



# Colne Valley Classic and Vintage Club Newsletter

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



**August 2021**



**Flashback June 2017 - CVCVC Classic Car Show at the White Hart Great Yeldham.  
An Extremely Popular Evening**

## In This Month's Newsletter

- Future Club Evening Events
- Festival of Motor Sport Boreham
- Lotus Elan Restoration, Tenth of a Series - Part 3
- Call it MGA
- Guess the Car Answer
- The Indianapolis Race that Changed Indy Cars for Ever
- It Seemed a Good Idea at the Time
- Lunchtime Venue Revisited
- Bits & Pieces
- Members Letters
- Gordon's Goings On

## Editor's Intro

I hope you and your families are keeping safe and well.

At the time of going to print, the current Covid restrictions are still in place, hopefully these will be relaxed by the time the Newsletter is published. Unfortunately, due to the uncertainty of Covid regulations on 21<sup>st</sup> July, our scheduled Classic Car and Motorcycle Show has had to be downgraded to an informal classic vehicle gathering. To be reviewed in next month's Newsletter.

Postponed from June, the Crown in Hartest, will be the July Midweek Midday Lunchtime venue. Members are encouraged to wear masks, but at their individual discretion.

A variety of features in this month's Newsletter – including. Roger Allen's concluding article on his Elan engine rebuild. Author Roger Martin has provided an edited article from his book 'Call it MG', relating to specialist bodied MGAs. The article on Indianapolis - the race that set future Indy car design.

In view of the June Lunchtime Meeting cancellation, to lift your spirits I have included photos from a previous meeting at the Hartest Crown Pub, taste of things to come.

My "Future Copy" file is practically empty again, so your articles for September's Newsletter will be most welcome.

**Stay Safe Chris Sharman.**

## FORTHCOMING EVENTS

### Coronavirus (COVID-19)

*In line with the Government's lockdown timetable to lift many restrictions on 19th July. The CVCVC will hopefully commence the monthly Midweek Lunchtime meetings and Evening events. However, the Committee are monitoring the Coronavirus situation and will keep members informed through the CVCVC Newsletter and Parish Notices if there are changes to the Government regulations.*

**Jul 21 Club Evening – 7.30pm. CVCVC Classic Car & Motorcycle Show – The Thatcher's Arms Mount Bures.  
Jul 28 Committee Meeting – 7.30pm.**

**Jul 29 Midweek Midday Meet Up – The Crown Hartest**

**Aug 18 Club Evening - 8pm. Michael Hipperson - Ferraris, Lambos and GT40s - Halstead Football Club.  
Aug 26 Midweek Midday Meet Up - Venue TBC.**

**Sep 15 Club Evening - 8pm. Michael Hipperson - An Evening with Rosemary Smith - Halstead Football Club.  
Sep 30 Midweek Midday Meet Up - Venue TBC.**

**Oct 20 Club Evening AGM – Venue TBC.  
Oct 27 Committee Meeting – 7.30pm. Venue TBC.  
Oct 28 Midweek Midday Meet Up - Venue TBC.**

## Club Information

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

### The CVCVC Committee

|                     |               |
|---------------------|---------------|
| Chairman            | John Goodman  |
| 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. Membership details can be obtained from Roger Martin.

### 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

The Newsletter always requires articles, so please forward details to the editor on your vehicle's motoring experiences, event reviews, or restoration and technical stories. New feature ideas are always welcomed.

#### September Newsletter

Would you please forward articles by email or post before Monday 16<sup>th</sup> August.

#### DISCLAIMER

The views, opinions and any technical advice printed in this Newsletter are not necessarily those of the Committee or Editor and should not be taken as such. The CVCVC accepts no responsibility for the results of following contributor's advice.

## Future Club Evening Events

Wednesday 18<sup>th</sup> August –

**Michael Hipperson - Ferraris, Lambos and GT40s**

Many members will know Michael Hipperson for his immaculate Lotus Elite 936 FND and publishing motoring books including *Chasing Elites*, which was reviewed in the November 2020 edition of the CVCVC Newsletter.

Michael has had a remarkable life involving classic cars from an early age. Initially owning a garage in Braintree, while his brother worked at Hexagon of Highgate during the 1970s, enabled him to own many classic vehicles and run them on a daily basis, before they became exotic machinery. Michael eventually ran a leasing company and after retiring started a charity 'Elise Garden Party' to raise money for a local childrens hospice. Michael knows many people who are renowned and well-respected in the classic car and motor sport spheres and they attended his charity events raising thousands of pounds for the hospice and other good causes.

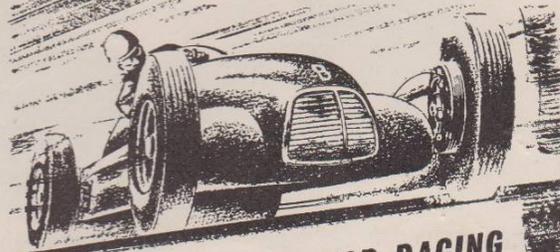
With a wealth of knowledge on Ferraris, Lamborghinis and Ford GT40s, not forgetting Michael's passion for all things Lotus. The August Evening Meeting will be a most fascinating and informative event.

**Festival of Motor Sport at Boreham**  
Advertisement Featured in the July 1952  
Motorsport Magazine

JULY, 1952

SPONSORED BY THE DAILY MAIL

# Festival of MOTOR SPORT at BOREHAM near Chelmsford



## INTERNATIONAL MOTOR RACING

General Admission : Adult 6/-  
Child (under 14) 3/-  
Parking Only : Car 10/-  
Motor-Cycle 2/6 Cycle 1/-

Seat in Stand (in addition to  
General Admission charge) :  
Pit Stand ... 24/-  
Other Stands ... 20/-

Combined Parking for Motor Car and Admission  
for all Occupants :  
On the day 30/- Booked in Advance 25/-  
Tickets from : Daily Mail, Festival of Motor  
Sport, Northcliffe House, London, E.C.4, or  
Motor Racing Co. Ltd., 62a, Piccadilly, W.1.

**AUG  
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## INTERNATIONAL MOTOR CYCLE RACING

General Admission :  
Adult 4/-  
Child (under 14) 2/-  
Parking Only :  
Motor-Cycle 2/6  
Car 10/-  
Cycle 1/-

Combined Parking for  
Motor Car and Admission  
for all Occupants :  
On the Day ... 25/-  
Booked in Advance 20/-



Seat in Stand (in  
addition to General  
Admission charge) :  
Pit Stand ... 10/-  
Other Stands 7/5  
Tickets from : Daily Mail  
Festival of Motor Sport, Northcliffe House,  
London, E.C.4, or Motor Racing Co., Ltd.,  
62a, Piccadilly, W.1.

**AUG  
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**BOOK NOW—FOR BOTH MEETINGS!**

The Boreham Airfield had held motor sport events since 1950, This 1952 August Bank Holiday Weekend International Meeting was the biggest race meeting to date, with 50,000 spectators arriving on the main race day 2<sup>nd</sup> August, to see The International Daily Mail Trophy 200 Mile Race for Formula One & Two cars, plus supporting sportscar events. The organizers West Essex CC planned a similar event for 1953, but the Daily Mail withdrew support and Silverstone became the premier motor racing circuit sponsored by the Daily Express.

## 1966 Lotus Elan Restoration - Tenth of a Series! April 2021 - Part 3

*This three-part article talks about the build of the Lotus Ford Twin Cam engine which is a classic in its own. In prior issues of the CVCCC Newsletter I've been describing the story of my 1966 Lotus Elan which I bought in May 2017 and its restoration. This is the final part of a three-part article about the build of the Lotus Ford Twin Cam engine, which is a classic in its own right.*

### Elan Engine Rebuild: Part 3



*Pic 25: Original water pump inside the front cover with heavy corrosion around the central mount,*



*Pic 26: The new removable water pump from Burton Performance*

The water pump was severely corroded and was a bitch to detach from the front cover which, in any case, has to be removed from the engine block first. I therefore accepted good advice to change the lot for a removable pump set up from Burtons. On the original, any pump problems meant that the head had to come off. Now, if the pump fails, it will be a relatively simple job to replace.



*Pic 27: Calibrating the sump. The dipstick was not the usual Lotus Twin Cam item so a check with water on the levels was a necessary using a spirit level to align the sump*

.I wanted to check the sump and dipstick calibration which was not an original item. Maybe it was a legacy from the Europa with a possible different sump. Using an 'engine fill' with water into a straight and level sump I checked where the oil would be in relation to the baffles. That all looked good, so I offered the filled sump up to the block. To my surprise, the dipstick 'full' mark was equivalent to being a litre low!! Maybe 'Bill the Bodge' knew he had to fill over the marks and did not recalibrate, or was plain lucky that he did not run out of oil.

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Fitting the sump gasket was a trial as it was prone to 'extrude' as the bolts nipped up. A check revealed that each bolt hole stood proud of the surface where presumably 'Bill the Bodge' had overtightened them. So, with those flattened and a skim of Wellseal, left for 30 mins to go off, all went smoothly as it was torqued down evenly.

Being an early engine block, it had a rope crank seal. I'd not worked with these before and advice told me to get them well lubricated before fitting. It took some work to get a decent fit onto the crank surface, not too tight not too loose. Too tight and the result could have been high heat build-up on the crank surface or wrecking the seal, too loose and oil would leak. So, I nipped up the seal bolts then backed them off slightly until the crank was free. I'd drilled the bolt heads and was able to wire lock them. They are fairly accessible so I will tighten and relock after a bit of engine running to ensure a good, bedded in seal - all the time cursing that I should have converted to a lip seal, but I kept rope to preserve originality!!



*Pic 28: Drilling cam cover mounting holes having used the original to mark the hole positions.*

*Pic 29: Masking and trimming out the 'Lotus' lettering prior to etch priming and spraying*



*Pic 30: The final painted job in the correct green for a Series 3 Special Equipment model*

The final piece of the assembly was a new, period correct, cam cover but this had to be changed because it was badly warped. The next one supplied was checked on the surface plate and proved fine. The Twin Cam engine has a bit of a bad reputation for oil leaks, so any time spent in minimising the possibility is well spent.

The cover required the fitting of small retaining pins for the oil filler cap. These pins have to be very secure so that they have no chance of dropping into the engine. The other operation is drilling for the extended cam cap studs which hold the cover down onto the cylinder head.

During a build I get manic about 'stuff' going into engines, so all orifices are plugged or covered and a clean sheet put over the engine at the end of the working shift. One other 'safety' measure that I use is to mark nuts and bolts with fluorescent TorqSeal paint once they are finally torqued in position. It helps my appalling memory to confirm the bolt is torqued correctly and it is a quick visual check if anything is coming loose in service.



*Pic 31: Fitting the engine at high angle. Needless to say, there are no fluids in the engine or gearbox at this stage*

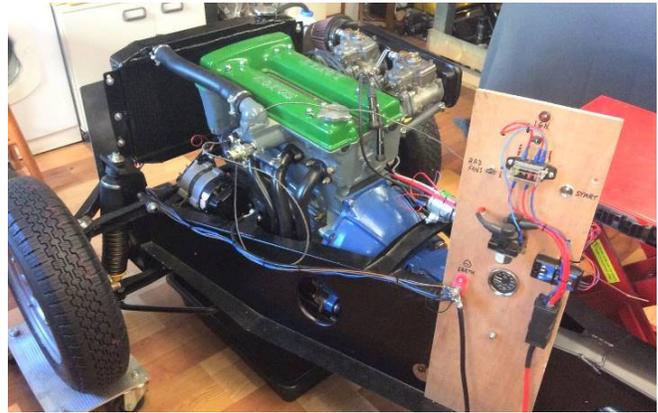


*Pic 32: It's a very tight fit in the chassis which is why it needs to go in at the high angle*

I decided to run the engine in the chassis before assembling

the body to ensure that all was well. The thought of attending to problems or removing the engine with the body on was not appealing. I also decided to attach the gearbox. Access in the chassis 'tunnel' is limited and trying to 'spear' the gearbox into the pre-aligned clutch would be difficult. There was also the possibility of problems with the clutch actuating mechanism. Those of you familiar with Ford clutch actuation will know that it seems very flimsy with clips and sheet metal pressings. In fact, it's very reliable but it does need care on assembly. There was plenty of debate for and against installation with the gearbox attached, on the Elan Forum. I reckoned any difficulties getting the assembly installed in the chassis would be far outweighed by the ease and reliability of connecting the gearbox and bellhousing 'on the bench', so decision made, and I went for the complete assembly route.

It is an exceeding tight fit in the chassis but once I'd got the angle sorted it wasn't too difficult. The assembly goes in at about 35 degrees off the vertical and I had to take great care with the lifting slings. It helped greatly that the chassis was on wheel dollies and I could move it around under the fixed lifting pulley which connected to an RSJ in my garage ceiling.



*Pic 33: The engine ready for testing with test board*

With the engine installed and bolted in place, I then fitted the radiator, oil pressure line, water temp line, throttle cable, choke cable, fuel tank and exhaust system and rigged up a test board with gauges, switches, rev limiter and throttle cable.

Before considering a start, I needed to check all was turning over OK and that the engine produced oil pressure. It turned over OK without the plugs but getting oil pressure up was difficult. It was reluctant with the plugs fitted and this demonstrated that the standard starter, albeit a new one, was not up to the job. I considered putting 24 volts through it but that was not going to be a long-term fix, so I fitted a geared Powerlite unit. This transformed the operation and oil pressure soon came up with a vigorous turnover. Powerlite themselves were extremely helpful with the installation. The final check was for sparks with the revised electronics in the distributor and that was successful, we had sparks.



*Pic 34: Engine first run. The small fuel tank was a legacy from my hillclimb Mallock and the exhaust silencer is a modified spare from my GT40 replica!*

A break in the weather last month meant I could get the Elan chassis to the garage door and the big day arrived. No matter how many times I do this, it's always a tense moment! Commencing with a gallon of Shell's finest in the fuel tank and a turnover to get fuel up into the mechanical fuel pump. Then a few pumps of the throttle with a light spray of fuel down the trumpets, ignition on and off she went and I was mighty relieved. I kept the revs up around 2500/3000 with one hand on the throttle and the other on the ignition switch even though I have fitted an electronic rev limiter. I let it run for a short while then shut down for an inspection. All was fine and sounding good with no leaks. I then ran it to warm up and to check and adjust the ignition timing. The rad has a twin fan set up which keeps temperatures under control. I now need to give it a longer run and set up the carbs and the idle speed but that will have to wait for another break in the weather and a warm day.

After all this I can consider getting the body onto the chassis and in the meantime, I'll be finishing off the loom.

Next time I plan an article to cover the electrics and loom build.

**Roger Allen**

## Call it MGA

The mention of the Mistral special bodies in the June Newsletter reminded Roger Martin that he had researched this subject in the context of special bodied MGAs for the book "Call it MGA". Co-written by Roger Martin and Piers Hubbard.

### The Following is an Edited Extract

When an enthusiast recovered the remains of MGA roadster from where it had been abandoned under a road bridge on a farm in Somerset, he acquired a Microplas Mistral bodyshell as an alternative to restoring the original body. This was not quite the sacrilege it might have been as the poor car had previously had an MGB front-end grafted on together with additional Triumph Herald fittings. The part finished car was trailed to a British MGA 50th anniversary event but the owner is believed to have sold it before final painting and trimming. Unfortunately, the body was slightly too short for the recipient MGA chassis so the gap at the B-post needed to be filled in in some way.



The incomplete Microplas Mistral bodied MGA in 2005

Such was the success of the Microplas Mistral in period that the bodies were also sold under licence in the USA by Sports Car Engineering of California, known as the Spyder. By coincidence, this company was founded by a Warren 'Bud' Goodwin, who subsequently also went on to set up another kit car manufacturer, Fiberfab. MGA-based examples survive of two different types of Fiberfab fibreglass bodyshell kits, which were also suitable for installation on a variety of donor chassis.

One model, with gull-wing doors, was originally marketed as the Banshee but the name was later changed to Caribee following Fiberfab selling the former name to General Motors. An enthusiast in Denmark owns a lovely example of the Caribee, based on a 1958 MGA coupé that now has an MGB engine, overdrive gearbox and back axle. The engine has a customised rocker cover as the standard oil-filler cap would be too high to fit under the bonnet. With a weight of less than 2,000 lbs, the car is lighter than an original coupé and with the slippery shape and increased power, performance is greatly improved. It is believed that only twelve of these bodies were manufactured. The seating has had to be lowered to achieve adequate headroom and the bucket seat fitted is now ideal for the owner's track day use.



MGA Fiberfab Caribee

When a motoring writer and enthusiast test drove this Caribee, he was very impressed with the way it drove. As might be expected he liked the MG engine, gearbox and brakes but he also commented on how comfortable the ride was and noted the low mechanical and wind noise.

5

For his article, he researched the detail of the original Fiberfab kit components and concluded that it would have been no simple task for an amateur to successfully construct such a car, due to the time and technical skill required. He suggested this explains why unused kits and unfinished projects still appear for sale. He also noted that would be constructors would have had to buy the deluxe kit if they did not want to source their own seats and glassware that included a Corvette windscreen. There is no doubt that the MGA example represents many hours of painstaking work and attention to detail, especially as this car's body started out as an Austin Healey version so had to be modified to fit the MGA.

An equally pretty Fiberfab, Italian influenced coupé body kit is that known as the Jamaican, which was also designed to be fitted to a variety of British sports-car chassis. Like the Banshee-Caribee, examples also still come up for sale as unfinished projects.

However, one Jamaican certainly has been finished, not once but twice as the owner was not happy with the external appearance, interior or mechanical specification of the gold-coloured car he purchased. The original 1,500 cc engine and gearbox of this 1957 MGA has now been replaced with a fuel-injected 3.4 litre V6 engine and five-speed gearbox sourced from a Camaro, and with 200 bhp available this is no sheep in wolf's clothing. A nice touch is the one-off, custom MG-embossed plenum chamber, which must prompt some head-scratching by MG enthusiasts viewing the engine. Perhaps surprisingly, the original leaf spring mounted banjo back axle somehow seems to cope with almost three times the car's original power but the original front drum brakes have sensibly been replaced by MGB front discs and callipers. The owner says it still handles like an MGA, probably in part due to there being little weight difference between the engines.



MGA Fiberfab Jamaican

Roger Martin

## Guess the Car Answer – Pininfarina Bodied Jaguar XK120



Correct answers from David Singer & Bob Chaplin.

A really beautiful coupe from the nineteen fifties, a good decade before the many 1960s cars that it looks rather like! A marriage of engineering excellence and bodywork craftsmanship. In fact, one of the rarest automobiles in the world.

Produced in April 1954, the Jaguar XK120 chassis with 3.4 litre SE running gear, was shipped to Italy and bodied by Pininfarina. Unaccounted for many years, the dilapidated coupe was restored by Classic Motor Cars, taking 6727 hours. At the 2017 Pebble Beach Concours d'Elegance the restored XK120 won second prize in the Post-War Closed Class.

Photo provided by Roger Martin

## The Indianapolis Race that Changed Indy Cars for Ever

Most motoring enthusiasts know that Jim Clark in a Ford V8 powered Lotus won the 1965 Indianapolis 500 Race in 1965, followed by Graham Hill the following year in a Lola, also powered with a Ford V8. However, it was Jack Brabham who changed the course of Indi racing by entering a modified Cooper Climax rear engine Grand Prix car in 1961.



The story began at Sebring in 1959, the venue of the United States Grand Prix where Brabham clinched his first GP World Title. One of the competitors was the winner of that year's Indianapolis 500 race Roger Ward. Both drivers struck up a friendship with Ward taking a particular interest in the rear engine Cooper Climax. "Come to Indianapolis," Ward suggested to both Brabham and team principal John Cooper and just under a year later, they took him up on it.

In 1960, John Cooper arranged for Brabham to test one of his Formula One cars at Indianapolis, the regular Indy drivers didn't think a European Grand Prix car would stand a chance against the powerful bespoke front engine home grown roadsters. Brabham realised his 2½ litre Cooper had a weight advantage, plus the track wasn't an oval but four straights with banked bends benefiting the Cooper's handling.

Although the current Grand Prix World Champion, Brabham was required to attend the Indi 'Rookie' Trial. The track officials were amazed the first lap averaged 130mph rising to 145mph on subsequent laps, where upon he was flagged in. That performance would have placed the Cooper on the third row of the previous Indy 500 race. Brabham had booked his reservation to enter the 1961 race.

John Cooper commissioned a strengthened Grand Prix chassis with the engine and running gear offset 35mm to the left, larger fuel tanks were installed. Dunlop produced tyres with additional tread on the right-hand sides to counter the left-hand bends. Axles were modified to accept Dunlop 'central knock on' alloy wheels. Brabham however, had reservations on the Climax's limited power against the mighty Offenhauser engines, promoting Climax to bore and stroke the GP engine to 2.7 litres, increasing power to 275bhp running on alcohol-based fuel.

A US based friend of John Cooper arranged sponsorship for the Cooper Team with car enthusiast Jim Kimberley of Kleenex fame, providing funds for transportation and racing expenses in return for Brabham's Cooper displaying Kimberley's name. Jim Kimberley also arranged for a state-of-the-art garage and pit facilities to be available complete with power tools and full-service equipment.

The Indianapolis 500 is more than the race day; pre-race preparation, practice and qualifying take up most of May. Brabham was still involved with Grand Prix racing and Kimberley generously provided Brabham with his personal jet to fly back to Europe for the Monaco Grand Prix and later to the Dutch Grand Prix at Zandvoort.

The Indianapolis establishment were not too enthusiastic to have the Cooper GP Team participate in an "American racing event", especially since Brabham left the Indy circuit to race back in Europe, plus bad weather reduced the time available for Brabham to practice and qualify for the actual race. In fact, his qualifying laps were ignored by the officials, who alleged not to have seen, or recorded his flying laps averaging 145mph. An angry John Cooper took the matter up with Roger Ward and two other Indy veterans who had a word with the officials and Brabham was reinstated with a place on the fifth row. The next day Brabham flew to Monte Carlo for the Monaco GP. Two weeks later on 30<sup>th</sup> May Brabham took to the grid to race his rear engine Cooper Climax T54.



Brabham started 17<sup>th</sup> on the grid and gradually worked his way through the pack. Although the Cooper was 8mph faster through the banked corners than the front engine 400 bhp roadsters, it was at a disadvantage continually being boxed in by the larger Indy cars running three abreast across the track. Nevertheless, running a two-stop strategy Brabham was on course to finish sixth, however towards the end of the race worn tyres resulted in a third pit stop which took an extra 30 seconds due to a rear cross-threaded wheel nut dropping the Cooper down to ninth place, averaging 134 mph. AJ Foyt won the 200-lap race in a Trevis Offenhauser at an average of 139 mph.



Nevertheless, the performance of the little rear engine Cooper Climax changed Indianapolis Roadster design philosophy for ever. Jim Clark in his rear engine Lotus Ford almost won the race in 1963 and in his winning year 1965, all but one competing cars were rear engine.

**Chris Sharman**

*With acknowledgement to Eoin Young (Classic Cars)*

### It seemed a good idea at the time (but it had a flaw)

*I read with interest and amusement Chris Harman's story on using carpet under the car's wheels in snowy conditions....*

Back in 1969, my MK1 Sprite was burning oil at the rate of one pint every fifty miles, with 90,000 miles on the clock plus driven quite hard since decoking the cylinder head and opening out the inlet ports. I could normally wind the Sprite up to 90mph along the Brentwood Bypass.

However, on a regular visit to the local motor factor for Duckhams oil, I noticed this new product advertising - oil consumption reduction. The product consisted of a chemical liquid that is poured into each cylinder via the sparking plug openings, the chemical seeps into the worn piston rings and the cylinders regain a tight fit against the bores and reduces oil consumption. Just the solution, so I purchased a can, split the contents into four portions and poured via a small funnel into each cylinder. After a couple of hours, I went to start the car, the starter motor turned over, but nothing happened, checked for fuel - OK, took the sparking plugs out, all soaking wet with the "wonder liquid". I then dawned on me, the MK1 Sprite had dished pistons and the fluid had filled the dish instead of draining down the cylinder bores.

I spent the next hour turning the engine over on the starter motor trying to blow the liquid out of the cylinders through the spark plug openings. Eventually, with plugs screwed back in the cylinder head, the engine fired up erratically on two, then three and eventually four cylinders and revving the nuts of the engine removed all traces of the offending chemical to the extent oil consumption remained at 50 miles per pint. As the adage says. If it sounds too good to be true, it probably is too good to be true!

**Chris Sharman**

## CVCVC Luchtime Meeting Revisited The Crown Hartest

Over the years the Crown in the attractive Suffolk village of Hartest has been one of the most popular lunchtime meeting places for the Club. The photos are from the 28<sup>th</sup> July 2016 event.

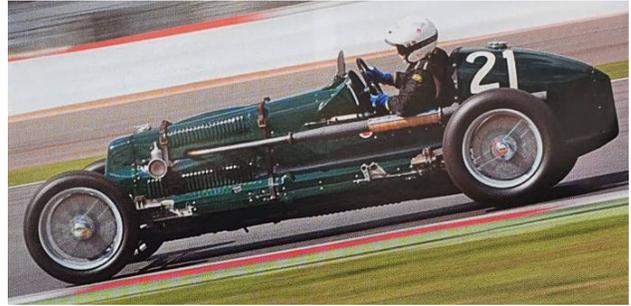


## Bits & Pieces

*You might also like to use the content of this advert I spotted in the latest VSCC bulletin. As a lover of pre-WW2 voiturette racers it makes a nice alternative to ERAs.*

**Roger Martin**

### For Sale -1935 Frazer Nash SS Monoposto



The Frazer Nash 'SS' is one of the finest examples of a pre-war supercharged voiturette racing car. Engine aside, it is a perfect example of the Frazer Nash 'Works' single seater racing cars. The bodywork is an exact copy of the TAW Thorpe single seater and follows contemporary panel-work construction practice. The SS bristles with neat, correct period details such as the quick-release steering wheel, the hub of which is an exact replica of the 1935 'Silver Arrows' Auto Union. The SS goes as fast as it looks and sounds; indeed, in competition it regularly achieves podium finishes.

No effort has been spared to make this the ultimate blown Meadows 4ED. The crankshaft-driven Grand Prix Maserati supercharger delivers the charge through elegant finned manifolds. Running on methanol and developing circa 200 bhp and 210 ft/lbs, but weighing less than 650kg it is an extremely competitive 1½ litre historic racing car, often out-running 1½ litre ERAs and holding 2 litres ERAs in sight; especially in the rain!

Although not campaigned in hill climbs and sprints it should be capable of breaking several outright records. For example, at the last Sprint the SS competed at Pembrey, it got BTD beating ERA R4D.

Acceleration, road holding and handling are superb with effortless induced four-wheel drifting, which combined with astonishing braking, makes the SS a delight to race. The hydraulic braking system and the finned, Maserati 6CL patterned magnesium alloy drums do their work with little effort or wear. The Transmission is 'bullet proof' and capable of handling the power with total reliability.

### For Sale – Jowett Jupiter



Derek Wickes's friend Roger Chaplin has an excellent concours 1951 Jowett Jupiter for sale. Chassis no.114, original RHD, 9,500 from new, known history. £45,000.

If anybody is interested, then contact Derek – for further information and photos.

## Imitation is the Sincerest Form of Flattery, or Great Minds Think Alike



Jaguar  
XK 120



BMW  
328  
Mille  
Miglia

The 1948 Jaguar XK120 has to be one of the outstanding sports cars, with a fabulous 3.4-litre twin-cam ohv engine producing 160bhp and the crafted roadster body is absolute perfection. Was Sir William Lyons design inspired by the 1940 BMW 328 Mille Miglia, very similar in design and performance, the smaller BMW had a tuned 2-litre six-cylinder engine, producing 135bhp giving a top speed of 125mph, similar to the XK120. The roadster body style was the result of Wilhelm Meyerhuber who headed the BMW design team.

It's not so much a copy but period styling, a case that great minds think alike. If the Second World War hadn't taken place, Jaguar would possibly have had the XK120 in production as a direct replacement for the late 1930s SS Jaguar 100 sport cars by the early 1940s.

Jaguar XK120 and BMW Mille Miglia; both fantastic cars.

**Chris Sharman**

### Ufford Vintage & Classic Car Show

A note for your diaries, this popular event will take place Saturday 4<sup>th</sup> September adjacent to the White Lion Inn. The gates will open from 10am.

Due to Coronavirus, it is advised to check the internet nearer the time to ensure the show is going ahead.

## Members Letters

*In response to the Editor's question last month, where have all the Granadas gone?*

Hi Chris

What happened to all the Granadas?

This is what happened to them.



Destroyed by the banger boys!

Note the pink one (No.33) was one of the superb Coupe's. Now like the Mk3 – Mk6 Cortina's an endangered species. I hate banger racing with a passion!

**Regards**  
**Bob Chaplin**

## Gordons Goings On August 2021

Once again, our Club's activities have been scuppered by the rules, but the prospect of the latest relaxations leaves me a bit cold. Gambling with peoples' lives isn't very clever. Let us hope the gamble pays off and we can get together and stay safe through the summer.

With family and friends in the NHS, schools, emergency services and service industries throughout all this and with eight grandchildren in school and college, it is all very worrying to be told that its suddenly going to all be OK.

I'm always impressed with the dedication and the standard of workmanship shown by our members, as they rebuild these old vehicles from scratch. I'm sure that they finish up in much better condition than when they left the factories! It's not something I have ever attempted, but I do appreciate the amount of work that goes into it. Back in the day I did put a lot of time and effort into building my engines and it's good to see a dial gauge being used! These days the standard of machining in factory engine manufacture is much better than it was in the sixties and seventies. In those days, getting a camshaft that gave the same exact valve timing on four cylinders was quite tricky!

My fleet of three bikes and three cars is quite insignificant compared to some of yours I know, but how do you manage to keep them all up and running when there is nothing much going on? Normally I ride the bikes in turn and use the Laguna for local and the Passat for longer journeys. But with very little activity, I find them more of a liability, than an asset! The Passat has all sorts of electronic gismos, including handbrake, as well as stop start and the battery now six years old and quite substantial. It been ok with an occasional top up. The Laguna has similar systems, including the handbrake and needs a bit more regular battery attention, because of the running about locally and possibly an ageing battery. Two of the bikes are electric start and the BMW has a trickle charger and is 100% reliable, but I had to replace the Honda battery which is about the size of a couple of matchboxes! The BSA has an electronic voltage regulator and those of you who have one will know that they won't work on a flat battery.

Nothing worse than getting all the gear on this time of the year, only to find the bike won't start! As you may have seen, I have had to call on some old equipment to keep on top of it. And of course, my old friend, the oak tree, manages to keep me busy with the cleaning.

The 911 is no trouble at all by comparison, covered up in the garage, a weekly run around keeping it quite happy! It does have an electronic rev limiter.

I have just been introduced to a car with an engine using the Miller cycle. It's the first time I have ever come across it. (I do try to keep up). Mazda have used it a bit and this one was in a Mazda Xedos, built as a rival for Lexus and bought for just £1500 with about 30K miles. Quite clever, using a supercharger to allow the inlet valves to stay open for longer increasing the charge of fuel into the cylinders. It increases engine performance, but then, so would a supercharger. Nevertheless, quite an impressive vehicle for that money.

I have just read the latest email about the proposed CVCVC vehicle show and even that doesn't look too promising. Having a critical looking around the vehicles with a beer was the best bit, Le Mans is severely restricted too. Not much fun if you can't spend the weekend wandering around the circuit.

Motorsport is carrying on after a fashion, and it's a shame to see the F1 using circuits that are not all that suitable. The championship is looking a bit more exciting and heading to another Red Bull era. And we have some promising young Brits coming through.

Moto Gp and World Super Bike Championships are also going through a period of several different race winners and that does make each race just that bit more interesting to watch. The rider's contribution to success in bike racing remains much more important than the driver's contribution to car performance, as George Russel demonstrated quite clearly as he subbed for Lewis last year!

I hope to meet with some of you before too long.

**Gordon Levett**