razor Blade', allegedly the narrowest racing car ever constructed. It was built to attack the one-hour light car speed record and was fitted with a special body constructed by the De Havilland Aircraft company and powered by an Aston Martin Grand Prix engine. It achieved numerous class speed records at Brooklands as well as the outright test hill record in 1923. Famous drivers of the car included George Eyston and S C H 'Sammy' Davis, with the latter's design for the British Racing Drivers Club badge though to be derived from this car.



The other car I noted was in fact a replica, in this instance of a 1921 Wolseley 10 'Moth', another car that I had never heard of. Two examples were originally manufactured,

taking 1st and 2nd places in the 1923 BARC Easter Meeting race. They also achieved over 50 records at Brooklands where they were raced successfully until about 1930, after which they both disappeared. One of the original engines was discovered in 1970, which prompted the construction of the replica now on display.

Ann's day was rounded off with a ride around Brooklands, appropriately in my brother-in-law's period-correct MG K1, taking in the banking, of course.



The only other CVCVC members who we saw at Brooklands were John and Geraldine Goodman.

We will certainly go again.

Roger Martin

Alfa Romeo Giulia Sprint Speciale Restoration Update

David Ward, owner of the concours Alfa 101Giulia Spider is in addition restoring a rare 1964 Alfa Romeo Giulia Sprint Speciale, no easy task, read on-

Where to begin? I last put pen to paper in the Giuliettaletta 117 Spring 2013, and Alfa Romeo owners club June 2013, titled "Help needed for a saggy bottom, parts needed, and missing history?"

I knew when I first saw the car it was in very poor condition, the whole week after seeing it for the very first time I said to myself "no, not for me far too much needed," but, as these cars do, it nagged at me until I bought it.



As of now I have fixed the saggy bottom, found or made most of the missing parts, but costs? Please don't ask, all parts are usually listed as fitted to Ferrari or Maserati and priced accordingly.

I have a little more information on its past but still far too many gaps. As a recap, after an early request for information on the Giulietta's web site I received a reply almost instantly, from a guy called Richard Elford who said it sounded like his old car. In the 1960's Ruddspeed of Worthing converted a number of SS to R/H/D possibly 20 or so, many of them painted red but my car was black making it very unusual and more likely to be Richard Elford's car. After lots of emailing back and forth Richard is convinced we are talking about the same car.

Richard informed me he bought the car around 1975, he swapped a Renault Delphine for it from an old friend called David Cousins from Southampton. He had started to renovate it, and Richard moved the SS to a garage in Winchester with the aim of getting it repaired but didn't have the time or the funds to finish it, so swapped it with his old friend Peter Brown for a Hillman 1750 engine!!

Peter brown lived in Eastleigh near Southampton and that's where it goes a little cold, before David Cousins a woman owned it name unknown? Richard thinks the registration number was EAN ??D and the numbers 56 rang a bell?

I have checked the names of the people and registration details with no luck at all.

New information I have received is a photo of my SS on a recovery truck somewhere in London under the arches around the late 80's early 90's sent to me by Dave Richards. who sold the SS to me, see photo.

The next piece of new information comes from the Giuliettaletta archives that were put onto the website. I had a rough idea of when Dave Richards brought the car and I thought I found it advertised in issue 38 Autumn 1991, Richard Young listed a Ruddspeed SS for sale £15,000, I managed to call him on his phone number (boy was he surprised?, calling about a car for sale in 1991!) He was very helpful and sent me lots of photos of the car that turned out to be Blue not Black, so unfortunately not my car. He also sent me photos of a red Ruddspeed car which I had no record of but it turns out they are photos of the ex-Coburn car before he changed the registration number. This car is now owned by Guy Davis I think? Also listed for sale by a Peter Wyeth was an SS fairly complete with a London number but I have had no luck making contacting with him?

The problem I have faced from day one is, the part restored SS had been stripped of all paint and put into primer and left under a tarpaulin for maybe 20 years. The SS when built used 0.7mm steel and when you add some rust to the top of the panel and then some to the underside sometimes the

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rust meet leaving pin holes, this has led me to having to replace virtually the whole car, even the roof had pinholes after the first sandblasting ouch, I did buy an English wheel for making the panels and promptly sold it after all the panels were done, just in case I was ever tempted to do another restoration.



After making the car as solid as I could it was sand blasted outside my workshop in 2018 where we found a lot of new holes requiring attention. After further welding, it was traiered to a company called Aqua Blast, a company that specialises in all types of blasting. My car was blasted with aluminium oxide, then the whole under car including the engine bay was arc sprayed with zinc, and then coated with a black oxide etch

primer. They use a hydraulic paint system where the mixed paint is forced out of the spray gun instead of using compressed air, which can introduce water to the paint causing problems down the line at a later date.

Underneath, the SS was primed and painted black, then a coating of Cobra truck bed liner in black was sprayed protecting the whole underside. This product is fantastic, it's a stone guard that can be tinted to the cars body colour by adding some of the same paint as the cars final colour along with an activating agent to make it set. Not cheap but the end results are unbeatable. At the same time, the engine bay was then finished in black gloss.



Owing to the car going back to the original Black I have had to be very particular on the fit and finish of the whole car. I used a fair amount of lead on the panels but have had to use a little filler. I would say if the colour was anything but black I could have gotten away with almost no filler.



April Club Evening, A Talk by Charles Soule Life of Lord Nuffield Motor Manufacturer & Philanthropist- part 1



Once I had the main shell in Epoxy primer I was able to remove the rotisserie, this for me was a milestone moment. At this time the country was in a second lockdown and, while covid completely messed up my work, it did give me more time to crack on with the SS. Unfortunately, around this time my landlord of almost 10 years decided to develop my workshop site and so I had to leave.

I moved the SS to my home garage and moved the Spider to another garage nearby. Equipment had to be sold or found a place to live, I did look for another garage and while I've not ruled out other premises completely, covid has impacted my work in a big way which leaves this option in doubt. You will see from the photos of the SS in my garage just how little room I have to work with now, not ideal but possible.

One of the main jobs I have done from the garage is sorting the woodwork inside for the trimming, as much of this was missing. Luckily I have a very skilled trimmer who is also an Essex Section AROC member, Tim the Trim.

I'm using leather trim in the same colour as it left the factory, bright red, owing to the fact that the leather is thicker than the plastic Tim is having to modify the way he is putting it together while still trying to keep it looking similar. All the while this has been taking place, Neville Byford has been resurrecting the engine and gearbox. But that's another story, I will ask Neville for more details but needless to say the engine wasn't any better than the bodywork or trim.

I am now starting to look at the electrics, I'm waiting on a new loom which should be with me at the beginning of June, I can then carry on with the dashboard assembly, whilst at the same time waiting for the chrome to be finished.

I do have a rough idea of completion time, the summer? But as we all know this summer never seem to relate to the current year!

If anyone can help with any history before I look for an age-related registration from DVLA or possible places to research, please let me know as I would be very grateful.

David Ward



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.

Charles's talk on William Morris (later Lord Nuffield), provide an insight into the person, who from a humble background became a major industrialist of the twentieth century.

His father Fredrick Morris born 1849, married Emily Ann Pether in 1876 and had seven children, only William and two sisters survived. Initially Fredrick worked as a Drapers Clerk in Hallow Worcestershire, but later the family moved to Headington Oxford, where he became farm manager to Emily Ann's father's farm. Due to Fredrick's poor health, the family later moved to James Street East Oxford.

William Morris aged 12 built his first bicycle in the garden shed. Four years later, with £4 capital he set up his own bicycle repair business, shortly after moving into a shop and began to assemble as well as repair bicycles. He began to work with motorcycles in 1901, designing the Morris Motor Cycle, and in 1902 acquired buildings in Longwall Street from which he repaired bicycles, operated a taxi service, sold, repaired and hired cars. He held the agency for several car manufacturers. In 1910 he built new premises and changed the business name from The Oxford Garage to The Morris Garage. Later constructing his first car – Bullnose Morris in 1912 selling for £165.



He commenced car production at a disused military training ground in Cowley, used during the First World War for armament production. Car manufacturing commenced after the end of hostilities. Production was initially slow as he never borrowed money to increase expansion. He would work 36-hours at a time and always took his meals in the works canteen. However, he did visit Detroit to observe mass production techniques and after returning he set up similar production lines, increasing production and lowering costs enabled Morris to be a major car producer during the inter-war years, with the Morris Cowley, Oxford, Minor, Eight and Ten, along with Austin, Ford and Rootes providing vehicles for everyday people. Morris vehicle production peaked in 1938.



In 1923 Morris Garages built the first MG. In the same year, Morris founded Morris Commercial Cars Ltd., and in 1927 he acquired Wolseley Motors Ltd. Morris Motors Ltd. was reorganized in 1935–36 to include these three companies and later Riley and Autovia in 1938.

Engines and running gear were initially bought in, White & Poppe, followed by American Continental. After the First World War the French Hotchkiss plant based in Oxford received a contract and adapted their metric machinery to provide engines for Morris vehicles. Hotchkiss was absorbed into the Morris Empire in 1923.



Morris married Elizabeth Ansley Pether in 1904, there were no children. In 1933 they moved to a "gentleman's residence" in the village of Nuffield, near Henley on Thames. The house originally named Merrow Mount, was designed by Oswald Patridge Milne, a pupil of Sir Edward Lutyens, built in 1914, for Sir John Bowring Wimble, a shipping magnate.

The house was extended and refurbished by local businesses and renamed Nuffield Place. They both lived frugally, his wife would make home furnishings, The enclosed balcony carpets were stitched up from the car production line offcuts! Lord Nuffield would carry out many home repairs including the house clocks. His bedroom had a fully equipped workbench plus a jar with his preserved pickled appendix on show! He once quoted you can only wear one suit at a time.

Staff comprised a butler, cook, maid and three gardeners.



Their cars of choice were 1938 Wolseley Eights, owned well into the fifties. Lady Nuffield would make a weekly trip into Wallingford for cakes. she died in 1959, Lord Nuffield continued to use her Wolseley 8 as his personal car. He would decarbonise the Wolseley Eights himself.



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On one occasion Lord Nuffield was trimming a garden hedge close to the entrance and a stranger walking by assumed he was the gardener, asked "what kind of man was Lord Nuffield", who replied "he wasn't bad", the passer-by handed Lord Nuffield half-a crown!

Lord and Lady Nuffield did entertain important guests occasionally, including the Emperor of Ethiopia. Lord Nuffield was also keen golfer and bought the local Huntercombe Golf Club. On one occasion he played golf with King Edward VIII.

Lord Nuffield was a well-known public figure and in 1938 a serial blackmailer Patrick Tuellman, tried to kidnap him for a £100,000 ransom, Tuellman's accomplice informed the police and Lord Nuffield participated in the ongoing police operation to track down Tuellman, resulting in his arrest and imprisonment.

To be continued

Reviewed by Chris Sharman

How did your car spend "Drive it Day"

Well for my 65 MGB it was quiet day spend mainly behind bars.



Outside on the Braintree Road in Wethersfield since Thursday there was this sign and cones and further barriers. A similar one existed a similar distance away on the other direction.

However, it means nothing to many motorists.

A lot of Friday and some Saturday motorists took pleasure in removing the cones and barriers – just thrown to one side - so they could get through. In doing so, damaging a block paved driveway opposite the large hole resulting from the repair of a 2 ft split in the mains water pipe.



As barriers could easily be moved the ultimate was to block the road with a car. So, after an early morning run to Little Bardfield and back the MGB was left out to block the road and stop traffic passing through over the damaged drive and alongside a dammed big hole. Even so some still wanted to get through – who was it in the Rover P5B?

So, Drive It day was spend behind bars.



Thankfully during the course of Monday, the road and the driveway was repaired by Anglia Water and on Tuesday morning the barriers removed.

Maybe "Road Closed" means something.

George Wilder

Memorable Cars – Cars that Disappoint

Following Stuart Black's article on Memorable Cars – Worst I thought a future article theme could be cars that disappoint. We exchange Newsletters with the Colchester Vintage Motor Club and their Editor Ken Sheppard sent me an article on his American car experiences –

Stuart Black's item in the May issue reminded me of the time I spent in the States back in mid-eighties, For the duration of my stay I was lent an enormous two-door seven-litre Buick with the performance of an Austin Ten - or so it seemed. After a while, I just accepted it for what it was, a wallower with vague handling and strange brakes. I actually got quite fond of driving it in the very strict speed limits of the area.

After my brief sojourn in the States, I was offered a post at Youngstown State University, Ohio. I flew out again, but funding was cancelled while I was in the air! I took the opportunity to visit friends I'd made on my previous visit and, to my surprise, was offered a job in the equivalent of our County education service. I was tempted but declined. I couldn't live in a land of monster under-powered wallowers. Ironically, one of my contacts at the university drove daily to work in his Austin Healey Frog-Eyed Sprite. I made the right decision.

Ken Sheppard

My Mustang Experience

Way back in 1968, this very distant relative from South London came to my grandad's funeral, he drove a Ford Mustang convertible, in passing I mentioned I liked his car, he just gave me the car keys and told me to take the Mustang for a run!



Library photo

So, with my three young cousins, we took the car out, great fun with the roof down, but as the saying goes, "it wouldn't pull the skin off a rice pudding". Looking under the bonnet, revealed a 6-cylinder engine coupled to an automatic gearbox, plus drum brakes all round! However, my young cousins were impressed with the ride.

Chris Sharman

Members Letters

Hello Chris
Memories of Brian Salmon

I frequently used to see Brian from time to time on Friday mornings, when returning from the Finchingfield walking group outside working on one his often-changing classic car fleet.

One day there was the latest acquisition, the Allard featured in your obituary this month. After the usual chat about the car, Brian explained that he could not use it as it was not registered and that the process of obtaining registration had stalled. The car had been in Jersey for the last 20 years and registered there. He had been in touch with the relevant club but they could not supply the information the DVLA required – like actual date of build. I explained the DVLA 765 scheme (having written the MGCC guidelines for it) of which Brian was not aware.

Further discussion showed that Brian had the import papers from Jersey with lots of detail – did you I asked "have the papers from when it was exported to Jersey"? "Oh yes" he said. Looking at the export papers we saw the car was registered MUA 631 at that the time.

Promising to supply the papers for the V765 scheme, I left but on returning home could not resist looking at the DVLA

database. There it was, Allard registered MUA 631 in green. The exporting of the car to Jersey had never been reported to the DVLA. So, phone call to Brian to give him the news. All he need do was apply for a new V5c to replace a lost one. I believe Brian got the new V5c in just a few days after spending several weeks trying to register the car.

George Wilder

Bits & Pieces

Member Bob Knight is offering CVCVC members through his company a discount on classic car products produced by Granville Oils –

10K Boost E10 Fuel Protector, 10K Hybrid Protect & Clean, DOT 4 Brake Fluid.

Bob owns an immaculate Alfa Romeo Spider and has already supplied Alfa Romeo Owners Club local members with these products.

For further information contact Bob on –

Office 01787 274440

Mobile 0754 5085567

Email - bob@bstm.eu

Sold a Tractor More Valuable Than an Aston Martin



A 40 year old tractor has sold for £214,400 and becomes the most expensive modern classic ever sold. Cheffins, the auction house which sold the 1982 County 1474, said the machine sold for almost double

its estimate of £120,000. The final sale price was more than an Aston Martin Vanquish.

Cheffins sold a similar tractor in 2018 for £94,500. Which was a record at that time. Meaning prices have risen by 120pc in five years.

Modern classic tractors are those from the 1980s to the early 2000s.

With acknowledgement to the Daily Telegraph

The Car's the Star

The TV Channel Talking Pictures recently showed a 1950 black & white film titled – Paul Temple's Triumph - A husband and wife detective team tracks down a kidnapped scientist who has invented a secret formula. Nothing special really, except for Paul Temple's car, a very expensive Aston Martin Two Litre Sports, only 14 were produced. The styling is reminiscent of the pre-war French Delahayes.



When David Brown bought Aston Martin in 1947, he acquired the Atom, a 2.0-litre four-cylinder prototype intended for post-war production – This was developed into the Two Litre Sports. 90bhp pushrod 4-cylinder engine, tubular chassis with coil springs, independent front suspension.

Shortly after David Brown purchased the Lagonda company which included the WO Bentley designed 2.6-litre twin-cam engine and work commenced on the next generation model known as DB2.

Chris Sharman