

Colne Valley Classic and Vintage Club Newsletter

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



April 2023.

2019 Winter Run



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Editor's Intro

So driest February and hosepipe bans looming? Still cold in the workshop though, and while finishing the newsletter it's a blizzard outside! Still roadworks everywhere although the roadworks at the Kirby Cross / Clacton junction, where they have installed a filter lane are finally finished. Just how long does it take to do a simple alteration... months? Lots of interesting articles this month, but I need some more please, so put your keyboard fingers on or it's more of my drivel 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 – entries will be able to be made from the end of April when full details will be available.

FORTHCOMING EVENTS

Coronavirus

In line with the Government's requirements, the CVCVC has commenced monthly Midweek Lunchtime meetings and Evening events. Members will be informed through the CVCVC Newsletters and Parish Notices if there are changes to the Government regulations.

Mar 16 Club Evening – Thursday 8pm, Spike – Terrorism -A
Mar 30 Midweek Midday Meet Up – Horse & Groom Cornish Hall End CM7 4HF.

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.

June 4th Lost Lines Cento Miglia Details to follow

Club Information

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

The CVCVC Committee

Chairman	John Goodman
Deputy Chairman & Events Co-ordinator	Stuart Black
Treasurer	Chris Harman
Secretary	Geoff Broad
Membership Sec.	Roger Martin
Newsletter Editor & 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.

April Newsletter

Would you please forward articles by email or post before 1st April
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

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 16th March

Terrorism- a UK Perspective. Our speaker, 'Spike', will take us through some of the events that could have or did affect the security of us all using his vast experience through his senior position within UK Counter Terrorism Policing.

You will have heard, through the media, of terrorism that changed our world or could have changed our world. You are unlikely to have heard what had happened 'behind the scenes' and how our security services acted to keep us safe and sound.



'Spike' has, as a Police Counter Terrorism specialist, has been at the forefront within UK Terrorism Protective Policing in keeping us safe and sound. His talk will be enlightening and thought provoking.

We look forward to seeing you there.

During and following this talk no photographs are to be taken, no recording devices to be used and no taking of notes to be allowed

Monthly Meeting Review 16th February

The Semi-Pro Sixties with David Caulfield

David's talk to a good turn-out of 34 club members and guests was about life in bands during the 'swinging 60's and beyond into the 70's. He explained how music changed dramatically



following the 'rock and roll' music introduced by Bill Hailey and then a flood including Elvis Presley. This generated a British response with bands like the Shadows, with Hank Marvin. This also coincided with the availability of affordable electric guitars mostly cheap Japanese copies of Fender

Stratocasters, plus a Bert Weedon teach yourself guitar manual.

David learnt to play and was quickly involved in the local club and pub circuit around what is now called 'Metropolitan Essex' Leyton, Wanstead, Ilford etc. As he progressed musically so the bands improved and he told many humorous stories of 'life on the road'.



The title The semi-Pro 'meant bands that didn't play professionally, i.e., they had a job during the week and played at the weekends or in the evenings. Classic light commercials featured as band transportation, with at first an Austin Devon van, then a



Bedford CA until finally they worked up to a Mk1 Transit. The Mk1 Transit meant a band had reached a certain status! They were stories of falling asleep at the wheel, no brakes, gross overloading and many more.

David was in a number of bands over the years and one band made an appearance on ATV's New faces, a forerunner of Simon Cowells X Factor.

The judges included Tony Hatch and music producer Mickie Most. They did well on the show and received extra bookings as a result.



David explained how the Working Men's clubs were important for bands at the time, however the bands played second fiddle to the main earner for the clubs - Bingo.

One evening, the band's drummer blew up the Bingo machine with a stage thunderflash. A very interesting talk and very pleasing as David is still performing although he looks somewhat different to the picture above, David is centre. All the band members are still in touch as well. BC

3 Editor's filler drivell

From the same area of Essex as the talk. In 1975 a bass player by the name of Steve Harris formed a band playing the same venues as David. Harris a great West Ham FC supporter named his band after 'the irons' Iron Maiden.

Maiden did well with support from the clubs and pubs and moved up to professional level but problems with the band's singer would result in one of those events of fate that happen 'once in a lifetime'. In 1982 Harris with Maiden met vocalist Bruce Dickinson and his band Sampson at a festival as both bands were on the bill. Dickinson was having trouble with his band, Harris offered Bruce the singer role and agreed that Bruce would also take control of the live shows and write the songs lyrics. Bruce joined Maiden, as did drummer Nicko McBain, and this completed the revised Maiden line up.



Iron Maiden Mk2 would go on to make 41 albums so far, sell over 140 million copies, and be one of the biggest stadium rock bands in the world.



Harris is also a petrolhead who loves Jaguars! Dickinson and McBain are both pilots however Dickinson has taken it to a higher level as a qualified Civil multi engine jet pilot. He has flown the Vulcan XH558 and on the last Maiden tour flew a Jumbo

747 as the bands touring bus! He has also presented 'war bird' programs for TV.

Monthly Midweek Lunchtime Meeting Review 23rd February

Ann and I attended the CVCVC lunch at Terling. We were warmly welcomed and the food was good with generous portions, keenly priced and served promptly.

However, I counted only 18 diners and only six classic or



modern classic cars in addition to my own MGF.

I don't know why numbers were down relative to

January but perhaps the location at Terling, mostly accessible via rather muddy rural roads, some of which were closed, may have been a factor.

Chairman John was in his modern MG TF, the Dunns in their Gilbern, Ian Harrington chauffeured others from Earls Colne in his Citroen ID, the O'Connor's were in their Fiat Coupe and Chris and Christine Saunders came in their Morris Minor. There was also a lovely MG Y-type saloon belonging to a prospective member who I didn't get a chance to talk to.

Roger Martin.

CVCVC Articles.....

To Russia with Ford



With the current terrible war in Ukraine, the Russia I visited in 2007 is hard to reconcile with today's situation. After working in Program Engineering for most of my career at Ford, I moved to Service Operations which meant reviews with the many National Sales Companies within Ford of Europe's responsibility. This included a memorable trip to Moscow.

I flew into Domodedovo airport to the far southeast of the city. This is normally for domestic flights and I had a clue why foreigners were not encouraged as we taxied past row after row of cannibalised 60s and 70s Soviet Ilyushin and Tupolev airliners rusting in an aviation graveyard.



I had to traverse the city to get to Ford Russia HQ and I was warned not to take a taxi under any circumstances. Our local Service Manager Andrej would meet me in arrivals.... Except that there was no Ford or name board to be seen as I entered the airport terminal and looked around in vain. As my hair was turning greyer, I eventually spotted the familiar blue oval sign on the ground with a crowd of people round it. There was Andrej unconscious on the floor as a medic was injecting something into his chest and he began to come round.

Half an hour later he was driving me round the Moscow version of the M25 as I kept an eye on Andrej and was tempted to keep nudging him to ensure he wasn't nodding off at the wheel! Turns out he had been hunting and was cut by a piece of wood, giving him blood poisoning. Fortunately, we made it, but I never saw Andrej again during the two-day visit.

At this time, Ford had a big presence in Russia, manufacturing vehicles in St Petersburg and with a growing dealer network, including the largest Ford dealer building in the world which we visited in Moscow – over 40 ramps working 24/7. We visited major city dealers in a trio of blacked out Ford Explorers which must have looked like a bunch of Russian gangsters were in town.



4 We all know that McDonalds was very popular in Russia at this time, but did you realise what the local police were choosing to roam the mean streets of Moscow in 2007?

Somewhat incongruously, there were echoes of the NYPD in their Ford Crown Victoria cruisers that were such a familiar sight in America.



St Petersburg built Focus police cars were also everywhere to be seen.



The Russian MD showed me an essential optional extra carried in the glove compartment of their Explorers – an envelope filled with a wad of US dollars. Allegedly, it was not unheard of to be stopped without reason by the police and this could help the conversation avoid any misunderstandings.

It was an eye-opening trip in many ways. Extremes of wealth and poverty were very obvious to see on Moscow's streets and the relentless grey apartment blocks in the suburban areas on the ring road were very depressing. Standing in Red Square was a surreal experience.



However, what stood out were the young, personable, highly educated and enthusiastic people that were working for Ford in the 2000s who were looking forward to a growing, more affluent future. I can't help wondering what they are doing now.

Stuart Black

Dave Ward 1964 Alfa Romeo Giulia Sprint Speciale.

This article appeared in the 'Lost and Found' feature of Classic & Sports Car Magazine and was originally written by Michael Ware. It has been slightly edited for the newsletter to make it easier to understand for non-Alfa Romeo enthusiasts.



The Alfa Romeo Giulietta Sprint Speciale was first shown at the Turin Motor show in 1957, but production did not start until 1959. At first, 101 were made for homologation purposes. It had the 1290cc Giulietta engine (later versions were 1530cc). The curvaceous body was designed by Franco Scaglione.



The Sprint Speciale were excellent road cars and did well in the up to 1300cc class in competition. 1366 were made before production stopped in 1965. No cars were built in right hand drive, though it is thought 25 were sent to Rudd's of Worthing (Ruddspeed) for conversion to right hand drive.



Dave Ward, a keen member of the Giulietta Club, had long wanted a Speciale. In 2010 he heard of one for sale. He told me: "I knew when I saw my SS that it was in very poor condition, and whole week after seeing it for the first time, I said to myself 'no, not for me, far too much needed', but as cars do, it nagged me until I bought it."

Dave has tried to trace the history because no paperwork came with the car, not even a registration number. The earliest contact he could find was Richard Elford who said it sounded like his old car. His was a left-hand drive car which had been converted to right hand drive by Ruddspeed of Worthing. Most were red but this

one was black originally and he had bought it in 1975 from a friend called David Cousins. He started to restore it when living near Winchester, but ran out of time and money and swapped it for a Hillman 1750cc engine! No more is known until Dave Richards bought it.



Restoration has been horrendous. The first problem was as Dave described it "a saggy bottom". Once that was repaired, he tackled the coachwork. The problem was that the car had been stripped of all paint, coated in primer and then left outside under a tarpaulin for twenty years. Once cleaned and blasted, there were many rust holes. He told me: "Even the roof had pinholes after the first sand blasting. I did buy an English wheel



for making the panels and promptly sold it after all the panels were done, just in case I was ever tempted to do another restoration. Work continues slowly.

Thanks to Dave Ward for the article.

What's behind a name?

How Shell got its brand

There was a time of course when petrol/oil companies were regarded much more positively than they are today. Most months in the 60s I drove a Morris 8 Tourer to a London pub where in an upstairs room we watched a motoring themed film whilst drinking half a pint of warm bitter. Often the film had been produced by the Shell Film Unit. The SFU was created 80 years ago under the guidance of Jon Grierson, one of the best documentary film makers of the day.

At the time (and they still do) Shell claimed that the intention was to inform and entertain rather than promote the company and its products. Whatever the motives the films were well made and certainly, in my memory, put Shell in a positive light. The films have now become part of a valuable social history archive.

The big oil companies mostly named themselves without much subtlety. Standard Oil, British Petroleum etc. The one exception was Shell. So how did Shell get its name and its logo?

We need to go back to the East End of London in the first half of the nineteenth century where Marcus Samuel, who came from an Iraqi Jewish family, ran a curio shop in Smithfield. The story goes that following a trip to the seaside his children glued some shells to boxes he was importing. Over time his customers became enthusiastic about these shell covered boxes and he began importing exotic shells from the orient along with the curios and copra so he could make upmarket shell boxes.

Kerosene was added to the list of goods being shipped and soon became the dominant cargo. His sons who were now running the business renamed the company Shell Transport and Trading Co in 1897. In 1907 the company merged with Royal Dutch to become Royal Dutch Shell Group. The logo started life as a simple black and white mussel shell changing to the recognisable red and yellow scallop shell which, through many iterations, is still used today.

From a humble East End curio shop to a global brand. Marcus Samuels son also named Marcus became Lord Mayor of London in 1902/3 and his son Walter the second Viscount Bearsted lived in Upton House near Banbury – now a National Trust property, and full of historical links to Shell.

Geoff Broad



The Shell emblem from 1900 to the present

Guess the Car Answer



Gerdes Mono-Wheel
Film was Tron starring Jeff Bridges one of the first films to use CGI

The mono-wheel was not a new idea but this 'improved' one from Swiss inventor Mr. Gerdes was one of the more successful, he even rode it on a trip around Spain in the early 30's. Many have been built recently, this one with a



V8 engine, however they all suffer from a phenomenon known as 'Gerbling' a stability issue around the horizontal axis where the occupants of the monowheel swing back and forth within the rotating wheel as it rolls along. This has been solved by some very brave riders by fitting a gyroscope. However, the main issue is either braking or accelerating too fast in

which case the rider goes around the inside like a hamster in treadmill. Some have reached speeds as high as 90mph!

Well done Phillip Frogg

This month's Guess the Car.

Courtesy of Bob Knight



A lost opportunity what is it?

Pictures from the Past

It's February and a look back to the winter of 1963



The Winter of 1963

With temperatures so cold the sea froze in places, 1963 is one of the coldest winters on record. Bringing blizzards, snow drifts, blocks of ice, and temperatures lower than -20°C . It began just before Christmas in 1962. On 22 December a high-pressure system moved to the north-east of the British Isles, dragging bitterly cold winds across the country. A belt of rain over northern Scotland on 24 December turned to snow as it moved south. The snow-belt reached southern England on Boxing Day and stayed over the country, bringing a snowfall of up to 30 cm.

A blizzard followed on 29 and 30 December across Wales and south-west England, causing snowdrifts up to 6 m deep. Roads and railways were blocked, telephone lines brought down, and some villages were left cut off for several days

This snow set the scene for the next two months, as much of England remained covered every day until early March 1963. While snow fell and settled there was still plenty of sunshine. The weak winter sun did not warm things up, temperatures in January were below 0°C in several places in Southern England and Wales, more than 5°C below average. Mean minimum temperatures were well below freezing. Temperatures weren't much higher for most of February.

The long bitterly cold spell caused lakes and rivers to freeze, even sea water in some of England's harbours turned to ice. Ice patches formed at sea and on beaches. Winter didn't fully relax its grip until 4 March, when a mild south-westerly flow of air reached the British Isles

This makes the recent 'Beast from the East' look like a snow flurry!

From top left

Post office workers on Dartmoor struggling to get the post through

Ski-ing in Westminster behind a Slough built Citroen Traction Avante

Abandoned Singer Gazelle in a Bradford district snowdrift

Standard 8 dwarfed by snowdrifts in Durham

Traffic jam in Wensleydale caused by queueing to ascend a hill.

Coventry with a Cortina Mk1 Estate interloping into BMC and Rootes group territory

A snowy Edinburgh

Ford Thames 300E van in Belfast.

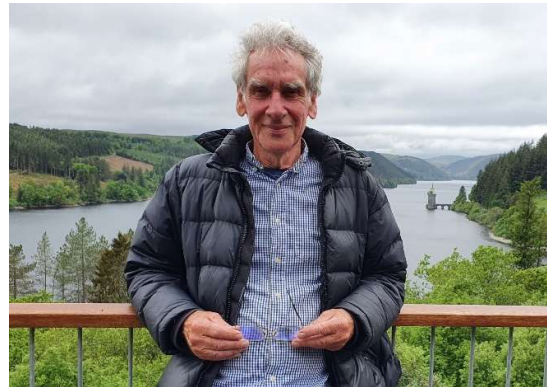
My parents had a Thames van just like the above with no heater, vacuum wipers and no proper passenger seat either. Mother sat on a box in the nearside footwell, I sat on the floor in the back. My parents had moved from Tottenham to Rayleigh one year before. I can remember my bedroom window had ice on the inside, single glazed Crittal windows! We went from Rayleigh to Mildenhall in it, myself in short trousers! I was frozen! Snow drifts towering over the van on the A134 before reaching Bury St Edmunds. It took an eternity to get there and back with numerous spins and slides. Mind you my father was a dreadful driver at the best of times, let alone in bad weather.

Meet the Committee

Following on from Roger Martin's Part 2 last newsletter, here is a photo of Roger in 1967



And present.



Meet The Committee Part 3

John Godman

The date when I joined Colne Valley Classic & Vintage Club is, unfortunately, lost in the mists of time but, from recollection, I believe that it must have been in 1994 or 1995. I have memories of the club nights at *The White Hart*, Great Yeldham in the company of some founder members like the late Ken Brookes and Roy Berry and, of course, Derek and Pat Wickes who are now the longest-serving CVCVC members. Indeed, I recall that, at one stage, I was elected Vice-Chairman to Derek Wickes's chairmanship and the rest, as they say, is history!



Unlike a number of my fellow committee members, and indeed many club members, I do not possess a mechanical mind, or indeed background, as I spent my entire working life as the proverbial "pen-pusher", having been employed in international banking in the City of London for 36 years and, following early retirement from that role, a 12 years sojourn in a part-time administrative post at Essex Police.



However, like so many boys, I always held a fascination with many forms of transport and amongst my earliest memories are

journeys undertaken at the age of probably five or six in my father's "company car". Coming from an East End family, he was a lorry driver both before and after the war and the said "company car" was a bright green 1951 Albion lorry sign-written "*Booth's Dry Gin*" and registered KGH 961. Similarly, of course, I also remember with affection the trolley buses and RTs of London Transport which would go about their business on the routes around Hackney and Clapton. My father never owned a car until the family moved to Southend and, so, the first true family car was, in fact, my 1936 Morris 8 which I bought for the princely sum of £15.00 when I became 17 years of age in 1963. Prior to this, my father had always hired cars such as A40 Somersets, when we still lived in London, and then the 1959 A55 Cambridge Mk.2 hired from the grandiosely named Southend Motor & Aero Company in Southend. To a 13-year-old in 1959, the fabulously finned A55 Cambridge was the epitome of style as it mirrored the best which America could muster and, of course, it was the perfect accompaniment to the music of the time.

My years in Southend saw me join my first motor club, Thames Estuary Automobile Club (TEAC), in 1964 where I was able to indulge my ongoing passion for motor sport in the company of like-minded enthusiasts. At the time, I was the proud owner of a 1962 Mini which, being only two years old, I had bought with an inheritance, having been dissuaded by my parents from buying another pre-war car in the shape of an Austin 7 Ruby or Opal tourer (*members of a certain longevity may recall my article entitled "The One That Got Away" which appeared in the club newsletter and which covered the story of this car.*)

Joining TEAC had brought back the aforementioned passionate interest in motor sport which had lain latent since my boyhood and rallying ephemera soon mushroomed on the Mini with the addition of such items as Cibie spotlights and a sumpguard. The 848cc car had also benefitted from a mild Taurus Stage One tune with a higher-lift camshaft and servo assisted brakes but, needless to say, the increase in performance was all but wiped out by the weight of the additional 'goodies' bolted to the car!! I had always considered myself to be not as fast as some to be an amateur, but hopefully successful, rally driver and my attention soon turned to occupying the left-hand seat with, to quote our Events Co-ordinator, "Potty lamps, OS maps and a Romer". A fellow TEAC member and I dabbled in some 'plot 'n' bash' rallying around the lanes in his Ford Anglia 105E into which had been shoe-horned a 1340cc engine from a Ford Consul Classic; we had no success but we had a lot of fun! By the early 1970s, road rallying was tending to give way to stage rallying, with its inherent increase in expense, so my effective 'swansong' as a navigator was being invited to take part in the Preston Rally organised by Chelmsford Motor Club. My wife, Geraldine, was working at the time at Marconi Radar in Chelmsford and one of her colleagues, a Welshman, just happened to mention that his regular navigator was unavailable and asked if I still had my maps. When we met, I was confronted by a Wilment-tuned Ford Cortina GT Mk.1 with full roll-cage and it was the first occasion on which I had a seat fitted around me! The ensuing Preston Rally was VERY wet (*aren't they always?*) and, unfortunately, we eventually retired the car somewhere in Suffolk when I plotted a "Wrong Direction" at a Time Control – my driver, Mel, chose to retire before entering the TC so that he would not suffer the ignominy of a 'Fail'. Nevertheless, he remained calm, just re-lit his pipe and left me to navigate us back to the finish! The Welsh and their enthusiasm for rallying are a breed apart!

Therefore, the vast majority of my time with TEAC in the 1960s and early 1970s involved marshalling both autocross and track racing, the latter being mainly at Snetterton and Lydden Hill, and, of course, subsequently rallycross at Lydden. In the 1960s, marshals were not the orange-clad army seen today and over the years I made the natural progression through the flags (yellow then, when considered competent, blue) followed by being appointed Post Observer and finally a Start Line Judge / Steward at a meeting at Brands Hatch.

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Turning to the cars in my life, these have been rather eclectic to say the least although I have never forgotten my roots, so to speak, as an early addition to the 'stable' was a second Morris 8 Saloon, this time a 1937 Series Two, registered EVX 815 and, believe it or not, this car is in Braintree, running in excellent condition and still with the same owner to whom I sold it some 50 years ago!!

Members will undoubtedly consider me to be a Morgan aficionado and although this remains very much the case, my first sports car was, in fact, a 1963 MG Midget purchased in 1967 and kept until I married in 1970. I think that the first sports car always carries special memories and there is no doubt that, at the age of 21, it was most definitely the "Jack-the-Lad" syndrome when cruising Southend Sea Front in company with another fellow TEAC member in his Sunbeam Alpine and with Radio Caroline on the car radio! Rose-tinted spectacles or were the summers really good and carefree in those days??

The Midget was also used in Driving Tests (*known as Autotests these days*) but through the cones in first and reverse gears at 5000rpm is not at all conducive to keeping the gearbox in one



piece!! I won a few 'pots' but at the expense of an imploded gearbox and subsequent rebuild. Another MG to cross my path was a 1932 J2, purchased in 1971, and although I kept this car for 35 years, it was not on the road for

long having suffered a mechanical failure in 1972 and it was eventually sold for restoration in 2007. To my knowledge, this car now resides fully restored in Japan. Similarly, we owned, and thoroughly enjoyed, a 1973 MGB Roadster which was kept until the first Morgan arrived in 1980.

I am most fortunate in that Geraldine has always shared my love of open-top motoring and at one stage over the years we must have joined the "hair dressing" fraternity as we have



owned as our 'everyday' transport two Escort Cabriolets! The second of these was replaced by my Rover-BRM which satisfied my passion for all things ERA and BRM. It was a rare and beautifully appointed car and probably one of the best driving cars which I have ever owned but, regrettably, it was also so prone to rust. I sold it five years ago to a local car collector, allegedly for restoration, but its present fate is unknown.

To conclude this profile, we therefore come right up to date and, as some members may already be aware, our current 'stable' consists of the 1951 Morgan Plus 4 'Flat-Rad', 1993 Morgan Plus 4, 1970 MGB GT and 2002 MG TF 135 - two of each marque and you cannot say fairer than that!!

Members Letters

Hi Bob,

I was interested to read George Wilder's letter about the Wolseley 6/80 and Morris MS Six models in last month's newsletter, not least as my father's Morris Six was the very first car that I drove - well under age and on an unmade private road. I can't remember exactly how old I was at the time but I would guess about 13 or 14 years.

Quite why he as a hitherto MG man chose such a (used)



Morris, I don't know but I guess its six-cylinder performance was much greater than an equivalently priced (used) MG Y-type at the time. I remember that we saw 90mph indicated on the speedo on occasion,

which even a later MG ZA-Magnette, which I doubt that he could have afforded at the time, would not have been quite able to match.

My first picture shows Dad's Morris in, I am guessing about 1957, with me the young lad. What may be of interest is that the car had rear wheel spats which I have not seen on Morris



Six in recent years.

Some green cars like Dad's have survived - the model was notoriously prone to rust in the monocoque body - like the one in my second picture.

CVCVC member Chris Watson has a black Morris Six -in which he occasionally attends our lunches but I have yet to see it in the metal or sit inside and recall my young driver's excitement of all those years ago.

Contemporary road test performance figures that doubtless my father would have considered at the time are shown below:

Wolseley 6/80 - Top Speed 85.0mph - 0 to 60mph in 25seconds

Morris MS Six - Top Speed 82.5mph - 0 to 60mph in 22.4 seconds

MG YA-type - Top Speed 69.6mph - 0 to 60mph in 29.9 seconds

MG ZA Magnette - Top Speed 79.7mph - 0 to 60mph in 23.1 seconds

Best wishes,

Roger

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

Gordon's Goings On

April 2023

Little did I know a few weeks ago, that when I booked my 911 for a service on March 7th that it would be snowing when I collected it! Hopefully I've managed to wash all the salt off!

We should be planting seeds and doing other springtime jobs instead of just trying to keep away from salt on the roads. Although Colchester is now a city, you wouldn't think so, given the state of the roads. Fortunately they managed to keep the Kings itinerary free from potholes.

Interestingly, when the Queen visited Colchester for the first time in the 1950s, she was greeted by the then Mayor and Mayoress, who just happened to be, Julia's Uncle and Aunt. And it was them that persuaded us to move to Colchester.

The weather and Julia catching covid, has made the start to the bike riding programme a bit difficult but our pre 65 scrambler's will be out on March 26th at Marks Tey, and the Green Lane group have had their first outing. We should be doing a mystery tour of the Shotley Peninsula soon.

The first F1 race of the year was a bit of an eye opener, especially for the works Mercedes Team. How embarrassing to have a relatively novice constructor build a better car than yours and then beat you in the race, using the same engine. I bet that was an interesting discussion at the factory on Monday! Let's hope Alonso continues to harass the Red Bulls for the rest of the year. And the change of management at Ferrari doesn't stop the engine issues from last year.

Ducati have been setting the pace in testing. Let's hope Moto GP continues to provide some of the best racing this year.

The Daytona 24hrs in January resulted in mixed fortunes for Porsche's new 963 and the rest of the cars in the same class provided some close racing with the top three being separated by just 11 seconds after 24hrs. It can only get better for Porsche.

Looks like this year's Le Mans will be viewed on the big screen in my son's garden again this year!