



Colne Valley Classic and Vintage Club Newsletter

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



September 2022



Horseshoes Inn, CVCVC July Lunchtime Meeting – Fresh Air Motoring – David Singer's Austin Healey 100, Si Holder's Austin 7 Chummy and John Gregory's Morris Cowley

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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.

The Cockfield Horseshoes Inn was the July Midweek Lunchtime venue, a very popular pub, where the staff made our members most welcome, an enjoyable lunchtime meet, with three vintage cars amongst the classics.

The Club Summer Dinner was held again at the Cricketers in Fordham Heath and as usual the food and service was very good. Numbers were down compared to pre-Covid days. The evening was a most enjoyable event, with plenty of conversation and laughter amongst the diners,

The CVCVC does endeavour to vary the Midweek Lunchtime venues and the present difficulty is finding an eating establishment that do not require pre-menu bookings; are there particular pubs that you would like the CVCVC to return to for their Midweek Lunchtime meetings?

Great articles this month, including Roger Martin's Second Lease of Life feature and Bob Chaplin's review of his Evening Talk on 126mph by Steam. Another interesting Guess the Car feature with an East Anglian connection. Three Members Letters this month, (two of which relate to previous articles).

Obituary - Paddy Hopkirk sadly died last month, an outstanding rally and motor racing driver, his competition career is briefly chronicled in the Newsletter.

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 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.

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 C09 2FJ.

Sep 29 Midweek Midday Meet Up – The Butchers Arms Ford End nr Great Dunmow CM6 3PJ.

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

Oct 26 CVCVC Committee Meeting 7.30pm. The Bell.

Oct 27 Midweek Midday Meet Up – Venue TBA.

Nov 17 Club Evening – Thursday 8pm, Bob Chaplin's Quiz Night - Great Maplestead Village Hall C09 2FJ24

Nov 24 Midweek Midday Meet Up – Venue TBA.

Dec 15 CVCVC Christmas Lunch - The Cricketers, Fordham Heath CO3 9TG. 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.

New Members The CVCVC is please to welcome Jason & Anna French, owners of a 1983 Ford Fiesta MK1 to the Club.

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.

October Newsletter

Would you please forward articles by email or post before Monday 19th September.
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

Club Evening Thursday 22nd 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.

CVCVC Annual General Meeting 7.00pm Thursday 20th October Gt Maplestead Village Hall

The Committee are organizing another buffet this year for members prior to the AGM. The gathering will commence at 7.00pm. As for previous years tea and coffee will be served alongside the complimentary buffet. In addition, there will be a contribution bar.

The Club's Annual General Meeting will commence at 8.30pm This provides an opportunity for members to have an update from the Committee on how the CVCVC has performed over the year and listen to plans/ideas for the future. There is also the opportunity suggest members to raise any issues or concerns and even suggest ways to improve the Club.

Trophies are normally presented at the CVCVC Summer Dinner, but breaking with Club tradition, this year trophies will be presented during the AGM evening to the Classic Vehicle Class Winners and Annual Award Winners.

Mainly Saints & Sinners

CVCVC Scatter Rally Sunday 4th September

Sunday September 4th 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 1st 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

Second Lease of Life

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I have written before about the plethora of customised classic vehicles, often French, being used these days for purveying food or other wares at, typically, outdoor venues and events.

Well, Ann and I recently attended the Royal Horticultural Society flower show at Hampton Court and, again, there was a veritable bevy of such vehicles. This time French, German and Italian with a British Morris 1000 getting in on the act. In the case of the latter, thankfully it was not customised in any significant way but just had a boot rack fitted to which some sort of coffee making worktop had been fixed.

Attached pictures of the Morris and also VW 'splitty', Mercedes, Renault and Peugeot conversions



Renault



Morris 1000



Peugeot



VW



Piaggio

together with a rather cute little Piaggio tuk-tuk-like three-wheeler with a flat-bed pickup rear upon which were plants. Peering inside it, I could see pure scooter handlebar and controls.

Roger Martin

Having previously complained about the preference of food and drink purveyors for foreign van conversions, I did spot this Bedford ice cream van at the RHS Hyde Hall flower show.



Mercedes



Bedford CF custom body circa 1974

I imagine it was created as such in period, which makes it even nicer to see.

Roger Martin

CVCVC July Midweek Lunchtime Meeting at the Horseshoes Inn Cockfield

An enjoyable return to the Horseshoes Inn, with twenty-two diners, a little down on previous years but not far off other post-Covid lunches. So, a good turnout for a pub on the very northern extremity of our catchment area.



I thought that the food was good, lots of menu choice and it was served promptly. Courtesy coffee was provided, as usual there.

It was good to have two vehicles on artillery wheels; Foster Jones' Humber and the Gregory Morris. Others in my pictures you may not recognise will be Stephen Spencer's Caterham 7 and Chris Watson's Lexus.



Members classic cars included –



Foster Jones's Humber 14/40



John Gregory's Morris Cowley



Graham O'Connor's Mini Scamp & Chris Watson's Lexus LS 400



Stephen Spencer's Caterham 7 & Roger Martin's MGF



Stephen Spencer's Caterham 7



Keith Dunn's Gilbern Invader Estate



Keith Dunn's Gilbern Invader Estate & John Taylor's Citroen XM



Si Holder's Austin 7 Chummy

Review & photos by Roger Martin

July Club Evening – 126 MPH by Steam – an Illustrated talk by Bob Chaplin

Bob Chaplin gave a fascinating illustrated talk to 22 members at Great Maplestead Village Hall. The talk started with the 'race to the north' of the late 1800's, this was stopped by a 'gentleman's agreement' after several 'near misses' because locomotive performance exceeded the capabilities of the track, signalling, brakes and carriages.



We then looked at the two companies primarily involved in the speeding up of trains through the 1930's The LMS and the LNER. The development of the Pacific type of locomotive and the first Gresley Pacific 4470 'Great Northern'. Then the famous 'Flying Scotsman' 4472 the third Gresley Pacific and the first under the new LNER. How the famous 'Exchange trials' between the LNER and The GWR caused much friction between the companies and how the results caused Gresley and his assistants, Spencer and Bullied to come up with a completely new class of locomotive the A3 class, Flying Scotsman 4472 was subsequently rebuilt as an A3 class. Now the speeds started increasing, first a contentious claim by the GWR that their locomotive 'City of Truro' had achieved 102.5 mph in 1904. This has subsequently been examined in detail and the speed was calculated at 96mph. close but not 100mph. The first authenticated 100mph was by Flying Scotsman as it had the LNER Dynamometer car coupled behind it.



Then another A3 'Papyrus' took the speed to 108 mph. The LMS responded with William Stanier's Princess Royal Pacific's, although the LMS lacked the long straight flat tracks of the LNER East Coast route, they responded with non-stop running from Euston to Glasgow. Gresley then introduced the corridor tender so crews could change en-route and this enabled the LNER to run non-stop from Kings Cross to Edinburgh. The gloves were off and the two companies were engaged in a second 'race to the north'.

Gresley and Bullied now wanted to run faster, a lot faster and proposed a high-speed service running at an average speed of 75-80 mph, they identified a new customer, the businessman. So, a service that would allow morning travel to the north or vice versa to London, a day's work and return the same day with a good meal on the return. Gresley had worked with Bugatti (he was good friends with Ettore) on streamlining.



Gresley and Bullied looked at alternatives, diesel and petrol. But thought steam could be improved further. They came up with a radically streamlined locomotive the A4, essentially an

5 improved A3 but fully streamlined. The LNER set up a special press run of the first new train on the 27th September 1935, the locomotive the first A4, Silver Link, together with a fully streamlined set of carriages. Gresley told the crew 'Go for it' he wanted to see what power Silver Link had in reserve. Taylor the driver did just that, 70mph by Wood Green, 75 at Potter Bar (after a long climb), 90 at Hatfield, 100 at milepost 35, 107 at Hitchin, 112.5 at Arsley. Silver link averaged 25 miles at 107.5, 41 miles at an average of 100mph, and two peaks of 112.5.



This is a record for steam that has never been equalled, and was a sensation, resulting in full bookings for the new service that followed. The second A4, Silver Fox took the speed to 113mph with the dynamometer car behind. This was now causing the LMS to lose money as the LNER were taking lots of their customers with the new services introduced as more A4 locomotives were introduced. Stanier responded with the Coronation Class Pacific's.



One of the Coronation class locomotives 'Coronation' snatched the speed record by running at 114 mph, two miles from Crewe and almost ended in disaster in Crewe yard by running at 65 mph over points limited to 30mph. Then in Germany a locomotive supported by the Nazi party achieved 124.5 mph.

The LNER responded with a highly secret plan to surpass both these records. The spare streamline coaching set was taken out of service, the restaurant car (heavy kitchen) was removed, all surplus weight removed, wheels and brakes checked.



'Mallard' 4468 was chosen by Gresley as it was fresh after a major overhaul and had an experimental double exhaust fitted. Its regular driver was also chosen, Joe Duddington, a senior Top link driver very experienced and a driver, not a thrasher. He chose Tommy Bray as his fireman, young, very fit and an excellent fireman.

Tests with the Westinghouse company were the perfect cover for the run and on the 3rd July 1938, Mallard started at Wood Green, travelled to just north of Grantham, the train turned and set off for Peterborough. Although the traffic department were in on the run the track department were not, a set of points was being worked on in Grantham yard so instead of running through Grantham at 60mph and accelerating Duddington was forced to limit speed to 24 mph. Once clear he accelerated hard, cleared Stoke summit at 74.5 mph then for each mile 87, 96, 104, 111, 119 then each half mile 120, 122, 124, 125 and a very brief 126. Now the signal check caught up with them, Duddington had run out of track, he had to brake hard for the Essendine curves. This caused the middle main bearing to run hot but the LNER had the record.



We then looked at the post war period with another A4 'Sir Nigel Gresley' now with its BR number of 60007 running at 112 mph right at the end of steam on the mainline on the 23rd May 1959.



So, two A4 locomotives hold the pre and post war speed records.

Bob Chaplin

CVCVC Evening Summer Dinner

The Club Evening Summer Dinner held on 5th August at the Fordham Heath Cricketers Pub was a most enjoyable event. The first Summer Dinner since 2019, attracting thirty members, a lower number than "pre-Covid" times, but par for the course with Long Covid still requiring people to be cautious.

The evening was well planned with drinks on arrival. Everyone dressed for the occasion and the ladies looked particularly lovely. A section of the pub's restaurant was reserved for the CVCVC and the pub's menu appeared popular and "reminder" choice sheets placed on the tables ensured meal serving was confusion free.

The Cricketers has had years of experience serving and looking after groups ensuring the evening ran smoothly for the diners. With three years to catch up on there was plenty of conversation and laughter to be heard.

With after dinner teas and coffee served, Chairman John Goodman addressed the members to thank Stuart Black for organising the successful evening's Summer Dinner, plus the Cricketers staff for ensuring a most pleasant evening. John gave a brief review of recent CVCVC events and mentioned

6 possible Classic Motor Show changes to cater for the increase numbers of Class C cars. To be discussed at the AGM.

John took the opportunity to announce this year's Club Trophies Winners; with the respective trophies to be presented at the CVCVC October AGM.

2022 CVCVC Classic Car Show Awards

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

CLASS D: SLICK TROPHY 1980-1999

Bob Knight - Alfa 1991 Romeo Spyder Series 4

CLASS E: MILLENNIUM TROPHY 2000 onwards

Chris Watson's Maserati Quattroporte

BRIAN SALMOM MEMORIAL TROPHY BEST IN SHOW CLASS

Dave Ward 1965 - Alfa Romeo 101 Giulia Spider

2022 CVCVC Classic Motorcycle Show

ROY BERRY MEMORIAL TROPHY FOR PRE- 1970 CLASS

Peter Twitchett - 1940 AJS 350cc MS

Annual Awards

ENTHUSIAST CUP - Frank Burgess

PAT BROOKS TROPHY (writing) - Gordon Levett

NOTABLE JOURNEY (travel) - Roger Martin

CLUBMANS CUP - George Wilder

DISASTER AWARD - Bob Chaplin



Unfortunately, no photos of the happy diners, but a fine photo of George Wilder's MG RV8, Roger Martin's MGF and Dave Ward's Alfa Romeo 101 Giulia Spider, in addition Mike Wilkins's Lancia Fulvia and John Goodman's Morgan Plus Four also graced the carpark. Apologies for any members classic cars omitted.

This year's CVCVC Summer Dinner evening was a great success, providing the opportunity for members to meet up. All being well, an event to look forward to in 2023.

Reviewed by Chris Sharman, photo by Roger Martin

Guess the Car



A potential low volume specialist sports car that could have rivalled Lotus and TVR, but the mid-seventies with the oil crisis and recession was not the ideal time to manufacture and market the model. Any idea? Answers to the editor.

Members Letters

Hi Chris

Cleveland Petrol

I thought that you might be interested in my Cleveland recollections in response to your note in the CVCVC August Newsletter.

The Cleveland Discol petrol brand was sold by Bridge Garage, Chipping Ongar during the 1950's alongside the Esso brand and was considered the premium petrol at probably 99 octane!

The garage was owned at the time by Dick King and I was lucky enough, from the age of around five, to spend most Saturday afternoons there fixing up our building machinery for use the following Monday, the equipment included our lorry which ran on paraffin.

Dick King retired in 1959 and the garage was then sold and rebuilt as it remains today, initially it was a Ford agency then taken over by Ron & Nick Lancaster, their first business premises, and eventually became a Volvo agency.

I was lucky enough to be able to earn a few more bob in my school holidays working for them preparing used cars and working in the stores. I remember one particular incident when collecting three new Ford Cortina GTs from Dagenham and road testing them along the straight road from Stanford Rivers, only to be met with a reprimand from Ron who had received a complaint from a potential customer on how the "running in instructions" that stated maximum of 50 mph for the first 500 miles was not being observed!

Vivid memories of some great times.

Regards Andrew Taylor

There is an 'Ongar Bridge Garage' in Chipping Ongar, would this be the one you worked in as a youngster? Ed

Chris

Thanks for your email, yes, it's Ongar Bridge Garage now the 4 x 4 dealership. In the 1950's it was named "R B King". Post-War Ongar was a small town and all of our businesses worked closely together and the owners were personal friends. When Dick King retired and sold out the purchaser wanted none of the equipment, so I still have a number of the old tools from the garage which are far superior to the modern counterparts.

You may also be interested that Ron and Nick Lancaster had previously worked for George White at Whites Garage, a Vauxhall agent, where the Ongar Tesco now is, they ran the new and used car sales. They were both exceptional people and gifted sales/business professionals hence what they achieved with the Lancaster Group.

As I mentioned I have many memories from those childhood days so apologies for boring you with them

Regards Andrew Taylor

Hello Chris

Isle of Wight Visit



Ann and I recently visited the Isle of Wight, where we were blessed with absolutely gorgeous weather in which to enjoy touring the island in my modern classic MGF.



I was surprised to see only one proper classic car there in the whole of our week's stay. Unless, of course, you include Mazda MX5s in the definition as there were certainly plenty of those also out and about enjoying the Med-like weather. But no other MGFs.

The classic we did see was in the carpark of Queen Victoria's Osborne House and that was an Austin A50 Cambridge in superb condition and which, perhaps fittingly, was painted black - see my pictures.



The only other vehicles of interest we saw there were some modern trikes gleaming with polished chrome that followed us to the Fishbourne ferry terminal coming home. Unfortunately, I didn't manage to get a photo of them.

A proper classic we did see was on the way back up the A3M was a Ford 105E Anglia that filtered in behind us from an adjoining road. It then promptly blasted past, leaving us for dust on the way towards Guildford, which given we were driving at the national speed limit at the time was a bit of a surprise. I am guessing that had I seen inside the engine bay, the letters on the top of the power plant may well have read Burton or Lotus, rather than Ford!

**Kind regards
Roger Martin**

The Austin A50 Cambridge looked immaculate; I just cannot remember seeing one for many years Ed.

Hi Chris

Thanks for the eNewsletter.

Interesting article on the Morris Marina Coupe.

A friend, who I worked with at AP Lockheed told me:-

"One of the first jobs that I had when I joined AP Lockheed in 1969 was for a gang of us to be bussed over to Cowley to sort out some problem with the brakes on the Marina". Concerns with the Marina from the start.

My friend did own a Morris Marina once and told me he was fortunate that he didn't experience any major problems with his car; obviously it wasn't a Friday or Monday car. 😊

Thanks for the newsletters; A very good publication.

**Kind Regards
Bob Knight**

Obituary - Paddy Hopkirk International Rally & Motor Racing Driver



Sadly, Paddy Hopkirk died last month. Best known for his 1964 Monte Carlo Rally victory driving a Mini Cooper S, he also had noticeable wins in the Acropolis, Alpine and Circuit of Ireland Rallies. As well as rallying he drove in the 24 Hours Le Mans as a BMC works driver.

Born in Belfast in 1933, he took an early interest in cars and particular motor sport. Paddy dropped out of Trinity College Dublin to work for Ireland's Volkswagen distributors. Having access to second-hand Beetles, he completed in numerous local hill climbs and rallies. Later graduating to a Triumph TR2, he won the coveted Hewison Trophy, leading to a works drive with Standard Triumph.

Following limited success, Paddy joined the Rootes Group in 1959. Driving Sunbeam Rapiers, he won the Circuit of Ireland in 1961/1962 and finished third in the 1961 Alpine and 1962 Monte Carlo Rallies.

Paddy moved to BMC in late 1962 to drive the outstanding Austin Healey 3000s, finishing second in the RAC Rally. Despite further good placings, he started completing in Mini Coopers, placed 6th in the 1963 Monte Carlo Rally and finishing second in the Tulip Rally. Competing in the 1964 Monte Carlo Rally driving a Mini Cooper S 1071cc, with co-driver Henry Liddon, they won the Rally outright.



Paddy Hopkirk and the Mini became household names, receiving telegrams from the Prime Minister Sir Alex Douglas-Home and the Beatles. Paddy and the winning Mini Cooper '33 EJB', subsequently appeared on the popular 'Sunday Night at the London Palladium' television show.

Further success followed in Mini Coopers and Big Healeys including Circuit of Ireland, Alpine and Acropolis Rally wins. Competing in the 1968 London to Sydney Marathon, Paddy with his teammates finished second with their Austin 1800, they nobly threw away possible victory to assist Citroen driver Lucien Bianchi who had crashed his burning car.

Driving a Triumph 2.5PI in the 1970 London to Mexico World Cup Rally Paddy with his teammates finished a credible fourth.

As well as rallying, he raced Mini Coopers and BMC sports cars throughout his time with BMC, competing in the 24 Hours Le Mans for several years, gaining a class win with his works MGB in 1963.

Paddy now married with a growing family gave up full time motor sport in the early seventies to concentrate on his successful motor accessories business. He received a MBE in 2016 for Charitable Activities and became a prominent competitor in classic rallies and historic motor racing events.

He also became a consultant with BMW for the new Mini brand.

Paddy Hopkirk is survived by his wife Jennifer, three children and six grandchildren.

Chris Sharman

Bits & Pieces

Hello Chris

Here are some pics of my Queens 70th Jubilee line up - all from 1952 !



Just in case - from left to right they are Morris Six MS, Hotchkiss Anjou 1350, Standard Vanguard Phase 1A, Austin Atlantic Coupe



**Regards
Chris Watson**

A most exclusive collection of cars from 1952, highly suitable to commemorate the Queen's accession to the throne. Ed