



Colne Valley Classic and Vintage Club Newsletter

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



October 2022



CVCVC September Scatter Run Finishing Line

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Editor's Intro

Autumn already, I find it amazing how quickly the months pass, I think its age related!

Next month the CVCVC holds its Annual General Meeting in Great Maplestead Village Hall. Further details on page 2.

The weather has been remarkable recently, except on Thursday 25th August, our midweek lunchtime meeting date at the Axe & Compasses. It was the one morning when the heavens opened, keeping many members classics tucked away in their garages. Nevertheless, there was a good turnout of members who enjoyed the lunchtime event.

The August Club Evening meeting is traditionally a Noggin & Natter event, but in addition this year there was a film show - Nine Days in Summer recording the fabulous Cosworth DFV Formula One engine development in 1967, plus the 1991 Mexican La Carrera Panamericana Endurance Race.

Roger Martin attended the Four Colnes Show with several CVCVC members and Geoff Broad has completed a unique MG project.

The Guess the Car featured another East Anglian connection, providing interesting responses and historic information.

The previous Cleveland petrol feature produced a follow up 'Members Letter' from Andrew Taylor, leading to a link letter this month from Robert Hubbard, very nostalgic for me brought up in Southwest Essex.

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.

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 near 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 – The Rayleigh Arms Terling CM3 2PW. (Beware of the ford, see page 8).

Nov 17 Club Evening – Thursday 8pm, Bob Chaplin's Quiz Night - Great Maplestead Village Hall C09 2FJ24.
Nov 24 Midweek Midday Meet Up – The Kings Head Pebmarsh CO9 2NH. TBC.

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

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.

November Newsletter

Would you please forward articles by email or post before Monday 17th October.
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 for members to raise any issues or concerns and even suggest ways to improve the Club.

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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.

**The CVCVC Quiz
A Motoring Themed Quiz Night
17th November @ 8pm prompt at Gt Maplestead
Village Hall
A fun evening, teams of 4 – 6
Hosted by Bob and Janice Chaplin, an evening not to
be missed**



Last year's Motoring Themed Quiz was a brilliant event, Quiz Masters Bob and Janice Chaplin produced a series of questions based on motoring, but with a twist, alternative knowledge was required!

Four Colnes Show

The organisers of this year's Four Colnes Show invited members of the CVCVC to display their cars as one of the attractions and some of us duly turned up on Saturday afternoon.

The excellent weather doubtless helped with the excellent turnout and the cars were an interesting contrast to, for example, the dog with the waggiest tail and the straightest carrots also on show on the day. One little girl was indulged by sitting in two of our cars.



CVCVC member cars that I recognised that were there in addition to my own MGA, were the Wilder MGB, the Hipperson Elite, the Wickes AC Royal, the Holder Austin Seven, the O'Connor Scamp and the Beadle Corvette. There was also a Jaguar E-type that might have been James Portway's.



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Other cars included a big Healey, a Scimitar GTE, a Lotus Cortina, an Allegro, a Riley 1.5, an MG 1100 and Triumph GT6.



Unbeknown to us in advance, there was a prize for the car that the organisers judged to be their favourite and this award went to CVCVC founder member Derek Wickes' AC Royal.



Reviewed by Roger Martin

3 CVCVC August Club Evening Film Show Nine days in Summer & La Carrera Panamericana



First Review

21 members attended our Club Night on August 18th at Great Maplestead Village Hall.

We held a DVD Night with a couple of iconic motoring films. "Nine Days in Summer" was a time capsule from the late 1960s showing the development of the Cosworth DFV Formula One engine and Lotus 49 featuring Keith Duckworth, Colin Chapman, Graham Hill and Jim Clark contesting the 1967 season.

"La Carrera Panamericana" showed the drama of the 1991 endurance race in Mexico, featuring Dave Gilmour and Nick Mason of Pink Floyd competing in Jaguar C Types amongst Alfas and powerful 50s American V8s plus providing the excellent prog rock soundtrack.

Stuart Black

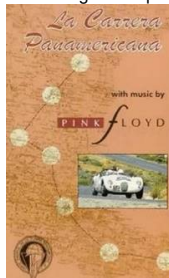
Second Review

Nine Days in Summer was a film about the first year in the life of the famous Cosworth Ford DFV engine, from its original conception together with finance from the Ford Motor Company. Some very 'staged' meetings were shown but the racing scenes from the 1967 season showed just how dangerous F1 was 'back in the day'. No runoff areas, no safety fencing, crowds right next to the track, just unimaginable today. However, the racing was superb and poor Graham Hill having the most truly awful season, breakdown after breakdown despite leading a lot of the races to start off. A wonderful 'time capsule' of racing in the 60's.

The second film was the 1991 La Carrera Panamericana. The race was originally started in 1950 as a celebration of the opening of the Mexican section of the Trans American Highway, originally only for 'Sedan' cars it quickly opened up to literally anything, from Baja buggies to Sports Racing cars. It ran until 1954 by which time European Works cars were entering, Mercedes, Jaguar, Porsche, Alfa Romeo, and Ferrari. It had become the most dangerous race in the world and was stopped because of the increasingly high number of fatalities. In 1988 it was restarted as a 'Historic rally' type event. It quickly changed into an excuse to run ex NASCAR stock cars etc. at flat out speeds and the 1991 race was the first where the Europeans were back in force. The film focused on Pink Floyd members David Gilmour and Nick Mason, both 'petrol heads and accomplished drivers, using C type Jaguars. The race has three types of stage, untimed running in and out of towns, timed stages on open roads and flat-out timed stages on closed

road. The stars though were the cars, Baja buggies, Porsche 356 and Speedsters, Alfa Romeo's, An Aston Martin DB2, AC Aceca's, various Jaguars, C Types, Mk 1 & 2 saloons, XK120, MGA, a Morgan +4, a wonderful Mercedes gullwing for the Europeans but the American muscle dominated mostly ex NASCAR Chevrolet, Plymouth, Mercury, Pontiac, Cadillac, Chrysler, Ford and some indecently fast Studebakers, one of which was driven by Rally Legend Stig Blomqvist. Pink Floyd provided the wonderful soundtrack a great film and something very different.

Bob Chaplin



CVCVC August Midweek Lunchtime Meeting at the Axe & Compasses

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Heavy rain in the morning significantly reduced the number of classic and vintage vehicles that attended the July weekday lunch at the Axe & Compasses at Aythorpe Roding. Indeed, only one that wasn't a modern classic graced the carpark, that of Chris Watson's Humber Hawk. In addition, there was Stephen Spencer's Aston Martin DB7, the O'Connor's Fiat Coupe and my MGF. I think that the rest of the eighteen diners present had arrived in their sensible, waterproof everyday vehicles.



Chris Watson's Humber Hawk



Stephen Spencer's Aston Martin DB7



Roger Martin's MGF



Graham O'Connor's Fiat Coupe & Chris Watson's Humber Hawk

The menu was splendid and the food good although the service was a little slow due to one of the two scheduled chefs not having turned up on the day. However, to my knowledge, nobody complained about the approximately half an hour wait for food, doubtless due to the excellent company and the quality of the food when it was eventually served.

The rain had eased enough for a little tyre kicking after lunch but as there were few interesting tyres to be kicked most people pretty quickly headed for home. In contrast, Ann decided that the Watson Humber Hawk very much reminded her of her teenage years when she and five other teenagers regularly bundled into the two bench seats in a similar-looking Singer Hunter that was owned by one of them.

She said that, being the smallest, she was always squashed in the middle of the front seat, which prompted Chris and Susie to re-enact Ann's experience by sitting either side of her in the front of the Hawk, much to onlookers' amusement !



Chris, Ann and Susie Front Bench Seating 1950s Style



Singer Hunter - Similar Bench Seating arrangements remembered by Ann (Library photo)

And so ended an enjoyable if slightly damp lunch.

Report & Photos by Roger Martin

Singer Hunters are extremely rare, superseding the bland SM1500 model. Singer had developed a twin cam 1500cc 75bhp engine, to be installed in the Hunter and the aerodynamic HRG sports-racing car. Sadly, following the 1955 Rootes takeover, these twin OHC engines were scrapped. Ed

Moving through the MG alphabet

In November 2020 I saw an ad for an MG TC project in Yorkshire. I had rebuilt two TCs and also a TB for a friend so felt that I didn't want to tackle another one.

I then noticed that the Yorkshire car had no body tub. It had actually but it had been stored outside for 10 years and the ash frame had rotted and the metal rusted away. So, the TB friend suggested I think about an MG Q type body on the TC rolling chassis. My resistance to a project was, as always, low so his suggestion sounded a good way to justify it to myself.

What was the MG Q?

The Q type was made for competition use and only eight Q types were built by Abingdon at the latter end of 1934.

The Q type had the same bore and stroke of the earlier 750 cc P types. The chassis was 8" longer in the wheelbase

and 3" wider in the track than its predecessor the racing J4, in fact the development of the Q Type came from an amalgamation of several previous models including the N and P Type MGs. It incorporated the N type steering gear and brakes although larger special drums were used. The Q Type had a

preselector gearbox as used on the K3 but differed in as much as it had a special clutch which was designed to slip automatically above a certain torque figure, which avoided the possibility of damage to the N Type rear axle.

The engine had a high pressure Zoller supercharger fitted and driven from the crankshaft.

In a mild state of tune the 746-cc engine could produce in excess of 110 bhp and in its final racing form in 1936 it produced nearly 147 bhp at 7500 rpm. This equated to a figure of 200 bhp per 1000 cc and was higher than any other racing engine in the world at that time.

The engine development was in advance of chassis design and when the Q type proved too fast for its chassis radical steps were taken by the design teams for a new design of chassis. Thus evolved the lightweight backbone chassis with all independent suspension and hydraulic shock absorbers, which was ultimately to be used on the R Type race car.

Bodywork of the Q type was very similar to the 1934 K3 Magnette, but the 19-gallon fuel tank was enclosed and incorporated inside the rear pointed tail. The Q type could be purchased in 1934 for £550 giving excellent value against competitors utilizing 12- or 16-cylinder engines with lower power outputs. The Mercedes or Auto Unions were easily two or three times the cost of the MG and sometimes less reliable.

The car had qualified successes in many racing and sprinting events and a highly modified Q type driven by George Harvey-Noble in 1937 broke the Brooklands Outer Circuit Class H record at a speed of 122.4 mph.

What is a Q type body on a TC?

The chassis, engine and running gear is used as standard from an MG TA, TB or TC a super charger is added to the XPAG engine and a replica aluminum Q type body used. It ends up looking a bit like this.

Variations include outside (as picture) or standard exhaust systems, improved steering and brakes (and don't they need it) and period style instrumentation.

So, a trip to Appletreewick was organised to see the prospective project in the flesh. As an aside it may be that Appletreewick is the most bucolic idyll in the country, it was worth the trip just to see it.



However, when I arrived and met the deceased's sister, and sadly most projects seem to start meeting the deceased relatives, I found not only the dismantled TC but also two MGBs and spare parts for all three cars in barns, sheds, and lofts. This is what it looked like.



W.G. Everitt whose Q type Midget averaged 104.47 m.p.h. in winning Race 2. This car had captured the mile & kilo records a few days previously.



The previous owner had bought the TC in 1962 and had dismantled the car ready for a restoration around 2000. Originally built on the 7th March 1949 the car was registered in County Tyrone NI and retained its original registration number when it came to Yorkshire in 1956 – HZ 2008. I have been unable to track down the original NI owner but it came to Bradford in '56 before being bought in '62, so maybe a three-owner car.

The TC was complete, and in addition there were duplicates and in some cases triplicates of some components. So, a couple of weeks later in December 2020 delivery of the rolling chassis and a mountain of spares were made.

The keen eyed amongst you may have spotted the supercharger fitted to the engine in the barn picture and I did wonder if the previous owner had also thought about a Q project and therefore had discarded the old tub.



The renovation was relatively straightforward, apart from the usual and it seems more regular broken promises by specialist suppliers. The supercharger doubles the XPAG engine output to around 80 HP so a decision needed to be made as to fitting a Ford type nine 5 speed gearbox or changing the diff ratio. Everyone I spoke to said the original TC gearbox was well up to the higher output and so I plumped for a 9/39 ratio diff. In recognition of the higher engine output, I fitted Alfin brake drums and VW steering box.



An Eaton supercharger fits neatly under the bonnet, belt driven from a double pulley on the end of the crankshaft and fed by a single inch and a half SU carb.

As always with a part completed restoration you simply don't know the standards the previous owner had. So, I stripped the chassis and engine down and started again. Front stub axles were replaced, rubber seals for the half shaft oil seals and a lip seal on the rear crankshaft – all the mods you would make when you had the car in pieces. The body and cycle wings are all ali and



simply dropped down onto the TC chassis and fixed with a dozen or so bolts.

I chose an ali rad and an electric fan – the supercharger drive belt fouled the original metal fan blades. Access for wiring was a dream without the body on.

Bill and Dennis who ran my go to and reliable paint shop in Royston announced retirement so I just managed to get the body panels trial fitted to the chassis and then off to Royston in time to get them sprayed before closure.



I chose a deep red I asked Dennis the painter what RAL colour I had chosen (for touch up purpose) and the answer was 'dogs bollocks red' So now I know. With a house move last December delaying the final build and testing, the job was finally done in July 2022. Sentences that include 'hot' and 'shovel' describe the performance, the VW steering box is excellent but the new brake drums and shoes need a lot of bedding in.

Here are some pictures of the finished car



Geoff Broad August 2022

Guess the Car Answer – Strada 4/88



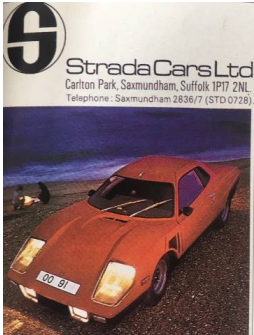
Correct answers from Stuart Black & Philip Frogg.

There is a connection with the previous featured Trident. Both makes were manufactured in Suffolk.

In the early seventies John Brightly an engineer working on Trident cars and John Hillier carpet retailer (providing carpets for the Trident) decided to create a mid-engined sports coupe to rival Lotus and TVR. With minimal investment Strada Cars was formed.

The purpose-built chassis was based on a 'Formula Ford' racing car. British Leyland's Harris Mann designed the glass-fibre body produced by Specialised Mouldings, next to the Huntingdon Lola factory. Later he also designed the TR7, in fact the resemblance can be seen. He wanted the TR7 to also be mid-engined but had to adhere to a conventional mechanical layout.

Components were sourced from various manufacturers parts bins – Ford Mexico engine, VW Transporter gearbox, Triumph GT6 suspension, Triumph 1500 steering rack, door locks and handles from the Hillman Avenger....



Three prototypes were built, first one used for MIRA crash test, the second was the general test car and the third was destined for the 1974 Earls Court Motor Show.

The Strada Cars Launch Brochure

Unfortunately, the mid-seventies with the oil crisis and national recession were not the ideal time to manufacture and market the model. John Hillier became ill, John Brightly had

management issues and left the company, investor Nick Portway pulled out of the business and the company was liquidated.

Two brothers rescued the dilapidated Strada no.1 from a Norfolk garden in 2016 and gradually restored the Strada to running condition.

With thanks to Roger Martin for the initial information & acknowledgement to Adrian Flux

Additional Strada Information

Hi Chris

Tricky car to guess this month!

At first, I thought it could be an early prototype AC 3000ME since there are some similarities:

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But, it's the greenhouse and rear three quarter that have a hint of Harris Mann's design work... a bit of TR7 here and there.

He did indeed pen this rare car which needed some research to uncover - it's a Strada JB 4/88.

A Suffolk car built in Saxmundham with a Lola Formula Ford based chassis and a Ford crossflow Kent engine - only 3 were built before the project hit the financial buffers.

Stuart Black

Hi Chris, I had given up on this month's mystery car, but I've had another try and came up with a Strada 4-88, seemingly made in Saxmundham.

Can't say I have ever come across this car before, and the styling is not to my personal taste.

Philip Frogg

I agree with Philip, the body style seem to me to be disjointed as if the driver/passenger area (greenhouse) was an afterthought. Difficult car to design when the engine is mid-mounted. Stuart's AC 3000ME photo presents a more balanced profile. (What ever happened to this AC model?) Ed.

CVCVC : Scatter Run 4th September 'Mainly Saints and Sinners'



A warm, dry and calm day. Perfect for a run through the Suffolk countryside especially in a classic car. The start point was Hennessey Lifestyle, Sudbury Road, Great Welnetham. A place to where you can enjoy a snack and / or buy a range of food and even locally roasted coffee. It also offers a good



meeting place with a secure and well surfaced car park with easy access. We were each given a warm welcome at Hennessey's and offered a piping hot drink and a bacon bun. This was good.



We were joined by some members from The Classic Car Club of Bury-St-Edmunds. We all sat at the tables outside, in the sunshine, and had a good natter.

We started to collect together at Hennessey's from about 10am for a start that could be any time after 11am.

As always George Wilder and Susie had worked hard on preparing a detailed map of the 30 places we could visit in our quest to answer up to 25 questions, en-route to our destination at Clare Castle Country Park. George and Susie's 30 questions were clear, provoked consideration and thought and sometimes a little too fiendish.

Stuart looked after the handing out of maps, instructions and questions. (Why 'Saints and Sinners? Churches and public houses were featured). Rose and Chris collected the entrant's signatures and their money for the Run, drink and bacon roll. We had a total of twenty-four entrants in twelve cars.

The couple in each car studied the map, mused the questions, took time to decide upon their route and when ready for the road they were off.

Stuart, Rose and Chris waited until everyone had gone, thanked the staff at Hennessey's and went our separate ways after agreeing our meet up time at Clare.

Clare Castle Country Park had allocated an area for the parking of cars taking part in the Scatter Run that was the grass area of the Inner Bailey and in the shadow of the Motte and Keep. Scatter Run cars could drive through the car park where Stuart and Chris directed the cars to form a line-up of both club's cars.



Rose took on the task of marking the answer sheets.

The first car home was an Austin 8 Tourer the driver of which said something along the lines of 'I am relieved; the car was great and didn't break down!' The small terrier dog lying on the rear passenger seat didn't look at all worried about getting home.

The driver and passenger went to the, conveniently very closely parked, ice-cream van and each enjoyed the largest £2 ice-cream cone we had ever seen. The terrier made do with a drink of water followed by a piece of ice-cream cone. Many enjoyed the time to walk around the parkland and have a drink and cake in the close by, Inner Bailey Cafe.

After a little while a small group of cars arrived, Rose was kept busy marking the questions whilst chatting to the entrants about the answers. George and Susie had, very thoughtfully,

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provided a photograph for each answer. Entrants were heard to say, 'I see', or, 'Oh we should have seen that', or, 'I told you we were wrong!'

A maximum score of 25 was available and we had three of those. Well done D & H G, R & V C and P & A W. The lowest score was 8 and that couple said that they had a great day and stopped (a little too long) at a museum along the way.

A great day. Well done George and Susie!

For interested members, Scatter Run Questions and Answers are available by email request.

Review by Chris Harman

There are additional photos in the CVCVC Website Galley

Members Letters

Hi Chris,

Ongar Memoirs

I was fascinated to read Andrew's letter as our main business was based in Ongar, starting in 1961 with the purchase of the newsagents, Senners. We bought a number of cars from both Whites Garage and Bridge Garage through the 60's and beyond. One of these was a red Cortina GT. (I hope this wasn't one of the ones Andrew Road tested!) That straight road he mentions through Stanford Rivers was the site of Midway Garage owned by Keith Green, the racing driver, from whom my brother bought his ex-racing Lotus Elite. He was partnered by the late Peter Ashcroft, later Ford Competitions Manager. Through my brother's relationship with Pete, they both worked together at Ford in the 50's and early 60's, we were able to borrow, for a short period, the Mikkola/Palm 1000 Lakes Mk1 Escort ETW881G (still around on SORN). Another time we also borrowed a GT70 for display towed by a 3-litre MK 2 Cortina, ('don't drive it on the road'). You couldn't do that these days! Andrew may well have seen my brother or myself driving through the Town in one of our many cars, especially Fords, during the 60's/70's, Cortina GTs, Lotus Cortinas and a 3-litre Superspeed MK3 Cortina plus the Rally Mk 1 Escort. Lots of fun in those days.

Robert Hubbard

If I recall did Superspeed operate from a Ford dealership in Ley Street Ilford? Ed

Hi Chris,

Absolutely right

Our other business was shopfitting and our factory/offices were next door. Again, we bought a number of cars from them over the years, always Fords for obvious reasons. These were often 'paint test' cars e.g., a Capri RS 3.1 in a most violent purple colour. My own 'coke bottle' Cortina was a 2litre GXL before having a 3litre engine planted in it, the engine being built by Dave Rowe, an ex Boreham mechanic. Prior to that my Mk2 Cortina GT had been lowered using the 'standard' lowering kit costing £12. 10s! Around that time we were lucky enough to have Burton Engineering nearby in Eastern Avenue as well.

The more one thinks back the more one remembers!

Robert Hubbard

Should Have Worn Wellies

Chris Harman visited the Rayleigh Arms in Terling to confirm its suitability for our October Midweek Lunchtime Meeting. When reporting back to the Committee he gave a cautious warning to avoid driving through the nearby ford between River Hill and Norman Hill

I suddenly remembered way back in March 1965, I was navigating on a night rally around Essex. Our rally ended prematurely in the middle of Terling ford, with water shorting the engine ignition, plus covering the exhaust pipe! It was a case of removing shoes, socks and rolling up trouser legs and with help of following rally crews we pushed the Consul, *yes I know*, out of the ford and spluttered on a couple of cylinders to the Red Lion in Boreham to dry out.

Chris Sharman

Terling ford was a notorious trial back in the day of plot and bash Road rallying in the 70's. Lots of Minis died in Terling ford!

Bob Chaplin