



Colne Valley Classic and Vintage Club Newsletter

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



February 2021



2012 CVCVC Cento Miglia Lunchtime Break, Overlooking the Grounds of Ickworth House

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Editor's Intro

Being the first Newsletter published since Christmas, on behalf of the CVCVC I would like to wish you all, safe and trouble free motoring during this coming year, optimistically with a reduction in lockdown restrictions enabling our Club to return to normal activities. Meanwhile I hope you and your families and friends are keeping safe with the Covid-19 Regulations still in place.

On a positive note, our Events Co-ordinator Stuart Black has commenced finalising speakers for the forthcoming monthly Wednesday Evening Meetings, plus we are looking forward to the future return of the Lunchtime gatherings. Unfortunately, with the closing of pubs throughout our region, there could be a scarcity of suitable venues, so should members have information on any suitable dining venues, please contact me with the details. One point though, we do not pre-book, which reduces further the availability of suitable pubs. Future meeting details when confirmed will be published in the Newsletter and Weekly Parish Notices.

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

Stay Safe - Chris Sharman

FORTHCOMING EVENTS

Coronavirus (COVID-19)

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

Club Information

The CVCVC is open to all enthusiasts with an interest in vintage and classic cars and 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 motorcycles. Membership details can be obtained from Roger Mar

The CVCVC and Electronic Media

eNewsletters

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

Electronic mailings

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

Club Articles

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

March Newsletter

Would you please forward articles by email or post before Monday 15th February.

To Members Receiving the Posted Newsletter
A remainder to late paying members, that the 2021 annual CVCVC renewal subscriptions were due by January 1st. Would you please forward your outstanding cheques or bank transfers at the earliest opportunity, as regrettably no further posted monthly Newsletters will be sent to non-subscribers.

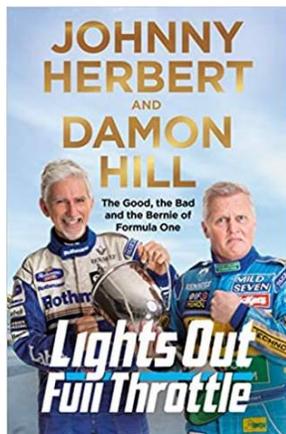
DISCLAIMER

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.

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

Christmas Books

I normally receive a book or two from my family at Christmas, usually featuring motor sport or aircraft. This year my wife Brigitte gave me -



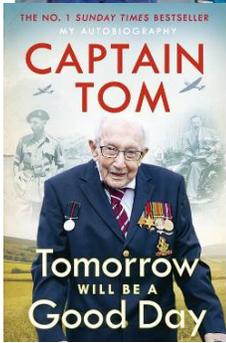
Lights Out. Full Throttle **Written by Johnny Herbert and Damon Hill.**

I understand the pair work as pundits on Sky Sports Formula One Channel. Between them they competed in 261 Grand Prix, amassing 25 wins, 49 podiums, 458 champion points, a Le Mans win, plus varies injuries.

The 321-page book is written as if Johnny Herbert and Damon Hill are having conversations on every aspect of motor racing, covering circuits, cars, drivers, managers, teams

plus their own personal experiences and more. A light-hearted banter, but with some serious comments. The Herbert and Hill dialogue reminded me of Saint and Greavsie, the TV football pundits Ian St John and Jimmy Greaves, who featured in a cult football show during the late eighties and early nineties.

An enjoyable read and quite enlightening.



As a bonus My daughter Fiona gave me

Captain Tom's Book Tomorrow Will be a Good Day.

I've only skimmed read the book so far, but the book covers Sir Tom's early life in Yorkshire, his war years in the Far East, and his life back in the UK and a full and interesting life it is. Plus of course the story behind his amazing charity walks raising over £33,000,000. for the NHS at the grand age of 100.

Sir Tom was a keen motorcyclist and at one point owned an original Morgan Three-Wheeler. A true gentleman and hero. I cannot wait to read the autobiography in full.

Chris Sharman

Another Ride or an Adventure Peter Sprot - part 5

The road into Hungary was slow because of traffic and poor surface. It is a main highway and like all the roads of Romania that we travelled only one lane. Entering Hungary was a relief as I was back in the territory where I could be rescued by Carol Nash's service should I get stuck. Sadly, the first sign that we had entered a more prosperous country apart from the improved road surface was seeing a Tesco's supermarket not far from the border. I had told Graham that I didn't want to go into Budapest as I was worried about how long my clutch would last and I just knew it would mean more cobbled streets which the standard Vincent suspension appears to amplify rather than smooth out. We stayed the night at Gardonay which is near a place called Szekesfehervar. Graham wanted to stay at Szekesfehervar because he liked the name, but I was tired and I'd found a nice enough hotel by a lake. We walked into town and found a restaurant which unfortunately would only accept cash and as it was our policy not to have any local currencies except Euros Graham set off in search of a cash machine while I began an interesting conversation with a Hungarian physicist who had moved to Scotland during the uprising in 1956 and after taking time to study for his PhD at Cambridge returned to Scotland to teach at Edinburgh University. With him were his wife and his son who spoke with a Scottish accent. The son asked what our bike was and when I said mine was a Vincent, he became so excited he nearly spat his beer over the floor. I stayed to chat with his parents, while he set off in search of our hotel to find and photograph the Vincent. Graham returned with a 10,000 Forint note which sounded as if it should be enough for a meal, we ordered and while we waited for it to arrive, he spent a happy half hour exchanging banter with the Physicist about the merits of the various colleges of Cambridge as Graham had studied economics at Trinity. As I had not studied at Cambridge and neither of them had been to St Aiden's secondary modern next to the gas tanks in Wallsend Tyne and Wear, I was happy to just listen.



The next few days went like a blur as each day we did too many miles and when we do that, I lose interest in what is around me. Our journey from Gardonay took us into Austria near Graz where we had to buy a ten-day Carnet which is a road tax which enables you to use the motorways of Austria, and then we had to pay again to use the motorway! After

several hours at a speed I found uncomfortable, we came off the motorway when I said I wanted to go on the twisty alpine roads for a while. They were great fun and it lifted my spirits no end.

As it got dark, we stopped at a hotel which was full followed by another which was also full. At the third a man came over as Graham returned to the bike and said everywhere is full because of an equestrian meeting in the area, however, if we want a place to stay the house next door to the hotel is a bed and breakfast and it has rooms. We checked in then returned to the hotel for a meal in the outdoor restaurant on the bank of Lake Wolfgangsee. The restaurant looked full so Graham asked a man he thought was a waiter if we could sit at the only empty table, the man said we are welcome then added that he is not a waiter, but a fireman on his way to the gents. It was another beautiful warm evening with only a few clouds which enhanced the effect of the sun setting between the mountains.



Next morning after a nice breakfast I wiped my wet seat from the early morning rainfall and we set off to go around rather than through Salzburg. We rode through St Anton and stopped on the top of the Arlberg pass which Graham said he has skied down to more than once. There was still melting snow several metres deep at the side of the road.

The reason we stopped at the top was because we had come across a motorcycle gathering place, there were about a hundred bikes and riders enjoying the beautiful warm sunshine. Mine was the only old bike and was admired by several riders. We had a good rest and the usual lunchtime sandwich before setting off amidst a swarm of bikes downhill. The road was fantastic and I left Graham to come down at his own speed and I tried as best I could to keep up with the mass of bikes. After the bikes thinned out and the faster bikes had gone ahead, I was enjoying the view and the hairpin bends when from the periphery of the view from my full-face helmet something caught my eye. I looked down to see the right front side stand was swinging in the wind, rapidly approaching was a right-hand bend and I was going too fast to stop, so with my left foot braking and my right hand squeezing the front brake lever I let myself slide forward until I could reach forward with my right foot and flick the stand back where it should be. It was my only chance because if I had done nothing or if it had bounced off the frame and come back down, I would not have got around the bend and being where I was the drop over the 30cm wall was formidable. Thankfully, the stand jammed up behind the exhaust and stayed there so I rode to a safe place to stop and realised that the spring had disappeared which is strange because I never use the original front stands having made my own easy to reach one near the rear frame mount. I got a couple of tie wraps out of my bits bag and tied both stands up then went to catch Graham who had floated past without noticing me.

So, from just outside Salzburg in Austria we rode on a mixture of twisty mountain roads and thanks to the sat nav down a minor road which was undergoing major resurfacing, leaving little more than a gravel base then to the motorway network ending up in a place called Stein am Rein, which is on the Germany Switzerland border about 50km north of Zurich and passing through 'blink and you miss it' Liechtenstein on route. It was getting late and I was tired, I stopped Graham and said I'd had enough. He said that if we can get across the Rein into Germany accommodation might be cheaper and in a currency that we have. He set off ahead and after a couple of

minutes my bike told me it had had enough. There was what is now a familiar staccato Bang Bang Bang from the exhaust as the bike spluttered to a halt. I rolled into a car park where a couple were watching the sun go down over the hills. They looked overhearing my bike in its death throes. I lifted the front of my helmet and shouted over to them 'Mine bike is Kaput'. They both nodded in agreement.

Graham returned saying he had found a hotel and I told him that my bike had a problem that could not be fixed in a few minutes. I said I was going to push it to a house I could see a short way down the hill and ask them if I could leave it there until the next morning. Graham began to question the merits of knocking on the door of a complete stranger, I said I had nothing to lose and set off. As luck would have it, the only house around turned out to be a Youth Hostel with rooms to spare. Graham couldn't believe my luck and neither could I. I put the bike in a position I could work on it in the morning and we walked into Stein am Rein for an incredibly expensive pizza.

Peter Sprot

Guess the Car Answer



The Coupe is a Saab Sonnet
Correct answers from Ian Johnson & Chris Harman

This two-seater sports coupe was built primarily for the USA market, produced from 1966 to 1974 initially with the 841cc two stroke engine followed by the German Ford 1498cc V4 unit. The lightweight glass fibre body was designed by Sergio Goggiola, and with a (0.32 Cd) drag coefficient the car could nudge 100mph and reach 60mph in 11seconds.

Photo from Derek Wickes

Bits & Pieces

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



A Sunbeam Rapier H120



B Austin A40



Correct Answers from Ian Johnson & Graham O'Conner

A History of Roll-Royce - part 6

The Schneider Trophy Seaplane Races, The Death of Sir Henry Royce, Rolls-Royce Involvement in the Second World War, including "Miss Shilling's Penny"

The Schneider Trophy was contested from 1913 for seaplanes from any country, until the same country won the trophy for three consecutive years. Great Britain won the trophy in 1914 and 1922.

Following the 1927 win by the Napier Lion powered Supermarine S5, rules changed and the race took place every other year. The 1929 event was held on the Solent, the Supermarine S6A designed by RJ Mitchell and flown by Pilot Officer Henry Waghorn won the Trophy, powered by the Rolls-Royce R V12 supercharged aero engine developing 1950 bhp. To save weight of a separate fuel tank, all the fuel was contained in the floats. After the race, the seaplane took the airspeed record to 357mph. Two years later in 1931, the Supermarine S6B seaplane piloted by Flight Lieutenant John Boothman won the Schneider Trophy outright completing three consecutive wins.

Supermarine S6B Ultimate Schneider Trophy Winner

The Rolls-Royce R V12 aero engine developed 2350 bhp and in the September, Flight Lieutenant John Staniforth raised the airspeed record to 407mph.



Rolls-Royce R V12 Aero Engine developing 2350 bhp

Sir Henry Royce was a workaholic and often went all day without eating. This resulted in ill health for Sir Henry who by 1917 was a semi-invalid, under the constant care of Nurse Aubin.

Because of his ill health he moved from the Midlands to West Wittering in Sussex. He spent late spring, all summer and early autumn in Sussex and the rest of the year in the South of France. He had drawing offices and accommodation for draughtsmen in both Sussex and France. Sir Henry Royce died on 22nd April 1933 just after his 70th birthday.

Following the death of the Sir Henry, leadership of the company fell to Ernest Hives, later to become Lord Hives in recognition of his work in developing the famous R-R Merlin aero engine and its equivalent detuned Meteor engine for use in tanks, motor torpedo boats, plus air-sea rescue launches used to rescue airmen shot down over water.



R-R Meteor Powered Cromwell Tank

Before Sir Henry died, he famously drew out his plans for the Merlin in the sand of West Wittering beach with his walking stick to show Ernest Hives his ideas for the aero engine.

Miss Shilling Penny With the outbreak of the Second World War all car production stopped and Rolls-Royce concentrated

initially on making the Merlin and Meteor engines. During flight tests, the Merlin cut out during a vertical power dive that a Hurricane or Spitfire fighter pilot would use chasing the enemy, or to escape from a dogfight he was obviously not going to win. For the late 1930s Miss Shilling was a very competent aeronautical engineer. She concluded the problem lay in the relative positions of the fuel tanks in relation to the engine, resulting in too much fuel getting to the engine and thus flooding the carburetors.



Tilly Shilling Washer

R-R Merlin Aero Engine

Miss Shilling's answer to the problem was to fit an old penny size washer in the carburettor's fuel line. This washer had a hole in the middle of exactly the correct size to reduce the fuel flow to the carburettor in a vertical power dive without reducing performance in any flying manoeuvre.

North American Mustang P51 designed in 1940 to an RAF specification for a fighter aeroplane to complement the Hawker Hurricanes and Supermarine Spitfires. The P51 was aerodynamically advanced with a top speed exceeding 380mph, but performance dropped off above 14,000 feet. Let down by its low powered Allison engine relegated the fighter to low level army tactical reconnaissance.



North American Mustang III with the RAF (P51 D)

In 1942, following the suggestion by Rolls-Royce test pilot Ronnie Hawker, a Merlin 65 two stage supercharged engine was installed in the P51 airframe. After extensive testing and development, the Merlin powered P51 could exceed 440mph with a service ceiling of 42,000. Rolls-Royce's original plan was to install Merlin 65 engines in the RAF Allison engine Mustangs.

Events in America overtook this arrangement with the US Military Establishment ordering initially 2250 Merlin Mustangs with the Rolls-Royce engines, manufactured under licence by the Packard Motor Car Company, who were already producing the R-R Merlin XXs for Canadian built Avro Lancasters and de Havilland Mosquitos.



R-R 61 - Packard V 1650 Aero Engine

Merlin Mustangs entered active service with the USAAF and RAF in 1943, where their forte was escorting allied bombers over Nazi occupied Europe.

Mike Crees

Austin Healey 100 Restoration - part 2 A Strange Year for a Car Restoration Project

Further trials and tribulations of the restoration of an early Austin Healey BN1

Following the previous article published May 2020, about the restoration of our Healey BN1 we have, with a lot of help, now begun to make substantial progress with the project.

Back in March, pre lockdown, the stripped inner structure and loose outer panels had been sent to SPL Daventry for chemical stripping so that we could fully assess the repair work required.



From our investigation it soon became apparent that the car had been involved in an accident around the late 1960's and as a result the nearside front chassis was bent and subsequently had been badly repaired, also much of the chassis and inner structure were badly corroded making it uneconomical to repair. Hence the decision was made to source a new chassis that came from Eastern Europe and arrived on the 18th March, however the parts sent to SPL were not finished before the first lockdown began so the repair process was on hold.

Meanwhile back in our workshop in Suffolk I was able still able to make progress renovating the axles, brakes and suspension etc. Amazingly Healey mark stockist "A Heads 4 Healey" remained open throughout and able to take orders and then ship within days, however with some of their suppliers were not in quite the same position so shortages begun to arise. It seemed that the car restoration business was booming with some Healey stockist reporting a 40% increase in business!!!

Eventually at the end of June the stripped body/chassis/body panels were returned to Dave's workshop in Shepshed and a full assessment of the inner and outer body panels could be undertaken. The results were a mixed bag with considerable evidence of the accident and the poor patchwork repairs plus some unwelcome butcherly to panels; however, what was also revealed were a number of unique features, where panels had been made pre "hard tooling" or to an early pre-production design, that was subsequently replaced when volume manufacture eventually became established in autumn 1953. (Our BN1 was built in June 1953 and is the 14th UK car made at Longbridge).

The good news was that Dave considered that he could repair or remanufacture all of the internal panels, so the rebuild process begun with the removal of both bulkheads, inner wings etc. from the original chassis frame. To ensure the consistent and accurate reassembly of the inner structures, Dave produced a special body jig and the new chassis was suitably installed as a starting point.



The repaired bulkheads, inner wings and other framework were then tacked into position and continually checked, whilst trial fitting the doors shrouds and wings; further the boot and passenger compartment floors were made and tacked in position.



At this stage it seemed that much work had gone into the project, but the results did not really reflect Dave's efforts. However, come early October, Dave was able to finalise the inner structure and start on the repair and fitting outer panels.



As with the earlier stages nothing was straightforward. We found a mixture of Healey 100 and 3000 rear wings; the rear shroud aluminium edges had disintegrated and a ½ inch difference in the front wing diameter for the headlight bezels. The front shroud had some strange welding seams around the headlight bezels. Despite all these issues Dave set about repairing and reshaping the outer panel work, so that we are now approaching the end of the "1st Fit Stage".

The plan is to return the car body to our Suffolk workshop sometime in January (lockdown allowing), where all the minor fittings and features can be trial fitted, then to remove the outer panels and send the inner structure for painting in Healey Grey. (Light grey/blue metallic)

So, despite the trials and tribulations of 2020, there has been some great work done on the Healey restoration with the support of a number of skilled and dedicated people.

Andrew Taylor

Aero Engine Land Speed Record Cars

During a previous Club Lunchtime Meeting, the time when Geoff Broad owned a 1930s Wolseley Hornet, he mentioned that Wolseley manufactured aero engines during and after the First World War and this precision expertise was installed in their cars during the 1920s and 1930s. In fact, after Morris brought out the company, the Wolseley engines influenced future engines designs for Morris and MG cars.

Wolseley were not the only British manufacturers who had a pre-war aeronautical connection – Alvis, Armstrong Siddeley, Bentley, Napier, Roll-Royce and Sunbeam all spring to mind. Most of the Inter-war British Land Speed Record cars went one stage further and were actually powered by aero engines. The top British racing car drivers of the twenties and thirties also attempted to take the Land Speed Record -

John Parry-Thomas a talented engineer bought Count Zborrowski's Higham Special racing car and modified it to take the Land Speed Record. The 27 litre American Liberty aero engine was tuned to provide 600bhp. In April 1926, the car now called "Babs" gained the Land Speed Record achieving 170mph on Pendine Sands.



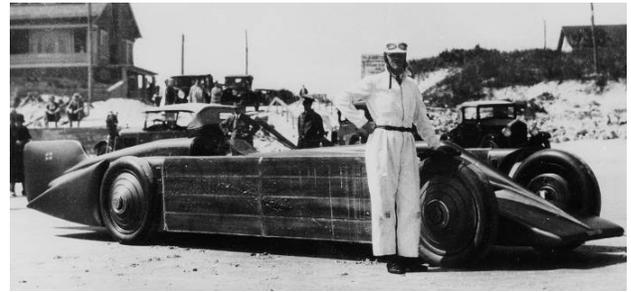
Parry-Thomas returned in March the following year aiming for 200mph, this speed was also being chased by Henry Seagrave and Malcolm Campbell. While on his first run, Babs's chain drive broke, causing the car to skid and overturned killing Parry-Thomas.



Bab's was buried under Pendine Sands, but in 1969 the wreckage was resurrected and over 16 years rebuilt to running condition as a tribute to John Parry-Thomas.

Major Henry Seagrave broke the Land Speed Record achieving 203mph in March 1927 at Daytona Beach.

The car, nicknamed the "Slug" was designed by John Irving and built at Sunbeam's Wolverhampton factory, fitted with two V12 Sunbeam Matabele aero engines, each delivering 435bhp. Power was transmitted to the rear axle by chain which after Parry-Thomas's fatal accident with Bab's had been a concern.

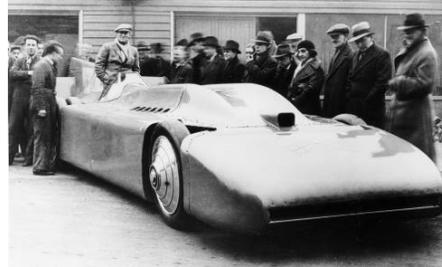


In 1929 Seagrave had a new Land Speed Record car constructed, called the "Golden Arrow", design again by Irving and built at the KLG factory. Powered with a Napier W12 Lion engine 23.9-litres, producing 925bhp. Cooling was by ice and twin drive-shafts to the rear axle. The streamline body was designed to produce downforce. The car broke the Land Speed Record reaching 231mph at Daytona Beach in March 1929.

Sir Malcom Campbell had several record-breaking cars, commencing in 1924 with a Sunbeam powered by an 18.3-litre V12 Sunbeam Manitou aero engine of 350 bhp breaking the Land Speed Record with a speed of 151mph on Pendine Sands in July 1925.



Six years later Campbell commissioned Reid Railton to build a new streamline Blue Bird Blue Bird, with a supercharged Napier Lion Sprint Schneider Cup engine produced 1450bhp. In February 1931, the car raised the Land Speed Record to 246mph. the following year Campbell returned to Daytona Beach raising the record to 251mph.



The car was subsequently rebuilt and a supercharged Rolls-Royce R V12 engine producing 2300bhp installed. At Daytona Beach in 1933 the car

broke the Land Speed Record reaching 272mph. The Railton Blue Bird was rebuilt again and in 1935, Sir Malcom Campbell's car pushed the record to over 300mph on the Bonneville Salt Flats.

Kay Don was Another contender for the LSR in 1930, Sunbeam constructed the Silver Bullet, fitted with two special Sunbeam aero engines, each developing 490bhp.

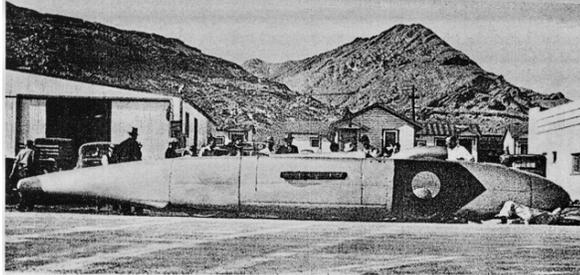


Daytona Beach was the venue for this highly technical car to break the record, unfortunately the car was unreliable and after 18 unsuccessful runs including a fire, Kay Don gave up on his LSR attempt.

George Eyston's 1937 Thunderbolt was an absolute monster of a Land Speed Record challenger, built in the Bean Industries Works,



over 30ft long, it weighed 7 tons, twice the weight of its competitors, the power came from two Roll-Royce R V12 supercharged engines each developing 2350bhp, driving twin rear wheels. The engines came from the winning Supermarine Schneider Trophy winning sea planes. The Thunderbolt took the Land Speed Record, reaching 311mph at Bonneville Flats.

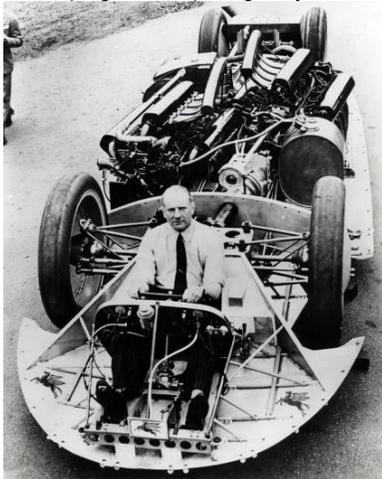


The car was rebuilt in 1938 with a lighter sleek longer body with ice cooling replacing the radiators. In the September Thunderbolt raised the record to 357mph.

John Cobb drove the Railton Special, the ultimate pre-war Land Speed Record Car constructed in 1938.



The smooth lightweight ultra-low car was powered by two supercharged Napier Lion VIID W12 aero-engines each developing 1250bhp, originally installed in a 1928 powerboat.



The continuous problem these record breakers had was putting the enormous available power down onto the ground. Reid Railton overcame the problem by utilizing four-wheel drive. Each Napier engine driving an axle, the engine cooling was by ice. In September 1938 John Cobb raised the record to 353mph, 24 hours later George Eyston's Thunderbolt reached 357mph. The following August, the Railton

regained the Land Speed Record reaching 370mph. After the Second World War the Railton was rebuilt and sponsored by Mobile Oils, returned to Bonneville Salt Flats in September 1947 achieving 403mph on a single run and averaging 394mph overall. This Land Speed Record lasted for 15 years.

Incredibly all these British Land Speed Record contenders were constructed by relatively small engineering industries, without government aid and using second-hand/borrowed aero engines, also with limited resources and sponsorship.

Remarkably, all the cars had the speed of contemporary aircraft for that particular time. In fact, George Eyston's Thunderbolt and John Cobb's Railton Special were faster than the 1930s Hawker Hurricane and Supermarine Spitfire.

Chris Sharman

Members Letters

Dear Chris

We hope you had an enjoyable Christmas and maybe some New Year celebrations too. We saw family Christmas morning and had a little party for two on New Year's Eve which didn't spill over into New Year's Day!

We had a great deal of excitement on the Sunday before Christmas and you will find a summary attached, together with a couple of photos for possible inclusion in the magazine.

We appreciate all you've done to keep us entertained during this difficult time and look forward to seeing you sometime during the year.

Best wishes for a happy and healthy New Year.

Foster and Jan x

Santa's Vintage Visit to Nayland



On the Sunday before Christmas Foster and Jan Jones resurrected the wooden box that fitted under the back seat of their 1927 Humber Tourer so that Santa Claus and his Elf could be taken on a tour of Nayland. The box was originally used a few years' ago to take a team of Aston Martin drivers on a tour around the town of Le Mans the day before their 24-Hour Race.

This time it was an hour-long tour with Santa delivering goody bags of chocolate coins to youngsters at the roadside who were heralded by a ringing bell. We saw in the region of a hundred and fifty adults, which included carers and residents of Nayland House and fifty children.



Jan & Foster Jones

Gordon's Goings On February 2021

The reality is that just as in 2020, there has not been much going on so far in 2021. The tier four restrictions and now lockdown, has effectively put pay to almost all forms of motoring. I even feel bad about driving to the local pharmacy, but it's much safer than walking. Lots of people have a strange idea about what 2 metres looks like. With a combination of busy roads, narrow pavements and inconsiderate cyclists and joggers all but brushing past you with no warning, it's not very nice.

As I write, the vaccination programme hasn't really got into its stride. The only good thing about having an ageing membership is that we might get shuffled up the order a bit, but I'm not counting on it. With eight grandchildren from six to sixteen, we are hoping that the schools will stay closed for a few more weeks and that the teachers and staff get priority vaccinations. They all have families as well. In the meantime, we won't be going far. Let's hope they just get on with it. Just by coincidence, the family of the MP in charge of the vaccination programme, started a medical supply business in June 2020. You couldn't make it up!

Not a lot of garden activity with all the frosts, but at least the parsnips are tasting very nice. The heaters have been working in the garage and the greenhouse, although I did have to replace a frost stat in the greenhouse. This one has a green light showing when its heating, so I don't even have to go outside to see if it's cold!

Now of course is the time for getting your seeds. I ordered some earlier online with the idea of giving our youngest grandson, who is now a keen gardener, a few as a Christmas present. Beware of "special collections" on some websites! I also looked to get compost delivered from local garden centres but most of them didn't have any, but Amazon had plenty with next day delivery! Sign of the times?

This time around there are at least a lot more supermarket delivery slots available and that will continue to be our preferred shopping method for a while.

Keeping the wood burner supplied has been important, particularly as sitting watching it is often more interesting than the television programmes put on over the festive season. Lighting the burner has become more of a ritual, as there is plenty of time to spare.

One of my daughters bought me club member Mike Hipperson's book, Chasing Elites for Christmas. I continue to be impressed by the depth of expertise among the members of CVCVC, it's a very interesting book with some excellent photographs, of what was an iconic if somewhat expensive car. What I wasn't expecting in a book on Lotus Elites, was quite a picture of another iconic car, a 911! On page 65, a picture of our car! What a pleasant surprise and such coincidence! Don't let that put you off buying the book, particularly as all profits go to children's charities.

Good to see Lewis got a knighthood, as well as sports personality of the year. Let's hope this year's motor sport can have audiences. I'm getting withdrawal symptoms! And I'm pleased that there is a bit of a shakeup of some of the drivers in F1. I don't want to watch the driver whose dad has the biggest wallet; I want to see the best! Today I read Mr Stroll wants his son to be world champion. Dream on, unless of course, everyone else runs out of money.

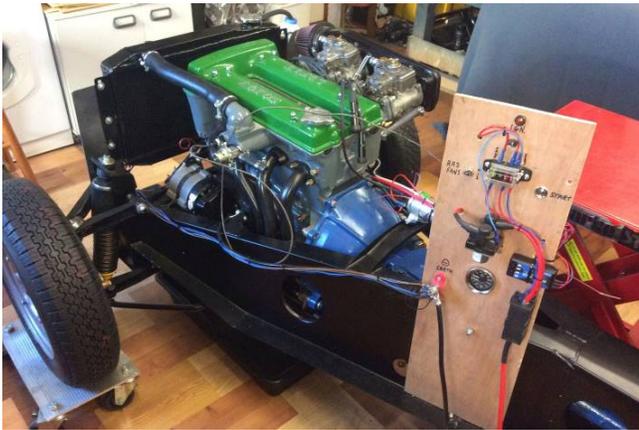
I am pleased to see the Brexit settlement meant that trips to Europe by car have escaped the worst of the predicted problems, apart from the possible of a bit more of a delay at the ports and the tunnel. I won't be booking up just yet! All the motor sport tour operators are busy advertising, so let's hope it's not in vain. You wouldn't think the French could be deliberately obstructive!

Finally, I saw that the Treasury are thinking about applying capital gains tax to classic vehicle sales, in a bid to replace all the money spent on COVID-19. Let's hope the classic vehicle organisations keep a lid on that. And now Mr Musk is now officially the richest man in the world, he will be able to build a few nuclear power stations to provide for his cars!

Hi Chris

Thank you so much for all the work on the car club magazine, it's very much appreciated. I constantly admire my trophy on display but conscious that you may need it returned soon to award to the next recipient, please let me know.

Most days I'm still in the garage or workshop restoring my 1966 Lotus Elan. However, work definitely expands to fill the time available and it's taking much longer than anticipated. I'm about to test the engine and as it's the first Twin Cam that I've built since 1971 I have decided to test it in the chassis before popping the body on. I've attached some pics. I've not fired it up yet but am waiting for a decent day to wheel it outside - maybe over Christmas and liven things up with some open exhaust testing, that'll please the locals!! I've an article in draft covering the build which I'll send over soon.



That 1971 engine was the last of a few I built as a student apprentice at Ford Motorsport, Boreham. It went into a car that Norman Masters was building for the Rothmans Cyprus International Rally of that year, Norman built all the cars for the late great Roger Clark. At the time, the Boreham engine shop was flat out and we were short of engines and this one of mine had tested well so Peter Ashcroft decided it was going into this Mk1 Escort Twin Cam. This was much to Norman's dismay as I was the student apprentice and least experienced of the team. I was nervous too because, the previous year, Hannu Mikkola had lost the rally because of engine failure. Anyhow, no worries, because the engine continued to perform well and we won!

It's sad that we cannot get together with family and friends this Christmas because, I expect like yourselves, we are in another lockdown, but it is a necessity. Still, we've come this far and vaccinations for us are in sight so 2021 should be a lot better. Getting up the priority order is one of the perks of getting older! We've had the first Covid cases in our village this week and today we learned that the Postie has also got it, he's not been around for about 10 days. This all shows how rife things are getting around here.

The great thing is that the delivery heroes have continued to get parts to me as well as healing potions from the wine merchant and brewery!

Kind regards Roger Allen

Gordon Levett