

Colne Valley Classic and Vintage Club Newsletter

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



May 2023.

2022 End of Winter Run



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Editor's Intro

So after the driest February and hosepipe bans looming we have had the wettest March for 41 years. It must have rained every day! More interesting articles this month, but I need some more please, so put your keyboard fingers on or it's more of my drivet coming!

Be careful out there Bob Chaplin



The Club's major driving event will be held on June 4th 2023. Based on a theme of bygone railways the run will visit three heritage railway preservation locations following as closely as possible to disused and still used railway lines. So, book the date – Please let George Wilder know if you are interested in taking part in the event by email or text/phone as soon as possible.

"The Entry Fee will be £25 per car with a crew of two. Further occupants will be £7.50 per head. Entry covers the special Rally Plaque, route book and instructions and coffee/tea at the start along with entry costs to the places we visit."

FORTHCOMING EVENTS

Coronavirus

Members will be informed through the CVCVC Newsletters and Parish Notices if there are changes to the Government regulations.

Apr 20 Club Evening – Thursday 8pm, Speaker Peter Tatum – Thomas Telford. Great Maplestead Village Hall CO9 2FJ.

Apr 23 Drive it day run see details in newsletter.

Apr 26 Committee Meeting – 7.30pm The Bell Castle Heddingham CO9 3EJ.

Apr 27 Mid-Week Meet Up The Chequers, The Street, Great Tey CO6 1JS.

May 18th Club Evening—Thursday 8pm Speaker Ashley Cooper—see page 10 for more information

June 4th Classic Lines Cento Miglia

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 & Webmaster	Bob Chaplin
Committee Member	Chris Sharman
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, that didn't go to plan, or restoration and technical stories. New feature ideas are always welcomed.

June Newsletter

Would you please forward articles by email or post before 1st June
Bob Chaplin.

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.

Club Notices

Evening Speakers

For 2023 and 2024, the CVCVC is looking for Club Evening Speakers

and recommended pubs for the Midweek Lunchtime Meetings. If you can help, kindly contact Stuart Black

Drive it Day and the CVCVC Spring Run Sunday 23 April 2023



The Club is organising a simple straightforward and pleasant

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easy Sunday morning run to celebrate the day – it's also St George's Day and the date of the London Marathon!

The run on April 23rd will be starting at the Waitrose Store in Sudbury – cars in the free car park, with signing on in the Café there from 10.00 to 10.30 am.

The route will wander through North Essex and South Suffolk for a couple of hours or so ending in Lavenham around midday. It will use normal country roads avoiding, where possible, any single lane tracks. The navigation will be easy – simple tulip diagrams and notes – there will be NO questions nor will a special licence be required.

The end of the run in Lavenham will be the large public car adjacent to the Cock Horse Inn. If entrants are thinking of lunching in Lavenham it is advisable to book one of the several eating venues around as they can get busy on a Sunday.

If you have not already done so and intend joining the event, please let George Wilder know by email or text. We need to know how many route instructions to print!

The CVCVC entry fee will be £5 payable on the day.

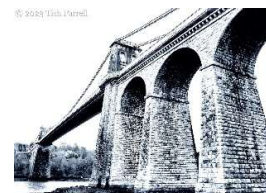
Entrants are encouraged to buy a £10 Drive It Day Rally Plaque in aid of the NSPCC – buy from here <https://www.driveitday.co.uk/shop>

Future CVCVC Events

Speaker for Thursday 20th April @ Great Maplestead Village Hall.

Peter Tatum on Thomas Telford.

Telford was the man responsible for the canals and some of the first major Civil Engineering projects in the world. His work often overshadowed by that of Brunel, but together they built Britain.



Monthly Meeting Review

On the evening of Thursday 16th March, we were treated to a talk by Spike. The subject of the talk was 'Terrorism; a UK perspective'.

In 2016 Spike retired from his senior role of working at the highest levels of law enforcement within the Police Counter Terrorism section of our Governments special forces. He has, since then, set up his own specialist business of providing specialist training for staff involved with the need to monitor and advise upon the security of events, implement and undertake search processes, to have awareness of terrorism threats and techniques, respond to threats to life or bomb threats and to develop leadership skills necessary for such serious events.

Our Counter Terrorism forces, who are highly regarded worldwide, operate under a code of Pursue, Prevent, Protect, Prepare. Spike's specialism was looking after the safety of people in crowded places such as major busy streets, the 2012 Olympic Park, the transport network and our energy infrastructure amongst a cluster of other areas for potential strikes from terrorists. One person can do a lot of damage in places such as those. Spike's extensive experience of 'being in the front' line has given him a useful insight into many of the ways of terrorists. Right wing terrorists account for about 25% of current investigations.

Our Counter Terrorism forces are diligent in continually checking many threads consecutively; it only takes one terrorist to get through to cause havoc. Havoc doesn't, thankfully, occur very often; it is thanks to Spike and his colleagues that we can rest easily and enjoy our freedom.

Monthly Midweek Lunchtime Meeting Review

Midday mid-week meet up. Horse and Groom at Cornish Hall End. 30th March 2023



What a great turnout. 42 CVCVC'ers and 1 guest enjoyed a warm welcome and good food at the Horse & Groom. That must be one of the best turnouts for a midday mid-week

meeting. It was a surprise for the three hardworking staff at The Horse & Groom as I had told Debbie at the pub, '*...Same format as before, about 25 to 30 people expected; about 15 classic cars need to park in your car park....*'.

Debbie, on her own, prepared, from scratch, 43 meals of excellent quality and of sizeable portions. She didn't emerge from the kitchen until all the food was prepared and served and she still had a smile. All meals brought to our tables by a smiling Paula.



Martyn was manning the bar, taking orders and kept the hot drinks flowing. Thank you.

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The atmosphere in and outside was a lovely hum of friends chatting. Lots of chatting about cars interspersed with talk about past and future holidays and travels, looking forward to getting out in the garden, when is the rain going to stop and the upcoming Drive It Day.



A couple had to leave early to take someone to the airport to fly back to South Africa and the rest of us mingled in the pub and then wandered out to the car park to run an eye over the classic cars. I couldn't take either of my cars as I had recently had minor surgery on my foot and the thought of maybe having to stand on the brakes put paid to that.

An enjoyable lunch with our classic car loving friends.

Chris Harman

Non CVCVC Events FYI

6th Roxwell Classic, Sport & Supercar Drive "2023 Coronation Drive" Saturday 15th July 2023 start 9.30 to 10.30am All classic, sports and supercars welcome. In Aid of the Roxwell Church Modernisation Fund £25 per vehicle Entries at your own risk. To book a place please email dmrosebnk@hotmail.co.uk

From Keith & Sue Heywood

Steeple Bumpstead Free Car Show Part of Coronation Celebrations Call Chris Bailey on 07904446839 to book in or for further details
Email ianwestrope99@yahoo.co.uk
Sun 7th May

From the CVCVC Website

Former CVCVC member Rob Irvine is organising classic cars at the **Stebbing Fete** on the 17th September. He has invited any members of the CVCVC to join the show and the driver, last year, was given a free beer / tea / coffee. He is limited to 115 cars and they nearly made that number last time and he expects it to be full, this year. In the first instance if any member is interested could they make contact with Rob by calling / texting him on 07843 513510.

From David Singer

Saffron Walden Crank Up 23rd & 24th April

Info <https://swcrankup.co.uk/about-us/>

Lavenham Classic (known as the Rare Breeds previously)

This event is back on for the 27th August with a new organiser, hopefully they will review the entrant's admission.

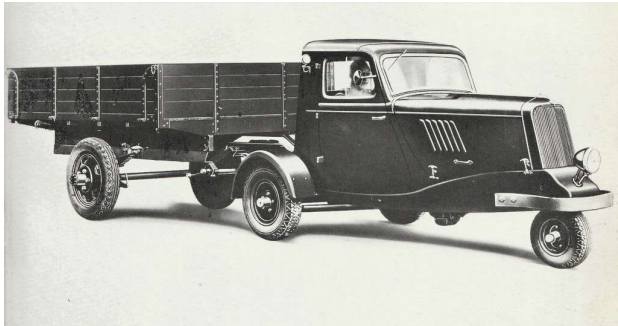
Last year they charged entrants to display cars, and no CVCVC members entered, but if interested contact the editor for info.

Both from George Wilder

CVCVC Articles.....

Three Wheels on My Wagon

Oddities.... Besides the well-known three wheeled cars (one short of a full set in my humble opinion) such as Morgan, Reliant, Bond and various bubble cars, there was a time when commercial vehicles threw a front wheel in the bin. Even Ford joined the party with the Fordson tug.



This three wheeled baby lorry was based on the Model Y car and was introduced in 1935 at the time when manoeuvrable tugs were needed to move loads around in confined spaces. Ford must have been trying to win some of Scammell's business. Scammell had carved out a niche with these three wheelers since they introduced the Napier based Mechanical Horse in 1933, designed to replace the horses used by the railway companies to pull wagons.



Most ubiquitous of all was the tug that followed in 1948 – the Scammell Scarab.



I'm sure we all remember these from our childhood. Scarabs were deployed all over the UK, especially by British Railways to move parcels around stations and the surrounding area. I think that a BR Scarab is the first vehicle that I have any memory of when I was a toddler in the late 50s, watching them chugging up our road to the station in Peterhead, Aberdeenshire. Powered by Scammell's own 2 litre side valve petrol engines, they were limited to about 20mph but had great pulling power and exceptional manoeuvrability with the steering having 360 degrees rotation.

A couple of Scarabs were employed in a place where some of you may have seen them on your travels under the Thames.



They were used to recover vehicles that broke down in the Dartford Tunnel and their ability to turn on a sixpence was particularly useful in the days when there was only a single bore two-way tunnel before the new second tunnel opened in 1980. They could spin round 180 degrees inside the tunnel in one go. A ton of ballast was needed over the front wheel to stop them tipping up when towing so the drivers must have had huge biceps! Astonishingly, they remained in service from 1963 until retirement in 1993.

So... how did Ford fare taking on Scammell? After all, they became the masters of light commercial vehicles and creators of the mighty Transit.

The numbers speak for themselves. Scammell sold over 30,000 three wheeled towing tugs. Ford did not benefit quite as much when they lost a wheel from the Model Y.... only 111 tugs were sold.

However, one rare Fordson Tug has been saved for posterity and must be the oddest vehicle in the Ford Heritage Collection. Our particular tug was used in the Bournville factory to shift loads of Cadbury's chocolate.



We even have the original Cadbury's order dated 11th August 1937 for One Ford Tug at £164.5s.0d incl. delivery:

FROM		ALWAYS
CADBURY BROS. LTD. Joint Buying Dept.		QUOTE
J. S. FRY & SONS, LTD. BOURNVILLE Engd. 11th AUGUST 1937		ORDER
J. Pich & Sons Ltd., Victoria Street, Bristol.		EFY 101 7004
		PRICE
1 - 1937 Ford "Tug" @.....	£185. 0. 0d.	
less fleet owners' discount of 18%.....	25. 2. 6d.	
Plus delivery charges.....	£164. 17. 6d.	
	2. 7. 6d.	
	£164. 5. 0d.	
As per your quotation of the 9th inst.		
Invoice to be sent to Bournville.		

Apparently, talking at the Bournville factory is frowned upon. When you're there, you need to Wispa..... Chocs away!

Stuart Black

I hate, loathe and detest banger racing. It stems back to those days in the late 60's when as a lad I went Stock Car racing at Haringey, Walthamstow and West Ham. The bangers started to appear at these events as the last race, I hated it, seeing Mk1 and Mk2 Zodiacs, Cambridges, Westminster's, Jaguar Mk1s and Mk2s being destroyed, the amount of punishment a Mk2 Zodiac could take and still keep going was amazing. The last race meeting I went to was at Walthamstow, the banger race was for small bangers, the grid composed mainly of Ford 100E's Standard 8s and Austin A30/35's. By one of the A30's was a group of guys and one of them was getting very angry. To cut a long story short this guy's friends simply sat on the track in front of the grid to stop the race from starting (Stop Oil note they didn't invent sit downs'!) The A30 was eventually removed from the grid to the safety of the infield and once the carnage was over it was taken to safety. The A30 was Graham Hill's car from when he first started racing and teaching at Brands Hatch, and it is now restored and used in Classic Saloon racing, The angry guy had spotted the lowered suspension and negative camber and realised the A30 was something a bit special, after this I stopped going.

Looking at this superb XK150, you will be amazed at the history of this car. The XK was being restored and the owner



was getting to the final stages when unfortunately, he was taken seriously ill and subsequently died. He had left instructions that should this happen the car was to be finished, however his widow, who it seems hated him and the car even more, decided to sell the car on the condition it be scrapped. When the scrap yard arrived to collect it, they tried to give her a proper value but she insisted all she wanted was £100 and they had to scrap the car in front of her. They cut the roof off with angle grinders and removed parts until she was satisfied.

The scrap yard then stripped the car and the mortal remains including the shell and roof were bought by 'Plonker' the pseudonym of a well-known banger racer. Plonker invested a large amount of money and time and subsequently the XK appeared at Ipswich stadium in 2010 at a Jaguar 'Classic Banger' race. The XK was subsequently broadsided and shoved into the barriers, fortunately surviving being completely destroyed.

Plonker was about to prepare the XK for its next race when he was deluged with requests to sell the car, including several 'death threats' from Jaguar enthusiasts worldwide, the fact the race had appeared on You-Tube added to the infamy around the car.



Plonker then decided to sell the XK and it was bought to save it from further destruction. It was subsequently purchased by a father and son restoration team from Norfolk.

They were aware of the saga and furor surrounding the car but they had purchased it as a donor car for a project. They stripped the wrecked rear end off, and found the chassis had survived intact. The bulkhead was also perfect, so the car was savable!

They subsequently restored the car to its present condition, this involved cutting the roof off again as Plonker had not accurately aligned it. One half shaft was bent as a result of the broadside, they had to make a new rear end, find doors and a bonnet, and an interior.

However, they had decided to fit a roll cage to strengthen the car as a result of having the roof cut off twice, with this the decision was made not to restore it to 'concours' condition but as a 'Track car' for sprints and track days, keeping the scars of the roof cutting visible on the chromework.

They found the chassis number despite Plonker disposing of the VIN plate and with this they were able to recover the XK's original registration.

The car is stunning after all that work which brings us to a future topic for the newsletter, How far is 'Too Far Gone'. BC

Rebuilding a Singer Le Mans Part 1

I bought the car from Pam Evans the widow of Mike Evans who had himself bought the car on the 28th December 1962 ready, to take his new bride away on honeymoon. Pam Evans had of



course a deep emotional attachment to the car given the length of her and her husband's 52-year ownership. It was clear when I went to Swansea to view the car for the first time that I was being interviewed to determine if I was a fit and proper person to take over the

ownership. I passed the unstated criteria and brought the car home in December 2012

The pictures show the car in the 80s when the car had been painted red and with a temporary bonnet top and incorrect windscreen and at a club rally.

So, Singer Le Mans CZ 7051 first registered in Belfast on the 18th December 1934 and delivered to Miss Warburton of 27,



Maxwell Road, Bangor, Co Down, NI, and originally painted ivory and green came into my ownership.

The car ran. It went but wouldn't stop. It changed gear happily until reverse was selected without the car being completely still (and I mean

completely) when it selected 2nd gear as well. The doors opened but they also did without warning going around corners as the ash frame flexed. So, I decided to rebuild the Singer from the chassis up.

The Singer's engine popped out of the bare chassis without any issues. The cunning chassis protection system on 1930s cars had ensured the chassis was rust free and bolts and nuts easy to remove. If the engines of the period had been oil tight it would have been a different story, indeed many chassis would not have survived. The downside was cleaning 35 years of oil and grease from the underside.

As I took some of the engine auxiliaries off, I discovered why I was correct in taking the car down to the chassis, The cast iron exhaust / inlet manifold fell in pieces into my hand as I pulled it gently from the studs and the dynamo turned out to have been 'cooked' at some time in the past.

Singer engines of the period have the possibility of various combinations of crankshaft and cylinder head design, so I was intrigued to discover what engine internals I had inherited.

The little 972cc overhead cam Singer engine supposedly put out 38 horse power at 5000 rpm when new. Its RAC rating was 8.9 hp and to keep it below 9 hp (when the tax rating changed) it has small bores and a long stroke, in this case 60mm bores and a stroke of 86mm. Crankshafts came in two designs a so called 'bent wire' design which with two bearings speaks for itself and a later counterbalanced crank also two bearing.

6 Cylinder heads had bath tub or hemispherical combustion chambers.



My engine had the 'bent wire' crank and a bathtub head. The head was in generally good condition the major problems being the valve guides, cam shaft and the rockers, all being badly worn, in some places right through the case hardening.

Cambridge Rebores in Burwell did an excellent job cleaning, skimming, repairing and putting in Helicoil inserts where the threads for the water manifold studs had corroded away.

The Singer has a double chain drive operating the overhead camshaft. One chain from the crankshaft to an intermediate idler and one from the idler to the camshaft. The bottom chain also drives the dynamo and, through a skew gear, the distributor. Getting the timing set up is time consuming and requires patience. Chris Sharman and I (although mainly Chris) took four hours to set it up and this with the benefit of the engine on the bench.

Whilst the Singer's engine design is in many respects elegant it



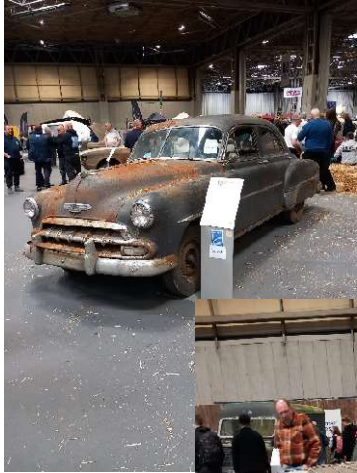
is also quite complex so that it is easy to see that as soon as the car left the care of Singer main dealers in the 1930's the average owner would have struggled with timing adjustment. It has been suggested that this relative complexity combined with the Singer Companies policy of not publishing technical materials, to keep their main dealers happy, contributed to their demise.

I bought a new skinned ash frame from Tim Barker in Nottingham; he had made a superb job of it including the reskinning in aluminium per the original car. He was able to reuse the old scuttle top with the rather complex curves, sundry brackets and door fittings. Sadly, there was not one piece of the old ash frame that was salvageable but...it was 80 years old.

I asked Tim to make me a pair of aluminium side pieces to match the old top, this he did leaving an inch of extra aluminium at each end to allow me to trim off once I had set up the tub at one end and the rad/rad cowl at the other.

Geoff Broad

Practical Classics Restoration Show NEC



From top left

The 'Barn Find Section'

Mk1 Cortina two door, recovered from a South London front garden after 30 + years under a tarpaulin, basically sound, no engine or gearbox but what a find, and for sale, I was sorely tempted!!

This Chevy had been originally supplied to Kenya where it was purchased by an ex-pat who took it to the Isle of Man where it ended up in a barn, about to be restored.

Jaguar found in a collapsed shed. A weekends work!

Austin van, one owner, home for a cat for the last few years.

This superb Studebaker was found in an Idaho barn, a period 'Hot-Rod' built to resemble a GP car. The owners plan to keep it in this condition but fully running, the Ultimate 'Rat-Rod'?

Series 2 Land-rover LWB, with armoured body, possibly one of the first Bullion vans, built for a Steelworks to transport the pay for the workforce. Will be rebuilt in this format, bulkhead a complete basket case, but otherwise ok.

Vanden Plas, Princess R the one with the Rolls Royce armoured car engine and gallons to the mile performance! Car complete and un-molested.

From the show

3 door Sierra Cosworth, fantastic condition, blistering performance and yours for just £80.000.

Rover BRM, eat your heart out John Goodman! The BRM club had two cars on the stand plus one being worked on.

The Ant Anstead Mazda MX5 racer from the TV challenge,

The chassis unit, now jigged and with approval. now you too can build one as he is selling these chassis kits. You just need a rotten MX5 and some time.

Fuzz Townshend doing his thing on the stage area. There were the usual suspects at the show, Fuzz, Ant Anstead, Mike Brewer, etc plus the Practical Classics stand where they were restoring a Reliant Scimitar in real time, plus a line-up of previous features cars.

This superb special from the same guys as the Studebaker.

They recover US barn finds for the UK market cars and bikes, this car was built from parts recovered as part of their purchases.

It's a special in the style of per-war Indianapolis cars, it has twin Ford A side valve engines linked together and uses period parts.

Guess the Car Answer



Triumph Fury 1964

The idea was a car between the Spitfire and the TR range, both of which used a conventional ladder chassis with separate body.

The Fury was to be of unitary construction and design as per all Triumphs of the time by Michelotti . One car was built using the engine and power train from a Triumph 2000. However, management would not entertain a new production line and instead pressed on with a revised TR but the Fury did lead to the GT6 project where a 6-cylinder engine was shoehorned into a Spitfire. The car still exists and is owned by a film production company.

Well done Phillip Frogg, Stuart Black, Ian Johnson, Lee Sebba and Richard Stanbridge

This month's Guess the Car.



Another lost opportunity what is it?

Meet the Committee Part 4 – Bob Chaplin



I'm the club's newsletter editor and webmaster, I live in Great Maplestead with wife Janice and our miniature Schnauzer Rosie. I've been a CVCVC member since 2005 the same year Janice and I met!

The first car I can remember was my grandfathers (Pop Chaplin) Ford Pilot, in fact Pop started off my love of motorsport as well.



He had worked for Straker Squire and JAP as a production manager in today's jargon and took me as a kid to Speedway and then BRISCA F1 Stock cars. The days of Chick Woodroffe, Jim Esau, Ellis Ford and others. It was fast

noisy and great.

At 16 I started with a BSA 250 bike recovered from a garden hedge, rebuilt it and passed my bike test. Now I was mobile and first got involved in Motorsport by marshalling with a friend who was a member of TEAC. This was down at Lydden Hill for rallycross, this then turned to circuit racing as well. I also marshalled at a number of European events, Le-Mans, Monaco, Spa and the Nurnberging.

I passed my test in an Anglia and my first car was an Anglia, it was soon going rallying as I had joined a local rally club doing 12car events. The first Anglia died when a tree jumped into the road, this was replaced with a Cortina MK2 Gt. This was rallied until I had the chance to buy a Morgan 4/4 but this needed a complete rebuild so another Anglia this time a Super 123E was built up for rallying. I had joined WECC and Frank my navigator



and I worked our way up to Masters level by winning the SEEAC Essex rally and coming 3rd overall in thick fog on a HWAC event. However, with the end of 'Plot and Bash' road rallies plus Frank moving away for his work I went racing instead in the now rebuilt Morgan

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The Morgan went through two major rebuilds, the second one caused by my only racing accident when at a meeting at Brands Hatch I was having a terrific scrap with a Lotus Elan, when he spun in front of me on Paddock bend, I had nowhere



to go and T boned him, He was ok but the marshals swept the Elan up! I competed in a number of the Birkett Six-hour relay races with the local Morgan Car Club centre, Anglemog, this was when it was a racing centre.. My

final season of racing was the Garrelli championship in 1982 where I finished 4th in class with 1x outright win and 2x class wins.

I worked in the Fire and Security industry for over 40 years, all in major projects as a commissioning technician, systems designer and project manager Originally for Modern Alarms which then became ADT. When ADT collapsed, I joined Honeywell a large US company in their Fire Systems division. Some of the Major projects I did over the years, Barking & Dagenham Town Centre CCTV design and manage, Swiss Re Tower (Gherkin) Fire and Voice Alarm design. Rampton high security hospital Staff attack system. Warsaw Airport, Poland, fibre network. Ford Dunton new fire alarm fibre network and graphics package. Some of the projects were very 'interesting'. Being rescued by the police when a CCTV survey went dramatically wrong in a drug dealers drop off point was one. Being locked in a cell 'for my own safety' in Peterhead prison when a riot broke out was also memorable!

Apart from cars and bikes I like aviation, railways especially steam and music, Rock music, not rock and roll. I have been to many concerts over the years but the memorable ones are The Who at Charlton, certainly the loudest! Queen at Knebworth, Freddie's last show! And the most memorable, Pink Floyd at the old Wembley Stadium in 1990 simply the best concert I have ever seen.

Classics in the garage? Series 3 1971 SWB land-Rover, total rebuild from an ex-greenlander, Anglia Super 123E Class 1 historic rally car. Also rebuilt from wreck status, Morris 8 pre-series coachbuilt van owned from 1971 now finally its being rebuilt! Honda CG motorbike.



Bob Chaplin

Members Letters

Seen in Colchester First Site Art Gallery

Saw a good review of the First Site exhibition so went along and saw a nice TR6 and the caption. She is an established artist.



Leigh Sebba

The Late Summer/Autumn annual Scatter Rally

Volunteer/s needed.

I have been running the Scatter Rally for about 10 years now, this year I am also co-organising the Drive-it-day run and the Cento Miglia

So, I think it is now the time and opportunity for some else to organise the Scatter Rally. Of course, guidance and advice available. We join a Car Club to use our cars surely so let's use them!

No volunteer/s no Scatter Rally/Autumn run.

George gwider@btinternet.com or 07742 006260

Members Out & About Section

An idea from Roger Martin. Would CVCVC members like to send a picture of their car / bike etc at a suitable picturesque location for inclusion in the Newsletter, if so, please send to the editor. To make a start, here is Roger Martin's MGA at the Moulton Packhorse bridge near Newmarket.



May 18th Club Night Talk

Heroes of the Suffolk-Essex Border. The talk on Thursday 18th May will be given by Gestingthorpe farmer and well-known local historian, Ashley Cooper.

Ashley has a Roman villa on his farm and has considerable knowledge on the history of the peoples of East Anglia over the thousands of years up to relatively recent times and especially the history of Roman settlements in the counties of Essex and Suffolk. Ashley's talk will take a look at some characters from the past who left their mark, in one way or another. You will enjoy an all-embracing talk, that covers a multitude of subjects. However, we expect that he will also give it a slight 'transport' theme. Ashley will, no doubt, give us an interesting, amusing, factual and interactive talk...