



Colne Valley Classic and Vintage Club Newsletter

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



May 2022



2016 CVCVC Winter Run - Hanningfield Reservoir Mid-Morning Break

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Editor's Intro

April this year between the showers has been graced with some exceptional weather, ideal for classic vehicle motoring. Except today our local BP garage was closed due to the "Just Stop Oil" protestors restricting BP's tankers from leaving the depot. Now here's a question; how did the protestors travel to the depot and were fossil fuels used in the manufacturing of their clothes, shoes, phones and laptops, etc. in which case shouldn't they be living like hermits to promote their beliefs?

Back to the Newsletter - There is quantity as well as the usual quality, the articles range from CVCVC event reviews. Members reminiscing on previous classic owned or driven. The "Guess the Car" feature will I'm sure need in-depth knowledge for this rare car. The "Good Idea at the Time" article is a warning to be careful if vehicle components are modified.

The Newsletter Editor position is still available, please do not hesitate to contact me if you are interested.

Lastly, CVCVC member Brian Salmon sadly passed away on 31st March, we send our condolences to his wife Freda and family.

Stay Safe Chris Sharman

FORTHCOMING EVENTS

Coronavirus

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

Apr 20 Club Evening – Wednesday 8pm. Speaker Charles Soule - Life of Lord Nuffield. Halstead Football Club CO9 1HR.

Apr 28 Midweek Midday Meet Up – Horse & Groom Cornish Hall End CM7 4HF (Pre-ordering requested- see page 2).

May 11 Committee Meeting - Wednesday 7.30pm. The Bell Castle Heddingham CO9 3EJ (new venue).

May 18 Club Evening – Wednesday 8pm. Speaker Peter Minter - History of the Local Bulmer Brick Company. Halstead Football Club CO9 1HR.

May 26 Midweek Midday Meet Up – Square & Compasses Fuller Street Fairstead CM3 2BB.

Jun 15 CVCVC Classic Car & Motorcycle Show 7.30pm. Thatcher's Arms Mount Bures CO8 5AT.

Jun 30 Midweek Midday Meet Up – The Crown Hartest IP29 4DH.

Club Information

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

The CVCVC Committee

Chairman	John Goodman
Deputy Chairman & Events Co-ordinator	Stuart Black
Treasurer	Chris Harman
Secretary	Geoff Broad
Membership Sec.	Roger Martin
Newsletter Editor	Chris Sharman
Parish Notices Editor	David Singer
Webmaster	Bob Chaplin
Club Safeguarding Officer	Julie Ingram

CVCVC Membership

Club Membership is open to enthusiasts with an interest in vintage and classic cars and motorbikes. Membership details can be obtained from Roger Martin

Website

The Club's website can be found here:

www.colnevalleycarclub.org.uk on it are pages of club and local classic car related events. There are links to other relevant sites and further information. Past copies of the Newsletter can also be found here.

The CVCVC and Electronic Media

eNewsletters

The majority of members now receive this newsletter, on a monthly basis, by email. If you receive the black and white copy by post and would like to receive the full colour edition by email, for home printing, then please contact Roger Martin.

Electronic mailings

Regular updates are sent out with reminders of lunch meetings and information on our evening speakers. Additionally, these include more details of forthcoming club events and activities. To receive these, please make sure Roger Martin has an up-to-date email address for you. Finally, please make sure that any spam filter is set to allow the email address.

Club Articles

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

June Newsletter

Would you please forward articles by email or post before Monday 16th May
Chris Sharman,

DISCLAIMER

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

Future CVCVC Events

April 28th - Horse & Groom Cornish Hall End Midweek Lunchtime Meeting

More pubs are asking for groups to pre-order food. This is helpful to the members of the group and also to the pub. You can pre-order your food at The Horse & Groom, Cornish Hall End and if you wish to do that, please contact Chris Harman (Club Treasurer) beforehand, so that he can arrange that on your behalf?

April 20th - Club Evening – A Talk by Charles Soule - Life of Lord Nuffield

A talk recounting the life of Lord and Lady Nuffield, their early days, who they mixed with socially and politically. Lord Nuffield's influence on the motor car industry between the wars.

There will be some amusing anecdotes along the way!



**Lord Nuffield
with one of his
original Morris
Minors**

May 18th - Club Evening – Peter Minter - A Talk on Hand Made Bricks by Bulmer Brick and Tile

Many of you will know of Bulmer Brick and Tile. A long established and respected business that, to this day, makes bricks and tiles by hand. Skilled workmen have been on this site since 1798.

Peter Minter has grown up and lived and worked on the same site since 1936, when his father bought the brickworks from the family of the founding owners.

Peter will talk about the history of the brickworks and the making of bricks, along with showing us slides and photographs and accompany them with anecdotes and interesting facts along the way.

Audience participation is encouraged.

Bulmer Brick and Tile is world famous and the buildings for which they make and supply bespoke bricks for renovation work include, well known ones such as Hampton Court Palace, Tower of London and St. Pancras.

Peter's enthusiasm is undimmed and he has recently, along with his sons, started work on the renovation of the 1929 Austin Seven that his father bought in 1951. Peter liked the car and thought it to be a good first car for him so he bought it from his father in 1954 for £15.

Do come along to what we know will be an interesting informative and enjoyable evening with Peter and your CVCVC friends. There is car parking at HTFC so maybe give 'the classic' a run to Halstead? We look forward to seeing you there.

Preview by Chris Harman

15th June CVCVC Classic Car and Motorcycle Show – Thatcher's Arms, Mount Bures

This year, both shows are combined into one. As for previous shows, there will be classes to suit the various classic vehicle periods.

Drive it Day

**Sunday April 24th is an opportunity to take to the roads
with like-minded classic vehicle enthusiasts.**

Editor's Space Filler

In the March Editor's Intro, I mentioned that members might like to recall in an article, a particular vehicle that they once owned and still have fond memories of. As an example, I referred to my first car, a Frog Eye Sprite. On reflection I have tended to form a bond with most of the cars previously owned by me.



Although having a pennant for pre-war cars, in 1986 I took a liking to the newly introduced Alpine Renault GTA Turbo. A stunning 2+2 Coupe with brilliant aerodynamics (Cd 3.00) 200bhp from its 2.5litre V-6 turbo rear mounted engine, connected to a 5-speed gearbox. Double wishbone suspension and ventilated discs. With a top speed exceeding 150mph and a 0-60mph time of just over 6-seconds. This was a "super car" of its time. The models were built in the Dieppe Alpine factory and Lotus were involved with the design and manufacturing.

Classic Car magazine published a favourable article stating this super car was an appreciating classic and do you remember the TV drama series "Howard's Way", where the "villain" Ken Masters drove a silver GTA Turbo.

Fast forward to 1995 and I took the plunge and purchased a 1989 model, from a specialist garage Eurotec, based in Ludworth Dorset. I owned the GTA for ten years and in a future Newsletter I will relate my experience with this rare classic.

Memorable Cars – Worst

In an earlier newsletter, I wrote that the MG Montego Turbo was probably one of the worst competitor cars I had driven for appraisal during my time at Ford due to its alarming levels of torque steer dragging you hedgewards when accelerating. This started me thinking on what was the worst ever car I had the misfortune to drive? It didn't take long....



In the 80s and 90s, when you travelled to Detroit for meetings, you were able to collect a pool car from Ford World HQ to use for your stay. My first trip was in 1989 and I visited the pool full of optimism that I could shortly be speeding away in a shiny new Mustang. Instead, I was handed the keys to a "top of the range" Lincoln Town Car exactly like the one in the photo – white with a red vinyl roof and a very, very red interior.



It was certainly a deep immersion in the gulf between US and European Fords! I settled into the squishy leather of my pimpmobile gasping at the sea of bordello red and fired up the engine. I shifted into "D" and awaited the thrust of the mighty 5.0L Windsor V8. Instead, the Lincoln gathered speed glacially rather than accelerating and I found out later that all this displacement was delivering a measly 150hp in a vehicle that weighed almost two tons! I guess puny carbs and emission controls didn't help matters but still hard to understand when the current 5.0L Ford Coyote V8 manages at least 444hp.

Now for the first turn off the freeway... well the steering response was similar to the engine... underwhelming. I felt like the captain of a barge moving the controls and enduring a lengthy delay before anything happened. The Lincoln made the MkIV Zodiac of 20 years earlier look like a finely honed racer! I guess this shouldn't have been surprising since the Town Car was designed for the limousine market and had very basic underpinnings. It shared the Panther platform with that favourite of NY cabbies and doughnut chomping cops, the Ford Crown Vic.



Truly awful... anyone else have a worst car memory to share?

Stuart Black

Memorable Cars – Elan. No... the other one...

From 1989 to 1997, I was an Engineering Manager on the CDW27 and CD162 Mondeo program, helping to design and develop Ford's Sierra replacement and its US cousin, the Ford Contour. Our Vehicle Engineering team conducted detailed drive assessments of all of our major competitors versus our



early mechanical prototypes (Sierras with Mondeo underpinnings) through to final sign off of production representative cars. Multiple target attributes were benchmarked from engine performance and handling down to the details of many systems like climate control with some competitors setting the targets we had to beat.

The management team met with the vehicle experts regularly at Ford's test track at Lommel in Belgium and on road circuits from California to Scotland. We had a fleet of Mondeo competitors including the Honda Accord, Nissan Primera (surprisingly good), Mazda 626, Peugeot 405, Citroen Xantia, Audi 80, VW Passat and others.

Our engineering boss Richard Parry-Jones was relentless in pursuit of class leading dynamics for Mondeo and the team had some help from Jackie Stewart who would often join us at the test track. At one session, Jackie told the team that we were making great progress but insisted that we took a different car for a drive round the famous Route 7 handling test track with its twists, humps and hairpin bends. He'd brought a car that he believed re-defined how well a front wheel drive car could handle. We were intrigued and were presented with the key to this:



It was, of course, the M100 Lotus Elan introduced in 1989 and our car for the day was the 162 bhp turbo version. It was a controversial car for Lotus, being front wheel drive and powered by an Isuzu engine, developed under the owners at that time, General Motors.

Needless to say, the Elan was fantastic around Route 7 with incredibly surefooted handling and great body control over the crests. The steering feel was sublime and power from the engine was transmitted to the road without the corruption that high performance fwd cars can have. Every member of the team came back from their drive with a massive grin on their face! If there was one negative comment, it was a backhanded compliment... it was almost too good and consequently lacked a bit of drama.

Did it influence the Mondeo? Of course not. I think Jackie just wanted to make a point and ensure the team weren't getting complacent with progress to date. Great fun though and the M100 around Route 7 remains one of my most memorable driving days.

Stuart Black

March Midweek Lunchtime Meeting at the Assington Barn

Having not been able to join one of the club lunches for seven months, due to other commitments, I was determined to make it to this one. Based on the weather of last week I was planning on an outing in the Healey but on drawing the curtains on Thursday morning and seeing horizontal sleet that idea was out!

It did brighten up and out of the wind it was quite a pleasant day and myself and 20 other members had a very pleasant lunch in the enlarged barn.

As always, the food service is quite slow there (but to my mind it means that is all freshly made) and the full menu was available, along with bottled beers and wines by the glass.

It was good to meet up with other club members and from what I heard everyone enjoyed their meals.



Ian Harrington's Citroën DS and Mike Wilkins's Lancia Fulvia



Keith Dunn's Gilbern Invader Estate



The MX 5 belongs to Chris Watson and isn't classified as an MX5. As he says; "my car today was a Eunos Roadster V Special from 1990 which had one Japanese owner and then I have owned since 2003".

These, apparently, were only built for the home (Japanese) market and the level of equipment is much superior to the "export" version.

Report and photos from David Singer

The CVCVC is having difficulty in finding pubs that are prepared to have casual group lunchtime dinners, many now require pre-ordering/pre-paying. Please tell us if you know of venues that still accept casual callers.

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March Club Evening– Richard Humphries – Illustrated Talk on Silk

Question : Where is your London showroom?

Answer : Have you been to Buckingham Palace?

I think the above exchange between customers, potential customers and those who are amazed by Richard's silk weaving skills is indicative of the wonderful silks we were shown at our meeting at Halstead Football Club premises. CVCVC members and some guests enjoyed a tremendous evening with Richard Humphries who is a director of The Humphries Weaving Company from premises in Cornard Road, Sudbury.



Richard gave an interesting, educational and humorous talk on the history of silk and silk weaving in England. He had brought along with him a small sports bag from which he produced more and more cloths to illustrate a particular period and style of weaving.

England was dependent on wool and the cloth woven across the country was 'Bays and Says'. Bays was a felted cloth and Says was a heavier weight and a little more difficult to weave. Both types of cloth were normally in a shade of brown being coloured using onion skins or turnips. Those of high rank could have other colours such as green or deep red and dyed mainly in the Netherlands.

King James I wanted silk and his cousin, the King of France, offered to help King James and offered to provide mulberry bushes that silkworms feed on. One silkworm can provide a cocoon that contains a silk thread of around 1 mile in length. To make the cocoon the silkworm must feed on only white mulberry bushes and the King of France sold lots of red flowering mulberry bushes to King James.

The skilled silk weavers in France were Huguenots. The Catholics in France detested the Huguenots and in 1685 the forces of the King of France massacred many Huguenots (Revocation of the Edict of Nantes) and many of the survivors fled as refugees to England. Those refugees headed to cloth weaving centres such as Norwich, Canterbury, and Gloucestershire. Unfortunately, the residents, especially the weavers, of those towns rejected the Huguenot silk weavers and caused local unrest so the Government of the day moved the Huguenots to Spitalfields in London. The Government loaned money to the weavers to help them settle in and to start weaving with the intention of charging taxes on their goods.

Silk was expensive and difficult to get so the early cloth, such as for Hampton Court, Palace was a '1/2 silk' consisting of wool being woven in one direction and silk woven at 90 degrees. This is 'warp and weft'. Warp is the longitudinal weave along the length of the cloth and weft is the transverse weave.

The silk was woven in quite a narrow width. The French measurement was three hand spans which was 22" in width. The English Government wanted to be able to identify its own products so, since 1750, that width was set at 21". That English width survives to this day for wallpaper.

The Huguenot silk weavers in Spitalfields thrived and prospered.

During the late 1700's Spitalfields became the centre for cloth merchants. Any cloth woven in England was subjected to the Spitalfield Act, and all cloth had to be taken to London to be assessed for tax. Norwich Weavers outside of Spitalfields had to travel to London and therefore they had a reason to despise those within London. To make things fairer the Government started to levy a tax on weavers within a fixed radius of London. George Courtauld, a prominent silk throwster and businessman, decided to move his silk business away from London so looked at towns that did not fall within the restricted perimeter. Other weavers joined him, and silk weaving businesses relocated to around Braintree, Halstead, and Sudbury. A good nearby river such as the Stour was essential so that the cloth could easily be transported to London from Essex and up the Thames River.

The Royal Family loved silk. The Prince Regent had Brighton Pavilion decorated throughout with the finest silks. Queen Victoria didn't like bright patterns and had Windsor Castle decorated with just one style: "Torcello" Damask, which remains popular today

Silk is quite a fragile fabric and should not be left exposed to sunlight nor to abrasion. The great houses in our country have silk curtains and coverings. Richard and his Company, The Humphries Weaving Company, are constantly replacing silk on furniture, walls and curtains of Royal residences, National Trust and English Heritage properties, Houses of Parliament, Government buildings and other prestigious buildings.



Richards' former employer, Warner & Sons, wove the Coronation velvet for the Robe that is still worn by The Queen at the Opening of Parliament.

Richard and his Company also weave silks used by the military and he is, quite rightly, particularly proud of weaving the beautiful Regimental and Queens Colours silks, paraded here by the Coldstream Guards. The Trooping of the Colour must always be a poignant ceremony for Richard.



(Acknowledgment is made to The British Army archives website for the above photograph).

Hence the question that has been posed a few times to Richard 'Where is your London showroom?' to which he has the clearest response 'Have you been to Buckingham Palace?'

Chris Harman

Remembered with Affection



I gave some thought to the editor's comment 'one vehicle that you once owned that you still have affection for' and remembered our 1967 Mk1 Triumph 2000 with overdrive. We bought it around 1973.

As our family car, and I used it to commute each day across South London to work in Croydon. There was also period of months commuting to Brighton and Canterbury. The car was used for annual camping holidays towing a sailing dinghy We visited Keswick, Bala, the Black Mountains. When competing in Open dinghy race meetings the car took us to Stewartby, Hythe, Maylandsea, Clacton and Thames Ditton.

My sailing interest developed into Cruisers and the car was used to tow the various yachts to and from the water. The first (in the photo) is a Lysander on a banger racer's trailer weighing about 1 ton, being launched into the Medway. The next boat was 22 ft on a 4 wheeled close coupled trailer must have been over 2 tons!

The Triumph put up with it all, even being pinched and returned covered in fingerprint powder, never broke down, just replacement of the UJ's occasionally, which were the standard items and easily 'got at able'.

Frank Burgess

A Good Idea at the Time - part 3

Back in 1971 I decided to overhaul the front suspension on my MK1 Sprite and also introduce two degrees of negative camber, a popular mod to "Boy-Racer" Anglias and Imps at the time.

A local engineer welded extensions to the lower wishbones and modified the outer fulcrum housings to accept rubber bushes and long fulcrum bolts. This suspension mod gave the Sprite even greater responsive steering.



Fast forward four months and my wife and I were travelling along this Cornish country lane, when suddenly the Sprite went out of control, with a terrible grinding noise coming to a halt. On close inspection the nearside front wishbone

had come adrift at the weld point, detaching the wheel and kingpin from the wishbone and damaging the inner wing.

But how lucky can you be. The previous evening, we had travelled down from London at a constant 70mph, a breakage on the M5 could have been fatal! The AA towed the stricken Sprite to a local garage, who within a day refitted original BMC wishbones and the garage owner verbally rapped my knuckles for being irresponsible in modifying proven engineering. Quite right, with hindsight the wishbones were lightweight pressings, arc welded to the thick mild steel extend fulcrum holders, not compatible!

Lesson learnt, motor manufacturers spend vast sums on research and development on their components, not to be tampered with without suitable engineering knowledge!

Chris Sharman

Guess the Car



Such a beautiful coupe, could only be Italian, any ideas?
Answers to the editor

Vauxhall Velox – Now Extremely Rare



**Vauxhall Velox
LIP – 2275cc
six-cylinder
engine- 55bhp
providing 70-
mph plus
performance**

2022 Status UK

Perhaps some of your readers will be interested in the following analysis of the probable fitness of the surviving Vauxhall Velox LIP's manufactured between 1948 and 1951. The source of my information is Patrick Hemphill's Vehicle Register published just recently and is confined to UK cars. Of course, Patrick in his introductory notes gives several health warnings about the quality of some of the information.

Patrick gives details for 52 UK cars, which, bearing in mind a production figure of 76,000, gives a survival rate that hardly registers on the scale, even if all these cars really do still exist. My analysis suggests that 52 is well above the number of actual survivors. (incidentally compare 52 UK with 195 overseas !)

To arrive at this conclusion, I have searched for details of every car on two DVLA databases, the Taxation database and the MOT History database.

Looking firstly at taxation and using DVLA's own terminology to which I have added my own explanations gives the following results:

Currently taxed	12	self-explanatory
Som	13	self-explanatory
Tax due	7	some record of
taxation which ran out some years ago		
Not taxed	5	no record of the
car having been taxed		
Not found	13	no record of the
car at all		
Others	2	the reg is not on a
Vauxhall Velox		

Secondly I looked at the MOT's. A record of current MOT's is given on the taxation database and this revealed that only one car has a current MOT so I looked at the MOT History database which reveals the following:

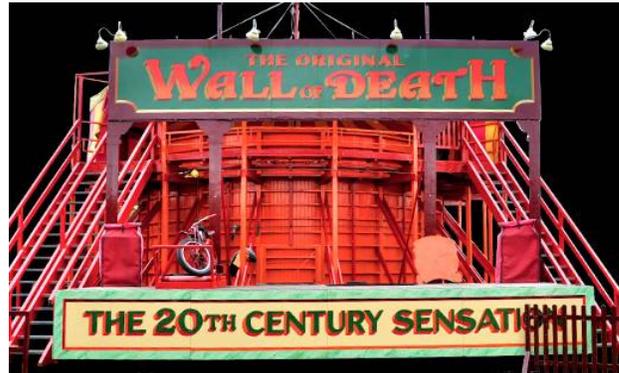
Current MOT	1	Well done Michael!
Expired MOT	16	and only 7 MOT'd
within the last 10 years!		
Not known	35	no record of ever
having an MOT		

Conclusion - if you see an LIP Velox on the road give it a very wide berth - unless of course it is a red Caleche !!

**Chris Watson
Owner of EDY 282**

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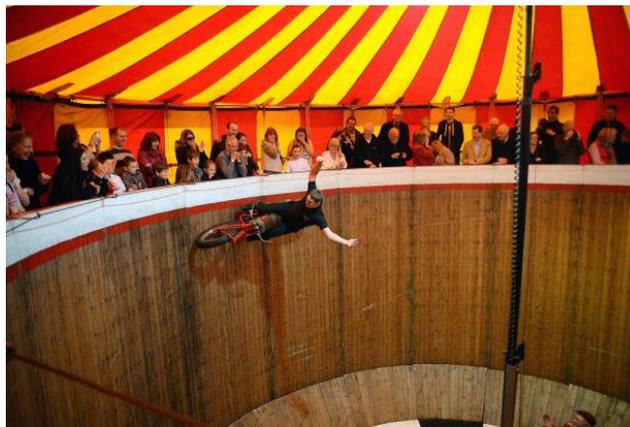
Kursaal Wall of Death



Gordon Levett's article last month on the Wall of Death, reminded me of Easter Bank Holiday 1966, I had just bought my Frog Eye Sprite and my mate Phil and I drove down to Southend on Sea for the evening. Disappointing really, rather quiet, however the Kursaal was open and amongst the attractions was the Wall of Death.

I was intrigued, I had seen films and read articles on the Wall of Death and my dad had told me tales seeing the display many years previously, when the act included a lion travelling in a sidecar I assumed the lion had no teeth or claws. (Must have been George "Tornado" Smith's show). In 1965 He sold his Wall of Death Show to his star female rider Yvonne Stagg.

The Wall of Death silo-looking wooden structure looked typically pre-war, as did many of the Kursaal fun fair attractions. The 35ft diameter "drum" had a continuous high level viewing galley surrounding the top of the wall, accessed by stairs. Looking down into the base it reminded me of a gladiators mini arena, both dangerous occupations!



The display riders used 1920s Indians with vee twin engines and barking exhausts echoing around the enclosure. The riders were unbelievable, travelling around the drum at 30mph and

90 degrees to the horizon. Techniques while riding the wall included riding side saddle, sitting on the handlebars, plus multi-riders would criss-cross each other I can still recall one rider, who with great delight would aim his Indian towards the top of the wall and only turn away at the last second, causing the alarmed audience to quickly move back from the viewing galley. A fantastic show really appreciated by the audience.

Fast forward 32 years and my son Richard and I visited the Fox family's Wall of Death Show at Gosfield Airfield, plus many times since at various classic car shows. In fact, I just read in April's Old Bike Mart, that the Stafford International Classic Bike Show is hosting the Wall of Death. As popular as ever.

Chris Sharman

Practical Classics Classic Car & Restoration Show. NEC Birmingham

After a wait of two years due to the Covid pandemic the event finally took place at the NEC over the Friday and weekend of the 18th -20th March. I had purchased a ticket back in 2019 and despite a promise that a free ticket would be available for a second person, that never materialised. It was crunch time, with fuel at an eye watering price and covid cases soaring do I go or not! After much debate I finally decided to go, I want to start the Morris 8 Van rebuild as soon as the Lotus is finished so am already looking at what I need for it. With lots of specialist suppliers under one roof, and a large autojumble it would be a big help, so at 06.30 Saturday morning I set off for Birmingham, my plan, get in early, hit the autojumble first, see the specialist suppliers, see the club stands and out before the crowds start to build in the afternoon.

After an easy drive over to Birmingham now all the major road works on the A14 upgrade, A1 junction and the St Neots by-pass have finished together with the M6 Coventry to Birmingham Smart Motorway works. (Whoever came up with such a stupid and dangerous cost cutting idea?) It only took two hours. On arrival the car parking charge had been reduced from the absolute rip-off price of the last time I came, to just expensive, and you now have to pay either on-line or in the NEC.

The show was held in three halls of the NEC, the Practical Classics show is much lower key than the Footman James sponsored November one, this is usually held in Five halls. As a result, the show is aimed at the DIY enthusiast and the show lacks the stands of 'top end' dealers and the 'we will restore your Aston Martin, E Type for the price of a house' restoration companies. It also has far less visitor numbers and has a much more relaxed feel to it. As befits a DIY based show the 'usual suspects' were present Mike Brewer, Ant Anstead, Fuzz Townsend and at this show 'The Hamster' Richard Hammond. They all gave talks on the main stage, also a workshop stage was present with talks on panel beating, making up panels, welding tips, upholstery etc.



The show was set up with the club stands in one hall together with the Practical Classics stand showing their staff members project cars together with the stage for the celebs etc.

The hall also held the very popular dream rides, where you can select from a large number of exotica what you fancy a ride in, this had very large queues (socially distanced) forming. The middle hall had the autojumble, the tool specialists and trade specialist stands. The far hall had club displays and the CCA auction.

I made a beeline for the autojumble stands; I was the first in! some of the stalls weren't even manned! My first hunt was Morris 8 bits, I found a few stalls with D rear lights, with prices from stupid to ridiculous, make you wonder if these people actually sell any of this stuff! However, after a search I found one stallholder selling Morris parts from restorations his brother had carried out, low and behold a pair of black D lights. The price reasonable, 'sorry they're not chromed' he said, 'it's a van so don't want chrome' was my reply, deal done! Under half the price of a single new replica one! This paid for the fuel and the entry fee alone. A few other Morris 8 bits later and I start on the specialist companies. After finding tyres for the Morris, plus sorting a lot of suppliers for the rebuild I visited the very popular Barn Finds Section. This was a large open area with an assortment of vehicles dragged out of hibernation and about to start being restored. They ranged from a Jowett Ice Cream van to a 50's Dodge Sierra estate, A Rover Vitesse and what to Ford enthusiasts would consider the 'Holy Grail' a genuine low

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mileage 1972 Escort Mexico worth an absolute fortune these days.

A wander around the club stalls was very interesting, the Morris Register their usual very friendly selves. One stand, the Capri Owners Club had 3x 3litre Capri's all in a line, all stunning cars probably almost the entire roadworthy 3litres in



one spot! The Lotus Drivers Club had an early Elan and an Elise to attract young and old enthusiasts, they asked me for the Elan +2 for next year's show! No pressure to get it finished then! The tool stands were extensive, the Daper stand, a stand selling panel forming tools and a stand selling car and bike lifts were very tempting!

The organisers had limited the number of cars on the club stands, this enabled the aisles to be wider, people were naturally 'social distancing and pinch points eliminated, so the whole show felt very relaxed and safe. A good day out.

Bob Chaplin

Members Letters

Hello Chris
The Italian Job

Whilst TV channel hopping recently, I stumbled upon the last 20 minutes or so of the film 'The Italian Job' and couldn't resist watching, for the umpteenth time, the Mini Cooper escape sequence.

I happened to catch the registration of the blue Mini - LGW 809G - and when I saw it being chucked out of the coach, I thought surely they wouldn't have used the real Mini Coopers for the 'destruction' filming.

So, I looked the registration up on DVLA and, sure enough, it was shown as still existing so I thought, yup, they just destroyed dummy mock-ups for the filming!

However, I then spotted a note on the Internet saying that the production company had in fact used 16 Mini Coopers for filming and destroyed all of them in the process.

Curious and curiouser.

Further research then revealed that a David Morton successfully bid £6,000 for a single box of remains from the cars at auction and subsequently 'restored', or perhaps one should say 'recreated', three Mini Coopers and registered them with the original registrations. Of course, DVLA was more 'flexible' in those days.

David displayed the three cars at the Staffordshire Minifest in 2011.



I attach a screen capture of the poor blue Mini tumbling down the mountainside looking very much non-restorable and an internet picture of the three being subsequently displayed at Minifest.

Obituary - Brian Salmon

how to get the cars back to their original condition.



David Morton displaying his three cars at MiniFest in Uttoxeter Staffordshire, the Italian Job and Mini fanatic said "Michael Caine and the film's chief stunt driver, Remy Julienne, helped advise me on how to get the cars back to their original condition".

For the record they are all currently SORN'd, the blue and red cars are registered as Austins whilst the white one is a Morris.

**Kind regards
Roger Martin**

I never tire of watching the 1969 Italian Job, great crime caper. There were previous Newsletter articles on the Italian Job, the film company ran out of money, hence the abrupt ending.

I understand the company also had to buy the Mini Coopers, you thought BL would have been so grateful for the publicity!

Editor

Ray Cook (CVCVC Mini Cooper Specialist) was copied into the correspondence and forwarded the following information –

Hello Roger

Thanks for copying me into the e mail about the Italian Job. I to watch the film every time it's on the TV and even more anorak have my ringtone as Michael Caine saying his piece at the end of the film in the cliff-hanger scene with final music.

If you are interested in trivia associated with the making of the film, an excellent book that goes into great detail .I - The making of the Italian Job by Matthew Field. I have a signed copy! As you would probably expect. I also have a signed (by Michael Caine) screen shot of the final scene on the cliff.

A gift from the family for my 60th birthday. The book includes many photos of the crew and actors.

I final point of interest. In Michael Caine's biography he talks of finding his brother in a home after many years and arranges for him to be cast in the film as Coco . A slight family resemblance but sadly not to be as famous as his brother and from memory very few words in the script.

Keep up the good work of keeping the Autocar car of the 20th century alive!

**Kind Regards
Ray Cook**

Hello Chris

No Food at the Inn

George Wilder, Ann and I thought that we would try the Horse & Groom at Cornish Hall End for lunch today (12th April), only to discover that they don't serve food on a Tuesday.



However, we did get a nice photo of our MGBs outside the pub having had a rehearsal for both Drive it Day and our CVCVC lunch 28th April.

The photo is attached in case of use to you in the May newsletter for late publicity of our April lunch there.

Kind regards Roger Martin



Sadly, CVCVC member Brian Salmon passed away on March 31st.

Brian was a stalwart of the CVCVC, a member for over twelve years supporting club events through the years and giving generously with his time and contributions to our annual classic car and motorcycle shows autojumbles.



His cars were always immaculately presented with astounding attention to detail and were the stars of our annual classic car shows. Trophy winning cars that spring to mind are the original Sunbeam Alpine, 1930's Morris Isis and post-war Allard Sports.



Brian also had an interest in classic motorcycles including a class winning 1920s Raleigh Super Sports.

He will be sadly missed and we're sure many members have fond memories of Brian that they may wish to share in a future Club Newsletter via the editor Chris Sharman.

We send our condolences to Freda and Brian's family.

Gordon's Goings On –

Gordon Levett has been producing his monthly articles on classic cars, motorcycles and life in general, amazingly for over thirteen years and is now having a welcome temporary break.