



## Colne Valley Classic and Vintage Club Newsletter

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



December 2020



2016 CVCVC Cento Miglia Lunchtime Break overlooking Audley End Lake. In the foreground – Kevin Twitchett's Ford GPW Jeep, Derek Wickes's AC Ace and Martin Brown's Morgan +4 Four-Seater

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### Editor's Intro

2021 CVCVC Renewal Forms are enclosed with the Newsletters, no fees required for next year unless you subscribe to a posted Newsletter, further details can be found on the renewal forms.

I hope you and your families and friends are keeping safe. Approaching December and just when life was to some extent returning to normal, firmer Coronavirus lockdown restrictions have returned. Hopefully, people will take heed of the restrictions to reduce virus casualties, enable family/friends' gatherings to take place over the Christmas period.

During this lockdown period, the supply and quality of members articles for the Weekly Parish Notices and Monthly Newsletter have been exceptional. Please keep forwarding articles for both Club publications. Currently my Newsletter Future Copy file is practically empty, I would imagine many of you are carried out additional maintenance and remedial work on your respective classics, in which case why not write an article for the Newsletter and let other members know what you have been working on. Your projects could be an inspiration to others.

Picking out a couple of articles. How amazing that Roger Martin's sister once owned the racing Lotus Elite 8 MPG, featured in Michael Hipperson's book Chasing Elites. Plus,

Chris Harman's quiz idea – "Guess the car from the headlights" has proved a popular feature, with more headlights to follow.

**Stay Safe - Chris Sharman**

### FORTHCOMING EVENTS

#### Coronavirus (COVID-19)

*In line with our Government's lockdown restrictions, the Committee have reluctantly decided to cancel all club activities until further notice. The Committee are monitoring the Coronavirus situation and will keep members informed through the CVCVC Newsletter, Parish Notices and Website as to when the Authorities confirm normal activities can be resumed.*

### Club Information

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

#### The CVCVC Committee

Chairman	John Goodman
Treasurer	Martin Brown
Secretary	Geoff Broad
Membership Sec.	Roger Martin
Newsletter Editor	Chris Sharman
Webmaster	David Singer
Events Co-ordinator	Stuart Black
Committee	Chris Harman
Members	Bob Chaplin

#### CVCVC Membership

Club Membership is open to enthusiasts with an interest in vintage and classic cars and motorbikes.

## 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

### Club Articles

There is always space for 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.

### January Newsletter

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

### 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.*

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## Editor's Space Filler (Until normal services are resumed)

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### Motor Cycling Club 1939 Lands End Trial

How many members viewed this unique historic film published in David Singer's Weekly Parish Notices Monday 26<sup>th</sup> October. Probably the toughest trial of all for 2,3 and 4 wheeled vehicles, poor weather and loose gravel, 1 in 3 gradient hills. A severe test of man & machine. To view the film -

<https://youtu.be/5GB5nWbVbYl>

Sadly, this year's Lands End Trial was cancelled due to the Coronavirus outbreak.

### Thank Goodness for Redex

A short while ago, my pre-war Singer suffered from a fuel shortage. I managed to coax the car home after a series of stops and restarts. Not a pleasant experience with the Singer stationary on country lanes, where most cars now seem to be driven like rally cars!

Then the investigation began – The SU fuel pump was ticking like a Vickers machine gun and the fuel line to the petrol tank was clear, the blockage was finally traced to the suction pipe within the tank. It was fifteen years since I cleaned out the tank, so there must have been a build-up of sediment. Feeding a length of wire into the tank outlet pipe didn't work as an elbow bend restricted the wire reaching the blockage. Fortunately, the suction end of the pipe within the tank is accessible once the tank drain plug is removed. I had to drain three gallons of petrol by stages into petrol cans, via an old washing up bowl. Not easy. I was just thankful no one smokes these days, as the petrol fumes waffled beyond the driveway created a danger zone for half an hour. Surprisingly, the petrol was clean, although there were quite large flakes, rather like varnish floating in the petrol. Even with clear access to prod inside the suction pipe nozzle the blockage remained firm. I remembered that there were proprietary products on the market to clean fuel injectors of built up deposits, I also remembered I had a unopened bottle of Redex in my garage, hardly state of the art technology but worth trying.



I formed a vertical upstand to drip feed Redex into the blocked tank pipe by soldering an end nipple/BSP nut fitting on to a length of 5/16" copper pipe, formed a 90 deg. bend and secured the upstand to the tank outlet union and with the aid of a small funnel from a Mamod model traction engine, dripped fed Redex into the blocked pipe. After a few minutes, dirty Redex appeared from the suction pipe dropping through the drain plug orifice into a tupperware tub. I continued pouring Redex through the tank pipe until a steady flow come out of the pick-up nozzle. As a further check I blasted air from a foot pump connected into the upstand via a length of flexible hose to ensure the pipe was clear.

With access available to the suction pipe nozzle within the petrol tank, I thought it prudent to fit a filter to the nozzle. I bought a mesh tea-strainer and cut the mesh from the frame and trimmed into a square., using a 12mm drill as a former, I rolled the gauze into a cylinder and placed rubber pipe metal end collars both ends. Mesh was placed in the bottom collar and the DIY filter was slid 30mm up the 5/16" dia. suction pipe. The tank drain plug supports the base of the filter. Petrol now passes through the filter before entering the pickup nozzle.

Hopefully, this filter will stop future deposits seeping through the fuel line.

**Chris Sharman**

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## Another Ride or an Adventure Peter Sprot - part 3

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Next morning we set our sat nav for Brindisi and had made a booking on the ferry, it was a long way but the traffic was very light and quite a few of the other drivers waved and gave thumbs up as we passed. As I pulled away from having filled the bike with petrol just outside Brindisi I noticed that the speedo had failed. It was still adding miles but no longer showing the speed. It was nothing more than a minor irritation because before leaving home I had fitted a bicycle speedometer in the centre of the handlebars and set it to show the speed in kph. The part I did use on the chronometric speedo was the trip to tell me when to fill up with petrol and that still worked. The five inch Vincent speedo is a complicated device and not the thing to tinker with one's self, it is mounted on the wrong side of the suspension so it takes all the bumps and bangs un-dampened and my bike had been getting more than its fair share of bumps during the trips so far. The ferry to Patras on the Greek Peloponnese was fantastic. We were the only bikers on board; there were about 50 cars but mostly trucks. We met two American girls who I guess were in their early twenties. They were going to backpack around the Greek islands. We chatted with them for a while in the ships nicely appointed restaurant. Afterwards in the bar we noticed that the Greek truck drivers had descended on them like flies round a honey pot. I went to bed early leaving Graham to enjoy a beer and read his book in

the bar. He told me that they came to seek sanctuary with him once the drivers got drunk. We met the girls in the morning and as they did not have a cabin they had slept on the chairs in the main lounge. One of them said she woke at 3am to find two of the drivers staring down on them. I said to Graham that he should have invited them to stay with us as we had two spare bunks in our cabin and after all we are British! (And old enough to be their fathers) We mentioned this to the girls and they said that strangely enough several of the Greek truck drivers had suggested the very same thing but from the look on the girl's faces I got the distinct impression that with hind sight if Graham had offered sanctuary they would have jumped at the chance.

The sun was shining brightly on a beautiful Greek morning as I waited under the shade of a large palm tree in the port of Patras for Graham to get a signal from the satellites which tell his sat nav where he is. Call me old fashioned but I never did get to like that thing and often prayed for it to fail. They are great if you are absolutely lost or if you need to find a very specific address and even then I would only look at it when I am as close as I can get with a map. I was beginning to get the impression that Graham couldn't move unless he was under instruction. I think it was later that very same day that I was vilified but at the same time I could have kissed the sat nav for taking us down one of the best roads I have ever in my life been down.

Being a sporty person Graham wanted to visit the birthplace of the Olympic Games Olympia, so from Patras we headed south to what was to me totally uninspirational Olympia. You would have thought there would be some kind of magnificent entrance



or fantastic centre to this place which everyone has heard of but nothing of the sort. It was just a boring non-event of a town. If there were historic memorabilia, we missed it. Anyway, it got ticked off from that fictional list of places to visit before you die and from there the sat nav was asked to take us to the historic town of Sparta. Not using the sat nav gave me a good sense for the general direction of where we were heading at any time and I also tended to read the road signs and when Graham went straight on passing a sign saying turn left for Sparta 52k I thought 'here we go' and for the next hour and a half the road was really great, I was loving it and I could tell from the way Graham was riding, he was enjoying it also. Then we turned left at a sign saying Sparta 57k entered the town of Kalamata and stopped for a drink. We both commented what a nice road we had just come down and laughed at how the sat nav had taken us on such a circuitous route little did we know that the next 57 kilometres were going to be even better as we rode through the

Messinian mountains towards Sparta. As we sat drinking a coke an elderly couple stopped on a moped and admired the Vincent, they were Dutch and were using the moped as a shopping trolley to keep the campervan out of town. He recognised the bike as a Rapide and took a few photos. I thought I'd be able to get petrol but it was Saturday evening and the one station we rode past was closed so I had to try to get to Sparta on not a lot of fuel. So, what would you do given one of the best roads of your life, would you go slow and conserve fuel to get to your destination or would you throw caution to the wind enjoy the ride and let fate decide what happens if you run out of petrol? I chose the latter overtaking Graham early on thinking that if I'm in the lead and I run out of fuel he will come along soon after and find me.

What a fantastic road that was. I was so impressed. When I reached what was obviously the top of the climb before the long decent into Sparta, I stopped at what I thought was a restaurant and looked into the petrol tank. The last 12k was downhill so I might have made it. I left the bike where Graham would see it and went into the café and ordered a beer. Graham arrived and after telling me some history wisely suggested that he goes into Sparta and tries to find me some petrol as the next day is Sunday and they might be shut. While he was gone I thought that if he gets petrol then that is good and I can continue with confidence, if he doesn't then I'm going to have to try to get to Sparta on what I have. It was then that I noticed that the café wasn't a café it was a hotel. So I booked two rooms at a very reasonable rate of 25 Euros per room and waited for Graham who took ages but returned with a see through plastic bottle holding about 5 litres of petrol which was to stay packed on my bike until Austria. That night we met with a chap called Barry who was from New Zealand and has been working as a caretaker in an apartment block very close to Graham's other house in Chelsea London. He was taking a week to drive his hire car to Athens.

Graham took the opportunity to tell us both about the strange people of ancient Sparta, he said they left weak infants on top of the mountain to die near where we were and had a very odd upbringing. He told us about the Spartan girls being called the 'thigh flashers' and how they enslaved the Helots from the local area. I asked why they were called thigh flashers and he said it was because they wore red tunics split along the side virtually to the waist. They also used to do gymnastics naked, but then at that time the men fought wars naked –odd bunch really. After a nice meal and a good sleep

I woke to see that the bikes had changed colour While I slept light rain had fallen which contained a yellow dust coating everything. I've seen this dust carried by rain before while on holiday in Malta, it comes from the deserts of Africa the difference being that in Malta it is usually red. I was watching the staff hosing the dust off the outside tables and floor when I noticed the trees also had a lighter hue than the day before. I had wiped it all off the Vincent before Graham appeared, wiped the seat of his BMW and went for breakfast.

As we ate, we heard bikes coming fast up the mountain towards us. They stopped at the café for breakfast and I saw they were three modern Triumph's. I went to talk to the riders and although they could speak English, they were not very interested in chatting, so I left them to it.

Soon after we had finished our strong coffee's we walked to our rooms which were out the back of the café and across a yard packed the bikes changed into our riding clothes and rode the bikes around the front of the café stopping to hand in the keys to the rooms. Suddenly we were transformed from not being 'cool' enough to talk to, to being the highlight of the bikers' day. They were all over the Vincent, they took photos, they asked questions and when it started first kick they applauded. I confess to putting on a show by overtaking Graham before the first bend while still in sight of the café. As I said earlier Graham is very slow through the bends, so it was not impolite of me to pass him from the start. Sparta was 12k from the café and downhill all the way, so I reached it and found a petrol station open before running out and had filled before Graham arrived. Later I told Graham that although I thought Sparta had great significant historic interest it was another non-event in terms of things to see but I had collected a souvenir which I hope would

stay with me for a long time. I had topped up my front tyre with Spartan air. The realising that we were as far south as we intended to go and every mile from now on would be homeward, I told Graham I'd had enough and was going home. He saw the significance and laughed.

With the sat nav pointing us towards Athens we set off passing through Tripoli through Argos, the place not the shop! Calling in at Mycenae where due to a misunderstanding by both of us I lost Graham because at the very moment I stopped for petrol watching him stop ahead I assumed he had seen me and he assumed I had seen him then turn right to visit the ancient ruin. So, fuelled up I set off without turning right trying to catch him realising after ten miles or so that something was wrong. I stopped and phoned Graham who was waiting for me at the ruin. We agreed that I would give that particular heap of stones a miss, so I bought a coke and sat in the shade of a large tree watching the world go by till he caught up.

There is a narrow spit of land at Korinthos separating the Peloponnese from the Greek mainland and it was about ten miles or so before then that we noticed the traffic getting busier. Neither of us wanted to stay in Athens overnight but I did want to see (if only glance) at the Acropolis so I gritted my teeth and adjusted the slack on the clutch before heading into that hot bustling city. We couldn't get anywhere near the Acropolis which although it has a fantastic new museum nearby, I knew it wasn't open for another few weeks. We were both so hot that we satisfied our curiosity with a glance and headed out of the city towards what we hoped would be cooler air.



Marathon was to be our next port of call. Graham has run in several marathons and is, as I write, training to run a marathon up the Jungfrau with more than half the marathon being uphill. (This midlife crisis is hitting him harder than most!) I wanted to go to Marathon so I could get off my bike, run a few steps and for the rest of my life be able to put my hand on my heart and say I ran in a marathon. Getting there made me feel as if I had run the distance because as we rode along the motorway I ran out of petrol. I had signalled to Graham that I was very low, so he was watching and as I chugged to a halt, he went on looking for a station. I could see a turn off ahead and if I could get to it Graham would not have to ride for miles to bring the fuel, so I started pushing. It was hot and the last part was up hill but the Spartan air in my tyres must have helped because after a few stops to get my breath I was off the motorway and could see Graham at a garage filling the bottle.

By the time we reached Marathon and found a nice little hotel on the sea front overlooking the warm and inviting Aegean Sea, it was evening and a little cooler after another day where the temperature had seldom dropped below 37c. As I unpacked the bags I looked at the oil tight engine feeling pleased at how



well the Vincent was running despite the extreme heat then I smiled remembering earlier in the day stopping while Graham walked off to examine a pile of stones,

there was no shade so with my jacket off I sat on a wall next to the bike which was parked in direct sunlight in a large square used by the tourist coaches. As I sat, I watched the thermometer on the bicycle type speedo fitted to the Vincent handlebars climb to 43c then 47c then it failed.

Just after it reached its limit and failed a car pulled up about 15 metres away across the square. I think it was a Volkswagen Golf about ten years old. The driver wound down his window and shouted, 'Hey Mister,' I looked up wiping the sweat from my eyes as he continued. 'You give me that bike, I give you this car' I smiled and shouted back to him, 'Does it have air conditioning?' 'No' he replied laughing before taking a picture and driving off.

The hotel at Marathon wasn't properly open as they didn't consider the holiday season to have started but they gave us chalet type room on the beachfront, nevertheless. We had not been able to post up our messages and pictures onto our web site for several days due to us staying at places without internet access so at this place we needed to make an effort. The only place we could get a wireless signal was in the reception which was a five minute walk from the chalet so we made a start by talking to families via the computer using Skype which is free then we decided to eat and return to upload pictures. The food was rubbish and while Graham spoke to his daughter on his mobile I returned to the reception entering through the rear through a large room which had lots of cushions on the floor and a few people milling around. I settled in the large reception as more people arrived and started eating a spread of food laid out for them. Then things started to fall into place as I realised that they were all absolutely silent. If they wanted to speak they would leave the room with the person and whisper. There was an air of calm I found rather comforting as they left the main reception to the large room, sat on the cushions and began singing a Buddhist chant. The leader looked the double of the Dalia Lama and he sat silent, eyes closed as they repeated the same chant over and over again. Graham arrived and I signalled for him to remain silent. The chant continued until we left the room around an hour later.

**To be continued**

**Peter Sprot**

## Guess the Car Answer



**Peugeot 202 Berline Sedan manufactured from 1939**

Correct answers from Stuart Black, Bob Chaplin & Philip Frogg, with Ian Johnson, Roger Martin & John Goodman half right, guessing only the manufacturer Peugeot.

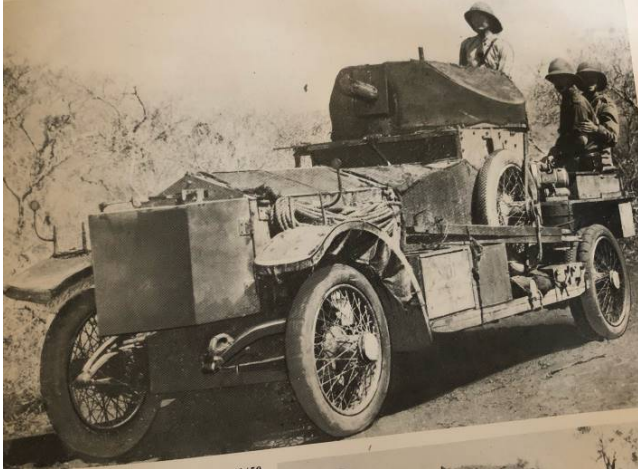
1133cc OHV Engine, 3 speed gearbox independent front suspension, capable of 60mph plus. A very modern design when compared with the small mass-produced British cars of the period – Austin, Ford, Hillman, Morris, Singer Standard Wolesley.... Still clothed in mid-thirties styling and beam front axles.

## A History of Rolls-Royce - part 4

### The Great War –

#### T E Lawrence of Arabia and Walter Owen Bentley

As soon as war was declared production of all small horsepower chassis was stopped to allow more Silver Ghost chassis to be made. These chassis were not fitted with bespoke bodywork but stayed in the factory to be fitted with identical armour-plated bodies which had a fixed gun turret containing a 303-machine gun with 150 deg. arc of fire.



These armoured cars were assigned to the Royal Tank Regiment who used them on many fronts during the Great War. Despite their enormous weight they were capable of travelling at 60mph even on soft sand. Being silent, faster and more manoeuvrable than tracked versions, they were very useful for surprise attacks on enemy strongholds.

Thomas Edward Lawrence had a squadron of Roll-Royce armoured cars which he used for sabotaging Turkish railway lines running through Palestine and Arabia used to transport guns and ammunition.

Walter Owen Bentley served as an engineering officer in the Royal Navy and is thought of as the Father of the Royal Naval Air Service.

Although famed for designing his rotary BR1 aero engine. He designed and developed a steam catapult which was mounted on the front gun turret of a capital warship. By steaming full ahead into the prevailing wind, the catapult could launch a Sopwith sea plane which would then fly ahead of the warship looking for enemy shipping. Once the aircraft had spotted the enemy, the observer would use an aldis lamp to signal the location of the enemy back to the warship and direct gunfire to sink it.

On returning to the warship the aircraft would land in the lee of the warship and a steam crane behind the front gun turret would lift it out of the water and place it back on its catapult.

W O Bentley also designed the perfected the steam crane.

**Mike Crees**

## My Sister's ex-Lotus Elite 8 MPG

The mention of Lotus Elites reminds me that my sister Kate and her (first) husband had a Lotus Elite back in period and I remember being absolutely astonished at its cornering capabilities compared to my MGA - my brother-in-law taking roundabouts at, to me, almost unbelievable speeds.

I also remember it as possibly the least reliable car we ever had in the family and certainly put me off Lotii for life. Apart from ongoing problems with the disc brakes and the Weber carburettors, the inlet manifold decided to crack when they were camping in the South of France, necessitating a 1000 mile round trip by her father in law to deliver a spare.



**Camping in the South of France – then dark blue**

However, its unreliability as a road car may have been due to it actually being a race car, and quite a successful one too, taking Roger Nathan to many wins and circuit lap records in 1963 when he also won the National Autosport Championship



**8 MPG being raced at Goodwood early sixties**

The car has survived and a few years back my sister spotted it racing at Goodwood, when the owner kindly gave my sister a lap or two of the circuit. She says it was off song on the day just as it so often was back when her husband owned it!



**Recent Goodwood Meeting**



Kate gets a ride in 8MPH at Goodwood

Roger Martin

## Mustang Powered MG ZT



There was a brief feature in the August Newsletter on the MG ZT 260. There quite a response from a few of our committee members waxing lyrically over the model and deservingly so. Despite limited development funds, with engineering assistance of Prodrive, MG Rover managed to transform a large front-wheel drive saloon car into a V8 powered rear wheel drive high-performance model, with performance to rival similar sized continental saloons. In 2003 the ZT 260 cost from £29,000. remarkable value. The model was in production from 2002-2005 with over 850 MG and Rover variants made.

### Technical Information

Ford Mustang Specification – 4600cc V8 single overhead cam per bank. 2 valves per cylinder, 260 bhp and 410NM torque. The engine had a cast iron block with aluminium heads. Choice of 5-speed manual gearbox or automatic. Rear wheel drive with limited slip differential. Lowered suspension and AP vented disc brakes. Continental Sport M3 tyres. 155 mph (limited) 0-60 mph 6.2 seconds. Fuel consumption 22mpg driven carefully!

The Mg ZT 260 may appear to be just another model in the MG ZT range, but Prodrive had completely redesigned the inner structure of the transverse engine front wheel drive ZT into a conventional longitudinal mounted engine rear wheel drive version. With minimal alterations to the cabin area, a transmission tunnel slightly reduced footwell space and the rear axle differential reduce the capacity of the boot and removal of a spare wheel. Externally the ZT 260 looked similar to the straight four and vee six-cylinder models in the range, making the ZT 260 the perfect Q Car.

The Ford Mustang engine although down on power with similar rival makes generated tremendous lowdown and mid speed power and torque. A supercharged version of this engine was to be introduced delivering 385 bhp providing a marked increase in performance, sufficient to rival the BMW Five series. Unfortunately, the closure of MG Rover prevent production although a few development cars were produced.

A concept ZT was built - XPowered 500 ZT with a 500 bhp supercharged 32 valve engine, 6-speed gearbox, flared lightweight bodywork. Fortunately, this unique car has survived having expertly been restored under the guidance of the MG Owners Club.



Chris Sharman

### Mustang Powered MG ZT – Continued -

**Stuart Black has personal experience driving a modern Ford Mustang and draws a comparison with the Mustang powered ZT -**

The engine in the current Mustang is related to the one in the MG ZT 260. They both use versions of the "Modular" alloy block but not much would be interchangeable - the bore spacing is the same. The MG engine is rated at 260hp compared to the Mustang at 449hp. Aside from the displacement increase from 4.6L to 5.0L, there are many other changes to turn the engine into the "Coyote" unit used in the Mustang and these are primarily:

- New alloy block with extensive ribbing to increase strength.
- New DOHC per bank alloy cylinder heads with 4 valves per cylinder ilo 2 valves.
- Variable valve timing to advance and retard intake and exhaust cam timing independently of each other.
- New intake, fuel injection and plenum designs.
- Change in firing order.

Performance wise, the MG ZT260 Auto can reach 0-60 in 7 seconds which is quick for a 4-seater saloon. The 5.0L Mustang Auto does it in 4.5 seconds and I can verify the horizon rushes towards you at surprising speed accompanied by an addictive thunderous bellow from the V8. Greta Thunberg would not be happy but I'm smiling!

Stuart Black

### How to change a Ford Kuga or Focus, and probably Mondeo Front spring, the un-official way!

Back in the 1970's I started rallying, firstly local club 12 car events, then moved up to Restricted rallies. I rallied first an Anglia 105E, then after a tree jumped into the road, a Mk2 Cortina GT and later another Anglia, a 123E Super.

All this required regular front suspension rebuilds. As McPherson strut coil springs hold an awful lot of energy when compressed, I bought a Sykes/Pickavant set of spring compressors, these were sold by Ripspeed, they were specifically designed to fit inside the front turrets of Anglia's, Cortina's and Mk1 Escorts, they cost then a small fortune. The ability to compress the spring, undo the strut ram top nut and drop the strut leaving the top mount in situ saved a lot of time and effort. I have continually used them over the years and they

are still in perfect working order, a testament to buying quality tools.

The scourge of modern roads, potholes. As a result, the Kuga needed new front springs. I purchased new springs, the job looked straightforward, so I got started. The modern Ford McPherson strut set up is a lot more sophisticated than the 60/70s set up I used to work on and what the Anglia has. The strut itself is separate from the hub carrier, it fits into a socket and is locked in place by a 15mm headed pinch bolt. So, the official way to do the job, wheel off, anti-roll bar linkage detached, ABS sensor unplugged, slip brake pipe out of carrier, undo pinch bolt, use bottle jack between hub carrier and spring platform to push strut out, release top mount bolts, drop strut. On bench, compress spring, change spring and re-assemble in reverse order.

I start on the nearside, I get to the pinch bolt bit except it's not budging! Long extension bar and my Snap-On 15mm socket splits! I order a 15mm impact socket and put it all back together again. Socket arrives, try again, impact wrench won't budge it! Long extension bar and impact socket only starts to round the head off! Its now serious, any further attempts will either shear the bolt off, or the bolt head will go, either way it means stripping the front suspension down to get the hub carrier out, try using oxy-acetylene to heat the bolt up, or drilling the bolt out and re-cutting the thread. Its Plan B time!

I find my 1970's compressors will fit inside the turret and I can compress the spring, I wonder, can I get the spring in and out without splitting the strut from the hub carrier? I remove the windscreen lower trim panel, this means wiper arms off as well, under this is a water deflecting panel and under that, a top strut bracing bar, this is bolted onto the turret to top mount bolts and the bulkhead, with this off I can access the strut ram top nut. With the spring compressed, I lower the strut assembly and the top mount drops down, I undo the ram nut, and after finding the top mount housing is in two pieces and contains an open ball race as the bearings all fell out! (I found them all, eventually) I could jiggle the spring and top mount out, after pushing the ram all the way in!

Now to put in the new spring!

Of course, the new spring is 1½ taller because the old one had broken just above the retaining lower coil. I would have to compress the new spring a lot more than the old one. With the spring clamped firmly in the vice, with my modern large compressors and my 70's compressors together, so 4x compressors, I compressed the spring. Stepson Jason is in the RAF, he gave me some time ago, some RAF 'magic string' this stuff looks like nylon cord but has enormous breaking strain. I coiled 3 coils each side of the spring where the modern compressors had clamped the spring and tied them, at least I had some sort of safety in place. I then removed the modern compressors leaving the 70's ones and the string compressing the spring. I reassembled the top mount, if you do it upside down, the bearings don't fall out! The top mount has a rubber bump stop inside and a bellows attached to keep road muck off the ram, I unclipped the bellows and pushed it down onto the bottom of the strut with a cable tie to keep it down. Another cable tie to keep the ram fully down, (its under hydraulic pressure, so always fully extends). I then managed to jiggle the spring in and onto the platform, it is located by the end of the spring. By pulling the strut and spring backwards and a bit of jiggling the top mount goes in and locates in the top of the spring. Then I released the ram cable tie, as it started to push itself up by hydraulic pressure, I put the bump-stop over the ram, then into the top mount. The top mount has a moulded bump on it, this identifies the end of the spring. I then slipped the ram nut on and turned it until it met the nyloc, huge sigh of relief! I pushed the bump stop up into the top mount and then undid the cable tie and re-clipped the bellows onto the mount. The top mount plate has two moulded bumps, this is engine side, with this lined up I jacked up the whole assembly and put in the three bolts, tightened everything up, I then cut the magic string and uncompressed the clamps. Job done!

The offside was a repeat of the above, the pinch bolt also solid. After the learning curve of the nearside, this time I compressed the spring, dropped the whole strut assembly,

unclipped the bellows, prised out the bump stop, then undid the ram nut, prised the top mount out of the spring without splitting it and releasing the ball bearings! Slipped the spring out, pushed the ram right down with a long screwdriver and cable tied it. Cable tied the bellows, spring in, mount in and then as nearside, it took just over an hour. Reassembly was the reverse, strut brace, trim panel, wiper arms etc.

So, you can change a spring without removing the strut! It would appear from others who have done this job that up to about 65-70K miles the pinch bolt undoes, after that it fuses itself solid, a similar thing happens to Mazda MX5 wishbone bolts apparently!

Having gone this far I decided to fit new front discs and pads as a slight brake judder was beginning to appear, I had already changed the rear disc's last year. The front discs are only held in place by interference with the wheel studs and are clamped when the wheel goes on. The offside came off easy, the nearside refused to budge. It had rusted itself solid onto the drive flange. I ended up ripping the disc apart with my hydraulic puller, chopping the remains of the disc off the centre disc boss, then drilling the boss across and splitting it with a cold chisel!



Offside



Nearside

Bob Chaplin

## Bits & Pieces

How good is your vehicle recognition -  
Guess the cars from the headlights – Answers



### A Ford Zodiac MK3

Correct answer from -

Stuart Black, Philip Frogg, John Goodman, Graham O'Connor & Ian Johnson



### B Alfa Romeo GTV Spider

Correct answer from

Stuart Black, Philip Frogg, John Goodman, Graham O'Connor, Ian Johnson & David Singer



Photos provided by Chris Harman  
More to guess next month

## Ford Manufactured Merlin Aero Engines

*Stuart Black's article on Merlin Aero Engines was enlightening because Ford "GB" was manufacturing war equipment, while I understand from the 'War Factories' documentary series on Yesterday, Ford USA wouldn't until Pearl Harbour December 1941, when after the parent company went into overdrive. I contacted Stuart on this story and he replied.....*

Yes Chris, that's correct. Henry Ford was anti-war and hated President Roosevelt so would not allow Ford US to make war equipment until after Pearl Harbour. Ford of Britain operated with a fair degree of autonomy so went ahead with production of Merlins, trucks and Bren gun carriers. This led to an incredibly inefficient obstacle when it came to sourcing Merlins for the Mustang in the US. Despite all the work done by Ford of Britain, cranky old Henry said no to Ford US taking the work. Instead, it went to Packard who had to go through the same mass production conversion of RR's design all over again! 200 Packard engineers worked on redesigning the drawings that 37 people at Ford had already done. They never asked for Ford's cooperation although Henry might have declined. What a waste.

**Stuart Black**

## Members Letters

Hello Chris

**Tilbury- Gravesend Ferry** My aunt lived in Strood (Medway Towns) in the 60's, and her husband had a business that paralleled my fathers, they worked together sometimes. As a result we visited on a monthly basis, the trip on the ferry was for me a highlight of an often nerve wracking drive there and back, as a small kid it seemed a bit like a voyage!. The ferry crews were highly organised and loading and un-loading was carried out very fast. At times the queues for the ferries were stretched back a long way either side. If the ferry wasn't working, it meant a long drive to the Blackwall tunnel. BR who ran the ferries were proposing to expand it in the early 60's until the tunnel was started. The decision to close the ferry and scrap Tessa and Mimie, in hindsight was short sighted. Very quickly the tunnel was at full capacity, a second tunnel and then the bridge all quickly full to capacity. The ferries would have provided an alternative, especially for linking the South Essex and Medway towns. A bridge from Canvey Island to the Isle of Grain was proposed some years ago, but the Richard Montgomery stopped any chance of that, due to disturbing it, the resulting explosion would dwarf the Beirut one!

**Regarding the Peugeot 202**, I was once on holiday in France in the early 90's staying in Bourges, at a small country garage between Bourges and St Armond was a line of these parked at the back, all in various stages of decomposition. The garage owner refused to sell one!

**Bob Chaplin**

Hi Chris

I'll write something about the Lancia Aprilia very soon. meanwhile do you remember I offered my MG YA to members of the club before putting it on car and classic. It was sold within a few days. Its new owner lives in Wellington New Zealand. and has invited me and my wife to visit once the car arrives and this cursed virus is no more. We may well take up the offer.

*Fast forward to October...*

The MG YA has now reached Auckland. Both myself and the new owner followed its progress using an app called Marine Traffic.

It started by being loaded onto a huge container ship at Southampton and headed south and into the Mediterranean passing close to Malta as it steamed towards its first stop at Port Said then through the Suez canal to stop at Oman then non-stop to Singapore where it stayed in port for a week before getting into another ship first to Brisbane then Sydney then onto Tauranga South of Auckland where it stayed in the container and came by truck to Wellington. Only there the seal was broken and the container opened for the car to begin the first of three examinations which are reported to be the hardest in the

world. As I write I await the outcome of these. I have become a good friend of the new owner, so I told him if it doesn't start, I'll pop over with a set of jump leads.

**Peter Sprot**

## Gordon's Goings On December 2020

December already! This year will be one to remember, but for all the wrong reasons! The lock down for November was inevitable, and by the time you read this, we will know what will be allowed for Christmas. Let's hope it does the trick, but I'm not holding my breath. I did read that "we are not all in the same boat, but we are all in the same storm." A drive down to Spain is still looking a long way off!

Another struggle to keep the cars and bikes up and running, without breaking the rules although four weeks is better than four months. It's clear that any form of gathering for any car or bike club is not going to happen for some time. We are considering running our annual Photo competition for our bike club which is something that can be done online. And no annual presentation evening. The only thing I have managed is to support the Air Ambulance with a donation for a ride alone instead of their annual Sunday bike run. As it turned out some 600 or more riders raised over £16,000, so that was good. Lots of charities and venues will be struggling to survive.

Full fuel tanks all round and thermostatic heaters for the 911 and the Rocket. The other cars will have to take their chances, although all the bikes are inside.

Greenhouse all filled with overwintering stuff, and leeks, parsnips and next year's cabbages in the veg plot. Digging has started! Dahlias still look lovely and getting them up will soon be another job.

It's good to read David's weekly contributions, and especially to see some bikes being purchased. Perhaps we will get a ride out together next year!

When I read about members experiences, with both their travelling adventures, as well as amazing restoration projects, what little I have done over the years pale into insignificance. I'm so pleased that so many of you are writing up these stories for us all to read and marvel at. Let us hope we can all get round to adding to the motoring adventures in 2021.

Interesting to see that a British inventor, playing around with the idea of a hydrogen powered vehicle, has managed to get a plant built using liquid air, compressed via surplus electricity generation, and then allowed to evaporate and drive generating turbines, is being trialled as an alternative to batteries for energy storage. Very eco-friendly, no depletion of the earth's resources unlike batteries, and sited almost anywhere there is air and electricity! Additional benefits are an extra source of oxygen, argon, and other gases, by fractionation, and a refrigeration effect which could be harnessed for a cold store. And just imagine if he manages a small unit for cars! Goodbye to electric and hybrid cars? Remember what a game changer steam became and this is very similar. And devised by a British inventor!

HS2 is still going ahead despite public transports unlikely to regain its popularity. I've still to meet anyone who is looking forward to travelling on HS2 although we will all have the benefit of paying for its construction. Commuting is almost certainly to become considered as anti-social, so why is HS2 being built?

Motor sport, even when it makes its way onto TV, has become a shadow of its former self, with strange circuits and no spectators becoming the norm, both for bikes and cars. No Le Mans no Moto GP, No British GP and no trip to the Isle of Man for us this year. And with the political baggage now attached to it all, and I'm not sure I want to go to watch it. Quite how Lewis can square up racing in Saudi Arabia next year with his current stance will be interesting! I look forward to the explanation!

Johnathan Rea has won WSB for the sixth time, but so far the BBC hasn't mentioned it. Moto GP gets no mention either. And the trailers for Top Gear have so far failed to get me to watch it! And why are football match scores read out on national news? Is the BBC fit for purpose? Any way I hope you are all keeping safe, and that we will be able to enjoy our classic machines next year.

**Gordon Levett**