



Colne Valley Classic and Vintage Club Newsletter

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



February 2022



Inspection Time - July 2019, CVCVC Motorcycle Show held at the King's Head Pebmarsh

In This Month's Newsletter

- Future Club Events
- Editor's Space Filler
- Capri on Holiday
- Guess the Car Answer
- Stapleford Tawney Airfield, Post War Motorsport
- Tony Dron Tribute
- Matra Rancho- the First Crossover?
- Gordon's Goings On

Editor's Intro

Wishing you all a Happy New Year, I hope you and your families are keeping safe and well. Coronavirus still seems to be playing peaks and troughs with our lives. For the second year, there are still infection risks. The Committee are monitoring the situation and feel it sensible to postpone January's CVCVC Evening Meeting. Members will be notified on changes/cancellations to the future events schedule

Diverse articles this month, including Stuart Black's Capri on Holiday, Guess the Car Answer, which surprisingly didn't attract any answers. A feature on post-war motor racing on Stapleford Tawney Airfield. A tribute to Tony Dron, the well-known motoring journalist and racing driver.

My Future Copy file is completely empty, why not put pen to paper and produce an article on your classic car/s, motorcycle/s, it could feature the purchase, restoration, maintenance, journeys, etc. Another suggestion would be - *is there one vehicle that you once owned that you still have affection for*. I can reminisce endlessly about my first car, a MK 1 Sprite, during six years of ownership. I had many adventures, made many friends, met my wife. Travelled around the UK, Ireland, France and Spain, included a few crashes and rebuilds. There must be similar tales you can tell.

A reminder to a few members that it's time to renew your CVCVC 2022 Membership. Renewal forms were enclosed with the December Newsletter, however, due to the Club's bank reorganising their charity status accounts, they are not currently accepting on-line payments, members are asked for this year's subscriptions to be paid by cheque.

No one has yet stepped forward to accept the position of Newsletter Editor, if any member is interest and would like a chat or information, please do not hesitate to contact me.

Stay Safe Chris Sharman

FORTHCOMING EVENTS

Coronavirus (COVID-19)

In line with the Government's lockdown requirements, the CVCVC has hoped to 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.

Jan 19 Club Evening – POSTPONED, Speaker - Stuart Black - The Dagenham Heritage Collection. Halstead Football Club CO9 1HR.

Jan 26 CVCVC Committee Meeting POSTPONED Wednesday 7.30pm. Halstead Football Club CO9 1HR.

Jan 27 Midweek Midday Meet Up – Lamarsh Lion, Lamarsh CO8 5EP.

Feb 16 Club Evening – Wednesday 8pm. Speaker - Peter de Rousset-Hall - Motorsport Photography part 3. Halstead Football Club CO9 1HR.

Feb 24 Midweek Midday Meet Up – Red Lion, Sturmer CB9 7ZH.

Feb CVCVC Winter Run Date & Details TBC.

Mar 16 Club Evening - Wednesday 8pm, Speaker - Richard Humphries – Silk from China to the Essex/Suffolk Borders - Halstead Football Club CO9 1HR.

Mar 31 Midweek Midday Meet Up – venue TBC.

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.

March Newsletter

Would you please forward articles by email or post before Monday 14th February.

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

The Club have been successful in arranging speakers for our 2022 Club Nights from February through to May and there will be more to come later in the year.

Stuart Black's January talk on the Dagenham Heritage Collection was postponed due to Coronavirus risks.

February 16th - Club Evening, Peter de Rousset-Hall Motorsport Photography, part 3

Peter has been a guest speaker twice on our Club Evenings. Both captivating evenings with amazing photos. Once again,



Peter will show us some of the stunning photographs that he has taken of racing by different marques, classic and current, from this year's Goodwood Revival Event. Peter is often invited to take photographs and does so from parts of the circuit few of us are allowed to enter.

March 16th - Club Evening - Richard Humphries Silk from China to the Essex Suffolk /Borders

The Humphries Weaving Company Golden Jubilee, 1972 to 2022

Richard Humphries began his own weaving business in 1972, when Warner & Sons had ceased manufacturing in Braintree, after one hundred years. He was their last design apprentice and realising what important cloths woven there could have been lost forever, he began a desperate attempt to save what he could. In rescuing the equipment, clients gave him a chance to get going and begin weaving custom fabrics for them. The firm has gone on to build an international reputation in custom textiles, weaving for the most important lavish and luxurious interiors today, to see in our Royal Palaces and Stately Homes. Richard's talk "Silk from China to the Essex Suffolk /Borders", gives an insight as to why this specialist trade survives here today.

Classic vehicles are also part of his weaving portfolio, with everything from Alfasuds up to Pre-War Bedford coaches.



Richard also owns a 1928 Swift 10hp

Editor's Space Filler 2022 BSA Gold Star Debuts



The new BSA Gold Star was recently unveiled in Europe as the iconic British brand is reborn under Indian ownership. The new bike appears to be the spitting image of a 1950's Gold Star, save for the radiator that signals a switch to liquid cooling.

Although Indian owned, technical development for the new BSA is occurring in the U.K. Looking old school from the profile, the new liquid cooled 652cc single powering the Gold Star is a thoroughly modern DOHC four-valve engine designed by Rotax and making a claimed 45 horsepower and 40.6 foot/pounds of torque. A five-speed gearbox is featured.

Claiming a wet weight of 470 pounds, BSA uses an 18" front wheel and 17" rear and Brembo brakes (the single front disc is 320 mm). The instruments (pictured) are a traditional analog-type. BSA says production will ramp up early this year with retail sales following in the summer. No pricing has been announced.

With acknowledgement to Motorcycle Daily

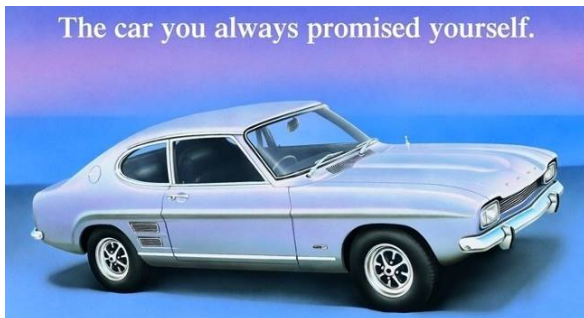
The BSA name was purchased by Classic Legends Private Ltd in 1966, a subsidiary of the Indian Mahindra Group. They had previously brought the Jawa name. The BSA Gold Star has yet to be priced, but its main rival will be the Royal Enfield 650 Interceptor. Personally, I think the retro BSA Gold Star works quite well, except for the large radiator! **Ed**

Capri on Holiday

I've written about Project Sunbird in the Newsletter before, the original Classic Capri which had a short production run of only 2 years and 19,000 cars ending in 1963.



It would be six years before Ford of Britain re-entered the coupe market with the Mk1 Capri which was somewhat more successful, enjoying a 17 year run of 2 million cars.



So... what happened in that six-year gap? It must have pained Ford of Britain not to have a stylish coupe in the line-up, especially as Ford of Germany had a rather swish pillarless Taunus Coupe on sale in Europe in the mid-60s.



In reality, Ford's engineers and stylists in the UK had their hands full with re-doing their mainstream cars and the Corsair was seen as the most profitable styling led future model. "Sporty" customers would be satisfied with the GT and Lotus Cortina. However, you can't stop the studio from generating ideas and a Cortina Coupe was conceived with minimal work and one full scale car was built for evaluation – enter the Cortina Saxon.



This is the only surviving photo of the car that was sent to the US for management assessment and it went no further and was scrapped. I'm sure many of you will have seen this car before in classic car magazines thanks to a fantastic recreation by Colin Ginn. Working only from this one photo (there are none

3

from the front), he spent about 1200 hours converting a 2 door Cortina shell into a running Saxon.

It's been on the show circuit for over 10 years and always draws a huge amount of interest.



However, it wasn't just Ford that looked at filling the Capri gap. Stirling Moss asked Ogle to design a fastback GT based on proven mechanicals that would be reliable and affordable. They chose a Cortina GT as the base car.



Radford were appointed by Ogle to build 2 cars and one was used by Stirling Moss for several years before being lost. Happily the other car still survives.

They had similar ideas down under. Bodycraft were a specialist bodybuilding company used by Ford Australia and were commissioned to build prototype Cortina Coupes. Four cars were made, three 2 doors and one 4 door.



The designs were reviewed by Ford Australia and no further cars were built. The 4 door was kept by the Chief Designer of Ford Australia for nearly 20 years and is still seen at shows in Australia today.

To my eyes, the Saxon has a certain flair, but the Ogle and Bodycraft cars are rather heavy handed and awkward looking. It was probably just as well that Ford of Britain waited a little longer to deliver "The Car You Always Promised Yourself".

Stuart Black

Guess the Car Answer



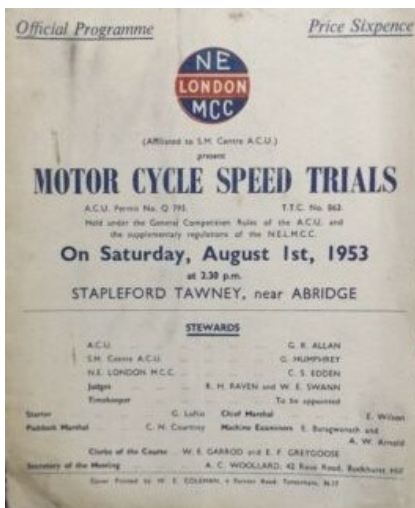
Two photos for this month's Guess the Car feature. A specialist sports car from the 1960s currently having serious maintenance. Surprisingly no guesses on this one.

The Fibreglass Special is an GSM Delta, The car was designed by South African Bob van Nickerk, produced in South Africa from 1959-1964 and in the UK between 1960-61, where approximately 60 were made before the UK company folded due to lack of finances. Available either as a roadster or coupe with the "Anglia" rear window. Powered with a tuned Ford 105E engine and running gear. Later models used the 1500cc Cortina engines. Capable of 100mph plus, they were successful 'Club' racers.

Photos provided by Peter Burchett

Stapleford Tawney Airfield Post War Motor Sport

Blue Miller Editor of Old Bike Mart, mentioned in his July Editorial that Stapleford Tawney Airfield was used for motorcycle racing, but very little history is known. I wrote to Blue Miller with the following information which was published in the September edition of the publication –



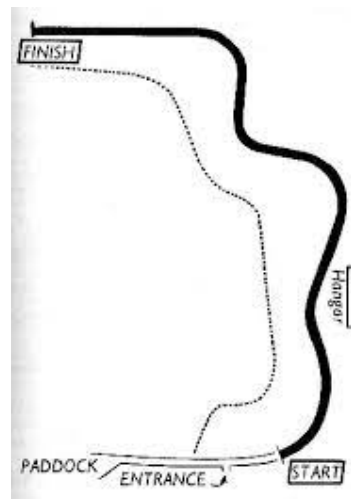
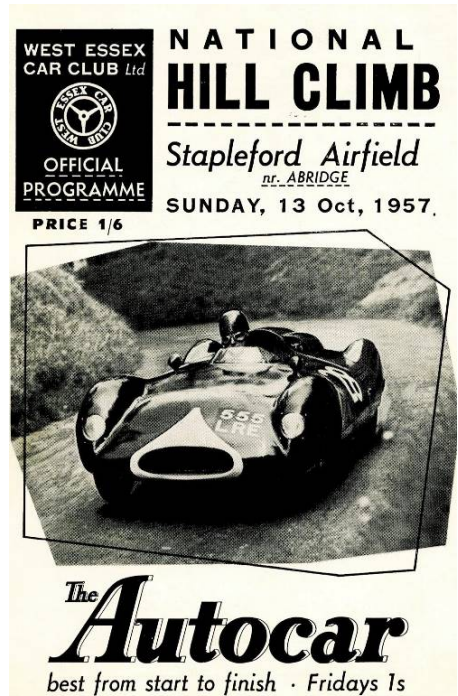
The abandoned military airfield fell into disrepair after the war, fortunately in 1950 the site was purchased by the Frogley family, who commenced remedial work to the runways and buildings. As well as becoming an active aerodrome, the airfield was the occasional venue for motorcycle racing. One of the events, a Motorcycle Speed Trial was held on Saturday 1st

4

August 1953, organised by the NE London Motor Cycle Club. Stapleford Tawney is also mentioned in the book – Racing Line - British Motorcycle Racing in the Golden Age of the Big Single.

Local residents objected to the noise, but eventually planning permission was granted for the running of a motor racing circuit, including a new timekeeper building, but this was never implemented.

Historic information is rather sketchy, but Julian Hunt's book Motorsport Explorer, provides information from 1954 to 1964, concentrating on hill climb events along the eastern perimeter road., (hard to believe, an airfield with a 75ft height variation). The West Essex Car Club organised the events, attracting major competitors including Les Leston and Paul Emery. Competition



cars included 500cc single seaters, a F1 Cooper Climax and Lister Jaguar. Over the 10-year racing period the perimeter road was breaking up, becoming too bumpy to use, with the track closing in 1964.

Hillclimb layout located on the eastern perimeter of the airfield

Possibly other motorsport enthusiasts might have further historical information on Stapleford Tawney motorcycling and racing cars activities.

Chris Sharman

Adding to the Stapleford Tawney Story – published in the December Old Bike Mart

In response to Chris Sharman's letter in September's OBM regarding racing at Stapleford Tawney airfield, here's a photo from the present-day Aero Clubhouse wall of Roger Frogley, it's a shame about the reflective glass, but you get the gist. Sadly, anyone with first-hand knowledge has now passed on. The neighbours still complain about the noise though.

R Johnson



For anyone who doesn't know the name, Roger Frogley was the first *Speedway Star*. As a 19-year-old, the farmer's son from Hoddesdon completed in his first meet at High Beech, just down the road from Stapleford Tawney, on April 14, 1928. Riding a modified Rudge, he won a trophy and launched a career, most of which was spent riding for Crystal Palace Glaziers. In 1929 he rode in 40 races and won 18, including the Star Riders Championship at Wimbledon. When the Crystal Palace track closed in 1932, he retired and later lived in a house on Stapleford Tawney Airfield.

OBM Editor Blue Miller

Tony Dron Tribute



Further to John Goodman's member's Letter last month regarding Tony Dron passing away, John also included a copy of Autosport's tribute to Tony –

To classify Tony Dron who recently died as a journalist racer was missing the point. He was an accomplished professional racing driver who also wrote brilliantly. Those skillsets endured for over forty years.

Dron was unfeasibly tall for single seaters, but from 1968, when he and James Hunt were impecunious front runners in Formula Ford's first season, he won hundreds of races in cars from twenty-four marques, before ongoing breathing problems forced him to hang up his helmet in 2012.

Fifth in the 1974 Spa 24 Hours (with Andy Rouse in a Triumph Dolomite Sprint) and 1982 Nürburgring 1000Km (sharing Richard Lloyd's Porsche 924 Carrera GTR), twelfth & thirteenth at Le Mans in 1982 and 1983 in works 924 Carrera and Richard Cleare's 934 and a Nürburgring 24 Hour class win (BMW M3) topped his international CV.

Educated at London's College of Aeronautical and Automotive Engineering, Dron did not plan to be a wordsmith, but having worked with entrepreneur Nick Brittan, joined Motor as Road Test Editor in 1971. He graduated from the Ford Escort Mexico Challenge to the 1974 British Saloon Car Championship, racing Broadspeed Dolomites alongside Rouse. A solo third in Silverstone's RAC TT enduro, behind two Chevrolet Camaros, marked his rivals' cards.

A Unipart backed F3 season with a March 763 was hampered by the Dolomite engine, which, in air-restricted form, was no match for Novamotor's Toyota. Second and third in the subsequent BSCCs with works 'Dolly Sprints' featured Dron winning six rounds outright, including Silverstone's 1977 British GP and 1978 International Trophy counters.



Dron won the 1978 Porsche 924 title while selling cars for Newcastle dealer Gordon Ramsay. Returning to journalism, he edited *Classic Cars* for more than a decade. Lately his words graced *Octane*.



The proud BRDC member scored countless Historic successes, none greater than a wonderful Goodwood Revival Sussex Trophy hat-trick from 2001-03 in Harry Leventis's ex-Phil Hill/Wolfgang von Trips Ferrari 246S. But his favourite win was the 1999 Eifel Klassik at Nürburgring Nordschleife, beating over 180 rivals from pole in a Ferrari 330 LM/B.

With acknowledgement to Autosport

Matra Rancho, the First Crossover?



Mechanique Aviation et TRAction (Matra) were mainly involved in defence and aviation contracts prior to supplying complete GRP bodies to the Rene Bonnet Company for the lovely Djet model in the early 1960s. A small sporting coupe with the Renault 8 mechanics, some 200 were produced before Bonnet



had financial issues and with debts mounting the car became known as the Matra Bonnet Djet from 1965.

The company's motorsport

programme brought World Championship success in F1 with Jackie Stewart in 1969. Also, taking a hat-trick of Le Mans victories in 1972-73-74 led Matra to maximise this success into showroom interest and they expanded their dealer network by utilising Simca outlets for sales and services with a joint model the Bagheera.



Gordon's Goings On, February 2022

February already?

Greek designer Antonia Volanis took the Simca 1100 van and developed the Rancho, often referred to as a 'faux roader', the model proved popular with car buyers looking for a street biased Range Rover. When Chrysler Europe collapsed in 1979 the remnants were sold to Peugeot, the Bagheera and Rancho models were rebranded Talbot, replacing Simca. The Rancho became Matra's main production model from 1977 to 1984, could this be the first 'Crossover' before the idea was even considered?



Apart from the fibreglass rear section, rust would be the nemesis of the model, although the 1442cc engine borrowed from the Chrysler Alpine rattled before it left the showroom.

Nevertheless, the Rancho offered decent off-road capabilities and it's said the French government gifted one Leonid Brezhnev a Rancho in 1977; unfortunately, it was green; and the Russian Premier considered that unlucky, thus it was hastily re-painted blue.

A total of 56,000 Ranchos were built, far more than Matra expected, of which around 6,000 crossed the channel, very few remain today.

With acknowledgement to CMM

Classic Motorcycle Quiz

1. The AA Sidecar Patrol outfits were usually BSA powered, but what were the blue RAC versions attached to?
2. Who set the last ever motorcycle speed record at Brooklands, riding a Borough Superior?
3. Which motorcycle was built in Steeple Road Tottenham London?
4. Who wanted the Triumph logos to be removed from Marlon Brando's Thunderbird in the film, The Wild Run?
5. Which famous motoring figure came up with the jingle - Opal Fruits, made to make your mouth water?
6. Sold in 2019 for £71,300, a TV favourite went to a new home. Name the make and the two very popular 1970's sitcoms in which this sidecar combination featured.
7. What was the plant material used to manufacture very early motorcycle sidecar bodies?
8. In 1928, which was the largest motorcycle manufacturer in the world?

Answers to be published in the March CVCVC Newsletter

This New Year is already looking very much like the last. Despite government trying to divert attention from it at every opportunity, Covid is going to remain the biggest problem for 2022, and not just for this country. Travel is going to remain difficult and not without risk for quite some time by the look of it. Let's hope things improve so we can make it to Spain, as well as Le Mans.

Driverless cars for Milton Keynes. That has to be an enjoyable experience. Somewhere else to avoid! I'm surprised there isn't a racing series already.

Tesla recalling almost as many cars as it produced last year. Rear camera problems. Mirror comes to mind! Problems with bonnets flying open. They ought to have asked Porsche or Volkswagen how to do it safely!

And if depleting the planet of scarce resources, exploiting low paid workers and encouraging the use of electricity produced by fossil fuel wasn't enough, space is now being invaded by their satellites. Evidently the Chinese aren't very happy about that. They don't want competition anywhere in the universe. Let's hope these other space adventures for the very rich manage to avoid them all.

It would appear that EDF, who are 9 years behind schedule with Hinckley Point and who are in the frame for the new Sizewell reactor, are having problems with reactors they have built in China, as well as major ongoing maintenance problems with those at home in France. What are the chances of Hinckley being finished anytime soon and will Sizewell ever get started? Whatever happens domestic consumers will be picking up the bills while at the same time, as Taxpayers, subsidising electric cars and of course the power cuts that will be almost inevitable. Remember them? I must get some more firewood delivered. Seasoned of course.

A 75-year-old man killed on an electric scooter hardly made the news. Those of us of a certain age will know already we aren't worth any consideration, yet alone if it makes bad publicity for electric scooters! Funnily enough they don't seem to be so popular this time of the year. Funnily enough I haven't done a lot of motorcycling lately either.

I've managed to get the old car out for a few trips, particularly as the weather has been cooperative in raining hard and washing the salt away!

In the end, I had to replace the battery on my old Laguna. It was quite a surprise to see the battery on it was the original Renault battery stamped 11. 2006. The car was delivered to my brother-in-law in January 2007.

As predicted, with some unacceptable driving and an unbelievable decision regarding safety car rules, Verstappen managed to "win" the last race and the championship. I have never understood how cheating can become something acceptable. And I'm sure the worldwide audience were thoroughly confused by the goings on at the end of that race. And when Lewis stayed away from the FIA presentation evening, the president of the FIA said that he might well be penalised for it. He had the gall to say, "Rules are Rules". I think we would all agree. But clearly the race director chose to ignore that!

Whether or not you are a Lewis fan, (and I'm not keen on some of his behaviour), you have to say he did a sterling job through the season, to get in with a chance at that last race.

Bike racing doesn't have such issues, although some of the riding at the front does sometimes look very dangerous at times. Let's hope the racing in 2022 stays safe as well as spectacular.

Gordon Levett

Outstanding CVCVC Subscriptions

A remainder to non-paying members, that the 2022 annual CVCVC renewal subscriptions were due by January 1st. Would you please forward your outstanding cheques at the earliest opportunity, as regrettably no further Newsletters will be sent to non-subscribers.