



## Colne Valley Classic and Vintage Club Newsletter

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



November 2022



**CVCVC 2022 Classic Car Show - Foster Jones's Humber 14/40, Brian Ladell's Riley Kestrel and Leigh Sebba's Morgan Four Plus Four. These three classics attracted considerable attention during this year's show.**

### In This Month's Newsletter

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### Editor's Intro

Summertime ends on the 30<sup>th</sup>, with the clocks going back one hour. This really brings home that winter is approaching. I can remember the late sixties experiment when Summertime continued throughout the year, resulting in daylight until five o'clock, even in December. Downside was that the mornings were darker, with many people travelling to and returning from work in darkness, especially in northern areas.

20<sup>th</sup> October is the date when the CVCVC holds its Annual General Meeting in Great Maplestead Village Hall. In addition to the complimentary buffet, there will be the presentation of trophies to the Classic Vehicle Class and Annual Award winners. Further details on page 2.

The Butchers Arms near Great Dunmow was the September Midweek Lunchtime Venue. The pub was last visited in 2019 and has recently re-opened. An enjoyable lunchtime meeting with several members classics on display for the first time.

Stuart Black was The September Club Evening Speaker giving an illustrated talk on the Mondeo and how he helped Ford spend five billion pounds on the design and development of this model! The talk highlighted the phenomenal cost involved in producing a new model prior to marketing.

The Guess the Car featured this month is another low volume post-war sports car, that unfortunately didn't survive.

Following a well-deserved break, 'Gordon's Goings On' returns this month with a few topics to catch up on.

*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.*

**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 2).**

**Nov 17 Club Evening – Thursday 8pm, Bob Chaplin's Quiz Night - Great Maplestead Village Hall CO9 2FJ24.**

**Nov 24 Midweek Midday Meet Up – The Kings Head Pebmarsh CO9 2NH.**

**Dec 15 CVCVC Christmas Lunch - The Cricketers, Fordham Heath CO3 9TG. Booking details to follow.**

***For 2023, the CVCVC is looking for Club Evening Speakers and recommended pubs for the Midweek Lunchtime Meetings. If you can help, kindly contact Stuart Black***

### Club Information

The CVCVC is open to all enthusiasts with an interest in vintage and classic cars and motorcycles

#### The CVCVC Committee

Chairman	John Goodman
Deputy Chairman & Events Co-ordinator	Stuart Black
Treasurer	Chris Harman
Secretary	Geoff Broad
Membership Sec.	Roger Martin
Newsletter Editor	Chris Sharman
Parish Notices Editor	David Singer
Webmaster	Bob Chaplin
Club Safeguarding Officer	Julie Ingram

## CVCVC Membership

Club Membership is open to enthusiasts with an interest in vintage and classic cars and motorbikes. Membership details can be obtained from Roger Martin

**New Member** We are pleased to welcome Robert Baines who owns a Naylor TF, 2 pre-war Jowetts and a lorry under restoration.

## 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.

### December Newsletter

Would you please forward articles by email or post before Monday 14<sup>th</sup> November.  
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 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.*

**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.**

### **Oct 27 Midweek Middy Meet Up – The Rayleigh Arms Terling CM3 2PW**

The Rayleigh Arms in Terling is a new Midweek Lunchtime venue for the CVCVC, approached only by minor roads. A note of caution, avoid the River Hill and Norman Hill approach through the ford, as even in dry periods the water is deep!

## **The CVCVC Quiz A Motoring Themed Quiz Night 17<sup>th</sup> 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!**

## **Editors Space Filler**

### **Technical Issue – Three Brush Dynamo Compatibility with Modern Sealed Batteries.**

My 1936 Singer has a period 3-brush dynamo- summer/winter switch charging system in conduction with a lead acid battery. I've always purchased lead acid batteries from Lincon, now rather expensive. I did consider a modern sealed one from one of the many suppliers. However, I have recently heard that it's vital to use a battery that is vented, to avoid the possibility of a hydrogen/oxygen gas build up resulting from the 3-phase dynamo overcharging, leading to the battery exploding!

### **Goodwood Revival September 2022**

Chris Harman has informed me that our frequent 'Guess Speaker' Peter De Rousset-Hall attended last month's Goodwood Revival and wrote an article for [Collectors Car World](#). - **Why the Goodwood Revival Is So Addictive**, complete with his superb photos from the event

Peter's article can be viewed online -

<https://collectorscarworld.com/why-goodwood-revival-is-so-addictive/>

### **Footman James Feature - Can I put black and silver number plates on my car?**

Since 1973 we've had yellow rear and white front reflective plates, but what happens if you're the proud owner of a classic car and want to retain every aspect of its authenticity

The [Driver and Vehicle Licensing Agency](#) explained that in 2015 that vehicles manufactured more than 40 years ago were eligible to display the traditional black and silver number plates.

However, from the 1st January 2021, there was a change and going forward, **any vehicle constructed after 1 January 1980 is now ineligible to display the black and silver number plate despite being recorded in the DVLA's historic tax class.**

Those vehicles with a construction date prior to 1st January 1980 will continue to be able to legally display black and silver number plates to avoid any undue costs of replacement.

On top of this, from the 1st January 2021 it will no longer be permissible to fix a new number plate displaying a Euro symbol. Number plates already fixed to vehicles are unaffected. The DVLA will also introduced a new British Standard for number plates produced from 1st September 2021 which will mean all current style number plates that are first fixed to a vehicle from that date must meet the technical requirements contained in that standard.

Before you start your order for a number plate though, your vehicle must also be in the 'historic vehicles' tax class. Details can be found on the [gov.uk website](#) on how to apply for this.

For more information on the rules and regulations around number plates, take a look at the DVLA's [INF104 information booklet](#).  
**With Acknowledgement to Footman James**

## CVCVC September Club Evening *Mondeo – How it was born and why it had to come to an end. My part in helping Ford to spend 5 billion pounds, by Stuart Black.*

Stuart took us through his experience as an engineering program manager on the Mondeo team, describing how the car was created, developed and finally killed off in 2022.



How could it possible cost £5 billion? The bulk of this huge bill was for all the tooling for thousands of new parts needing stamping dies and injection moulding machines plus the castings and machining operations. It was a world car and the program had to pay for assembling cars in Europe and North America plus new engines and gearboxes – it was the addition of all these powertrains that made it so expensive,

but they would go on to be used in other Ford models.

Two cars had a major influence on the car that Mondeo would become. The Sierra was very revolutionary in style compared to the Cortina and the UK customers resisted its jelly mould styling when launched in 1982. Heads rolled in Ford design and, despite its eventual success after a well executed facelift in 1987, Ford became very risk averse on styling for years to come. Mondeo would have the latest cab forward look, but the design was quite conservative. The styling process was explained through the sketch, clay and fibreglass stages to researching alternatives such as these one of eight different themes.



The other influential car was the Mk4 Escort which had very average engineering in response to the cheap and dull GM Astra. Press reception was damning in 1990. New engineering management swept in and transformed the specification of the Mondeo to aim for class leadership.

Stuart described the establishment of objectives, measuring competition, engineering development and the relocation of his family to Belgium. For the first time, prototypes would be built at the plant that would make the production Mondeo in Genk, Flanders. The launch team would have all the decision makers on site and could work with the manufacturing team during the slow prototype build in a pilot plant to ensure a clean start to production.

After months of testing, Mondeo was signed off and given a name (It had been known as program CDW27). Initial favourite was Mistral – no arguments from Maserati, but a firm NEIN from a German surfboard and clothing company called Mistral who wouldn't budge. Lyrus was the next name created by an agency – meant nothing, owned by no-one and hated by

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everyone on the team! Mondeo was available and seemed fitting for a world car.



The press launch was in St Tropez, the journalists went home and the team awaited their verdict.



It was all excellent and a Car of the Year award followed.

The car business continually moves on and Stuart was moved from Electrical to become the Body Engineering Manager for the next generation Mondeo Mk2, CD162. This was a much bigger program than the exterior appearance changes, including upgrades to front end crash structure, suspension, steering, noise

insulation, seats, trim and instrument panel. Stuart became Engineering Launch leader and went off to Belgium again, but commuting weekly by Fordair plane this time to keep some educational stability for his family. After another testing and



busy time with the involvement of Jackie Stewart at the proving ground test drives, the Mk2 was ready to go and the journalists' verdict was even better. It was a good day in the office when your report card looked like this and the team was very proud.

Throughout the Mk1 and Mk2, the teams had also been working on the US derivatives to be made in Kansas City – the Ford Contour and

Mercury Mystique. Stuart described working in a Detroit skunk works to complete an emergency restyle of the planned Mk2 Mystique front end after it bombed in research clinics. From this "toothless shark"....



To this production version in only a few weeks:



Following the Mk2 launch, Stuart left the Mondeo team after seven happy, hardworking years to take on the new generation of small cars based on Ka and Fiesta.

The team's work continued, with the first challenge to come up with a Mondeo based large car to replace the unloved bug-eyed Scorpio.



A stretched Mondeo platform gave rise to the CD165, a very Audi like design:



It didn't progress though. There was only investment to do one other Mondeo based car and the SW164 Cougar got the nod since it would also sell in the US at higher volume. Large car customers increasingly wanted a premium German badge.

The Mark 3 and Mark 4 came and went with longer wheelbases and Ford spinning off more derivatives from the EuCD platform including the S Max, Galaxy, LR Freelander 2 and Volvo range such as the S60.

The Jaguar X type was also derived from a much modified Mk2 platform, hampered by its short wheelbase and cramped rear package to avoid overlap with the S Type.



The final Mondeo was the Mk5 in 2012, which was common with the US Ford Fusion.



However, European Mondeo volume had dropped from the heady days of the Mark 2 in 1997 at 330,000 units per year to only 40,000 units per year in 2019. Customers wanted BMWs and Audis and in the latter years preferred crossover SUVs to saloons. There was no way Ford could invest in a new Mondeo at such low volumes so production ended on April 24<sup>th</sup>, 2022.



To mark the ending of Mondeo, Autocar Editor in Chief Steve Cropley paid us a visit at the Heritage Centre to drive our low mileage Mk1 versus a Mk5. He wrote this in Autocar

***"I found myself wondering why the original owners of this car, had they known the direction UK roads and motoring would take over the next quarter century, would have needed a better one. This Mondeo seemed relevant and modern. This may seem a rather lavish compliment to the designers and engineers of the original car who found a new path for Ford that the modern products still use, but I believe they deserve it."***

A fitting epitaph to a car that had served Ford well for almost 30 years.

**Stuart Black**

## CVCVC September Midweek Lunchtime Meeting at The Butchers Arms



**Graham O'Connor's Mini Scamp and Chris Saunders's Roll Royce 20/50**

A visit to the Butchers Arms. It was a beautiful sunny day and the cold northerly wind had diminished. Not that anyone sat outside but it was pleasant enough for the post lunch tyre kicking. I counted 22 members plus a couple of guests.. As far as I am aware there were no delays in the food service and everyone seemed happy.

It was good to see some returning faces at the lunch notably Chris and Christine Saunders with their lovely Rolls Royce 20/25 and Dave Ward who came along in his shining Alfa Romeo. I haven't seen Peter and Gill Burchett, or their Jaguar XJS, in quite a while so it was good to catch up.

Other members classics included Si Holder Austin A35, Graham O'Connor's Mini Scamp, Keith Dunn's Gilbern Invader Estate, Brian Gibson's MG TF, Andrew Taylor's MGB GT, Mike Watkin's Lancia Fulvia and Chris Watson's Sunbeam Rapier.



**Si Holder's Austin A30 and Andrew Taylor's MGB GT**



**Chris Watson's Sunbeam Rapier and Mike Watkin's Lancia Fulvia**



**Brian Gibson's MG TF and Peter Burchett's Jaguar XJS**

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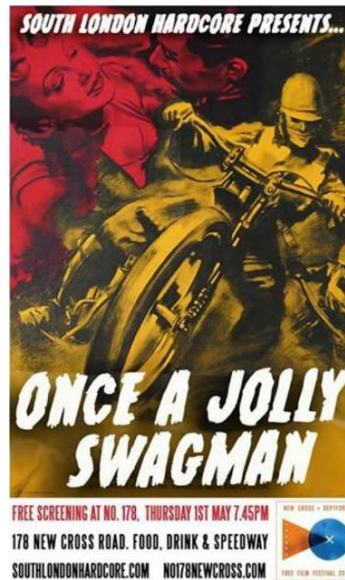


**Dave Ward's Alfa Romeo Giulia and Keith Dunn's Gilbern Invader Estate**

Apologies for any members cars omitted. All in all, I would say a satisfactory lunch venue.

*Report and photos from David Singer*

## Romford Bombers



A few weeks ago, by chance I watched an early post-war film on the London Live channel called "Once a Jolly Swagman". The film revolved around a London lad Bill Fox played by Dirk Bogarde, who in 1937 became a speedway rider for the fictitious "Cobra Speedway Team", eventually becoming the team's star rider resulting in success, fame and fan adoration, but a broken marriage. Following wartime active service, he had the opportunity to re-join the speedway team, but reunites with his wife instead.



The track scenes were shot at live meetings in New Cross Stadium in Southeast London. I had no idea how popular pre-war and immediate post-war speedway meetings were, I gather up to forty thousand spectators regularly attended and the riders were hero worshipped. The specialised speedway methanol J.A.P. powered bikes had one speed, no brakes and minimal suspension to the front wheel only. Injuries were common with very little compensation for the riders.



This film reminded me that way back in 1970, with the girlfriend of the time, we visited the Brooklands Sports Stadium in Romford a few times to watch the Romford Bombers Speedway Team.

The Bombers were initially based in Rochester but lost their track when Kent County Council withdrew permission to race. The team moved to Romford in 1969, Brooklands Sports Stadium was home to the town's football team and the site owners were keen for the speedway team to use Brooklands to improve revenues. The cinders track was rather short at 375 yards, resulting in very quick laps. With 0-60 mph achieved in 3 seconds the four lap races were exciting to watch.

This particular motorcycle sport took racing to a highly dangerous level (the equivalent of balancing on a tightrope) requiring riders to throw and lean their machines into the bends and broadside around without throttling back. If I recall there were usually a few spills, sometimes serious. With overtaking difficult, generally the first rider away from the start-line usually won, providing he didn't slide away during the race!

The speedway bikes hadn't changed much since the 1930s except Jawa power seemed to be the norm. Unfortunately, the ground was sold to developers in 1971 and the Bombers moved to West Ham Stadium for a further season before developers moved in to build on that site.

What happened to the Bombers?

*Chris Sharman*

## Gordon's Goings On November 2022

I apologise to my two readers for having a break since March, but since I hadn't been taking part in club activities for some while, I didn't feel I had much that was relevant to say! However, having spotted that award, I thought I had better get started again to justify receiving it.

Back then, 10% alcohol in petrol was an important issue for those of us with older vehicles, but events have made that seem trivial compared with the problems the world is facing now. And cherishing these old vehicles is of little concern to the public at large.

Heating the garage (and the greenhouse) over winter, as well as keeping the lights on, will now become a real luxury!

I reluctantly parted with my BMW K100 after over thirty years of ownership, as I had been finding it a bit of a handful getting on and off. It was heavy enough to do me a mischief if it was to fall onto me. It's gone to a good home which is the main thing. Lands End to John o Groats, including Inverness to Colchester in one hit, and Lowestoft to St David's Head in Wales were among its trips, and it knew the way to Silverstone and Snetterton. One regret is I never plucked up courage to ride to Spain.

Down to a 125cc Honda Varadero as the go to machine over winter, which is equally reliable if not quite so fast! And of course, the Road Rocket is still on the road.

I took the bike club for a bit of nostalgic ride the other evening, finishing at The Bungalow Diner, Marks Tey. Back in the Sixties, Julia and I often stopped there for a cup of tea and a warmup, on our trips from London to Lowestoft on the old Rocket in the winter, when it was beside the main A12.

Motor sport has continued without much disruption and all the usual suspects have been doing well. Interesting that had the safety car rules that gifted this season's race in Holland to Max Verstappen been applied to the last race of 2021, then Lewis would be world champion. Strange behaviour from those running the pinnacle of motor sport.

The hot weather kept the "tar and chippings" brigade at bay which has to be a good thing. Didn't do much for the gardens though.

Now the darker evenings are setting in, one headlight cars, bicycles with no lights or dazzling ones and now those wonderful electric scooters, all set to catch you out.

What riding I did manage with the bike club was interrupted on every event by some form of road closure, while at the same time managing not to repair any of the numerous potholes that have now become part of our lives. There are more unavoidable potholes on our short journey to the gym here, than all the way from the Channel Tunnel to Spain.

That's something we did manage in May, first time since October 2019! The old Passat performed well, clocking over 60mpg despite the way I drive and including air conditioning, as well as going around Barcelona and Paris each way. Wouldn't it be good to be able to travel 600 miles a day in this country so easily? It's a pity Brexit has made a significant difference to motoring in Europe, just like old times, except we now have UK stickers!

I have just applied for an Esso fuel card via the Porsche Club, which gives a discount on their Synergy fuels and I have read that the 99-octane fuel doesn't contain any alcohol at all. I have noticed that my 911 doesn't like 30mph in fifth gear now, which was something it did with ease before so I shall be giving the Esso Synergy a go.

Not many electric cars on the motorways here, nor in France or Spain for some reason.

No sign of any new power stations coming online here any time soon, so when the rationing starts, it really will be "should I charge the car, put the lights and/or the heating on, or cook the dinner?"

At least we are not dependant on a pipeline for our gas needs. At least with gas terminals at our ports, we can get supplies from any country around the world.

Finally, when I was approached by Nick and Sally, back in the day, to write a bit for the magazine, I was also asked to encourage others to relate their experiences to the readership. It's very rewarding to see that now, lots of you are writing in and with such a depth of knowledge and expertise. Keep at it.

*Gordon Levett*

## Guess the Car



Another post-war low volume sports car that potentially offered so much but was underdeveloped and lacked financial backing. Answers to the editor -