

# Colne Valley Classic and Vintage Club Newsletter

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



July 2023.



2023 Cento Miglia - Finish Line up

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## Editor's Intro

Sad news this month with the passing of Gordon Levett, an article is on the back page, where Gordons Going's on used to be.

More Interesting articles this month, two of them from CVCVC members (thank you) but I need some more please, so put your keyboard fingers on!

Also pictures of your classic in an interesting place required (see back page).

**Be careful out there**      **Bob Chaplin**

## FORTHCOMING EVENTS

### Coronavirus

**Members are expected to respect other members and not take part or attend any CVCVC meetings or events if they suspect they have coronavirus.**

**June 22<sup>nd</sup> CVCVC Car Show The Thatcher's Arms Mount Bures**

**June 29<sup>th</sup> Mid-Week Meet Up The Horseshoes Cockfield**

**July 20<sup>th</sup> Bike Show Kings Head Pebmarsh**

**July 27<sup>th</sup> Mid-Week Meet Up Butchers Arms Ford End**

## Club Information

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

### The CVCVC Committee

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

### CVCVC Membership

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

**Website** The Club's website can be found here:

[www.colnevalleycarclub.org.uk](http://www.colnevalleycarclub.org.uk) On it are pages of club and local classic car related events. There are links to other relevant sites and further information. Past copies of the Newsletter can also be found here.

### The CVCVC and Electronic Media

#### eNewsletters

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

#### Electronic mailings

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

#### Club Articles

The Newsletter always requires articles, so please forward details to the editor on your vehicle's motoring experiences, event reviews, that didn't go to plan, or restoration and technical stories. New feature ideas are always welcomed.

#### August Newsletter

Would you please forward articles by email or post before 1<sup>st</sup> July Bob Chaplin.

#### DISCLAIMER

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

## Club Notices

### Evening Speakers

**For 2024, the CVCVC is looking for Club Evening Speakers and recommended pubs for the Midweek Lunchtime Meetings. If you can help, kindly contact Stuart Black**

### New Cars to the Club



CVCVC chairman John Goodman has added this lovely Morris Eight to his stable, car seen here being loaded on a trailer for shipment from Clacton to Witham.



Rob Hubbard has a new toy!

### CVCVC Car show

The annual CVCVC car show will be held on the 22<sup>nd</sup> June at The Thatcher's Bures Hamlet. The show will start at 7.00 pm.

A new class for this year 'The Swinging Sixties' for 60's cars the old class C has been split and now Class D will be for 70's cars. The new trophy kindly supplied by Leigh Sebba.

#### 2023 CVCVC Classic Car Show Awards

CLASS A: PREWAR TROPHY 1890-1945

CLASS B: PAUL GARSIDE MEMORIAL TROPHY 1946-1960

CLASS C: SWINGING SIXTIES 1961-1970

CLASS D: JUBILEE TROPHY 1971-1980

CLASS E: SLICK TROPHY 1980-1999

CLASS F: MILLENNIUM TROPHY 2000 onwards

BRIAN SALMOM MEMORIAL TROPHY BEST IN SHOW CLASS

So clean and polish (or not)! the classic, and bring it to the show.

### Non CVCVC Events FYI

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

**Lavenham Classic** (known as the Rare Breeds previously)

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

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

#### Notice for CVCVC Members

**Members should check that any of the above events have the correct insurance and if on the road, an appropriate Motorsport UK Permit. Otherwise, you may not be insured!**

## Monthly Meeting Review

### May 18<sup>th</sup> Club Night Talk

Local farmer and historian Ashley Cooper gave a fascinating talk to a packed Gt Maplestead Village Hall of some 50+ CVCVC members and guests, one of the largest turn-outs for a long time!

Ashley without any script talked first about the villa found on his farm, a missing Roman road that branched off the now A131 at



An impression of Ashley's villa in Roman times.

High Garret and headed through the Maplesteads and Gestingthorpe.

Then he spoke about many notable characters from the area and a lot of local history, such as Boadicea's rampage and her rout of the local Romans. How Bury St Edmunds became a place of pilgrimage until the murder of Beckett at Canterbury made that the no1 pilgrimage spot. The St Edmunds pilgrimage made the road through Sudbury a main highway and a major obstruction was the Stour. This led to the first of a number of Ballingdon bridges. A topical character was Will Kemp who Morris Danced his way from London to Norwich as a protest against the Shakespeare company and complained that the pot-holes between Braintree and Sudbury were big enough to drown in, so nothing's changed then!

Then there was the Sudbury man who sold his wife for 2 Shillings (shades of Major of Casterbridge) only to have the man who bought her giving him 2 Guineas to take her back! The talk was accompanied with superb paintings by Ashley's friend Benjamin Perkins. Numbers of these were as cards given away to members who got various questions put by Ashley correct. Charles Soule got so many; he started getting them taken back!

Did you know that Baliingdon hill was originally two hills, that was until McAdam the great road builder altered it! You do now thanks to Ashley.



Then there was the 'flying pig'. A story of two brothers who collected a pig in a trailer behind the family Lea Francis. One brother bet the other couldn't get to 60 MPH The brother driving tried but the connecting pin on the trailer dropped out, the trailer dug into the verge and catapulted the pig into the adjoining field. Police officer then arrived and asked what was going on, the boys replied 'looking for our pig' the policeman said 'expect you'll say it flew there' ...

A truly super evening and so many stories that they could not be listed. Ashley has been asked for a return visit which will be arranged by Stuart.

## Monthly Midweek Lunchtime Meeting

**Lunchtime meeting at The Lamarsh Lion. Thursday 25<sup>th</sup> May.**

A mild day and 25 CVCVC'ers (and one dog) enjoyed lunch at The Lamarsh Lion. Ben, Marie and Emmy at The Lamarsh Lion looked after us well. Two people commented on the ham, egg and chips with one saying 'that was the best ham, egg and chips I have had for years. I know what I will be ordering next time I am at 'The Lion'.

We were all together in the same part of the pub with many of us enjoying the superb view across the valley. A nice little selection of cars also enjoyed the run.

If you haven't been at one of our lunchtime meets for a while, come along and join us, you will be made most welcome.



**CVCVC Articles.....**

## Alfa Romeo Spider S4. Oil Leaks fixed

### Pt1 Gearbox

Oil on the garage floor, under the Spider, appearing from both the gearbox and rear diff.

When visiting the local garage for the Spiders annual MOT inspection I asked a favour. "Whilst the car is on the ramp, could you please top up the oil levels. I have the correct oil grade in the boot.", Yes was the answer.

When collecting car, it had passed the MOT, but they informed me that they had obliged by topping up the oils, but never again! Both filling and level plugs faulty. Threads worn and re-tightening risky.

So, the decision was made to investigate and rectify. First The Gearbox

Schematic: Fig. 1: 18) filler / level plug with female hexagon. 19) drain plug with male hexagon.

The threads were worn in the aluminium casing filler / level aperture. The plug had silicone sealant and a very thin washer. Plug thread also worn. See fig.2.

I purchased 2 taps. Thread 22mm x 15mm pitch. One with lead in taper for the gearbox and one flat bottom for the rear diff.

Fig 3. Showing the gearbox thread tap (tapered), replacement filler plug, internal thread gauge, external thread gauge, 6" steel rule and copper washers.

With the car on axle stands, both front and rear and arranged for the car to remain level so the correct volume of oil is filled. The same grade of oil is required for Gearbox and rear diff. I have Granville hypoid SS EP90 75/90. Gearbox 1.65 litres, Rear Diff 1.40 litres.

The gearbox casing is aluminium, so care had to be taken with rethreading. This is why I used the tap with the lead in taper. Fortunately, the filler inlet hole faces down and so gravity took care of most of the swarf. Careful brushing, Fig.5, took care of the remainder. Fig. 4. Swarf can be seen on the tap flute. Reassuring to see all the swarf on the garage floor. Fig.6. The re-tapping of the thread went well. Fig.7.

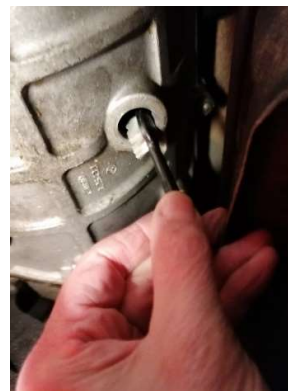
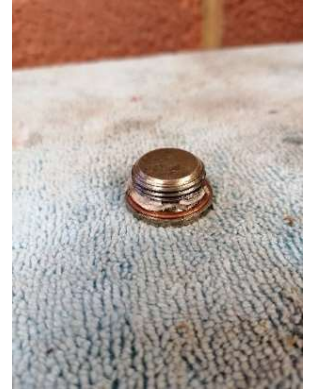
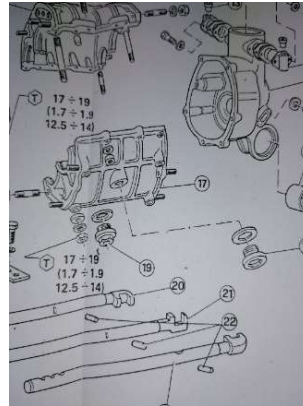
Draining the gearbox was a challenge as removal of the drain plug proved tough. Very tightly done up. With assistance of a friend and a longer socket bar with a single hex socket proved effective.

The oil was drained, and the drain plug with the magnetic trap was thoroughly cleaned. The mating surfaces cleaned. A new copper washer applied, and the plug refitted to the correct torque. The gearbox filled with the oil, that was previously mentioned.

The replacement level and filler plug were fitted with a new copper washer and fitted, again tightened to the correct torque. It fitted a treat and no leaks apparent. Fig.8.

Photos are Fig 1 – Fig 8 from top left.

**Bob Knight**



## Amazingly the Frog Eye Sprite is Still Around Part 2

I continued to use the Sprite for two further years covering 30,000 miles and in 1971 I hired a compressor and spray gun and gave the car a much-needed re-spray of Tartan Red cellulose.

Then one evening in 1972 my cousin Phil drove up in a new MG Midget Mk 3, handed over the keys and asked me to drive the car and give an opinion. Well, within a month I had sold the Sprite through the Exchange Mart for £300, the same figure I paid for the car and purchased a MG Midget Mk 3 from Dick Jacob's Mill Garage in Woodford.

The Sprite's new owner was a professional trombone musician playing in the West End theatres. In 1973 I actually heard and then saw the car a couple of times in Clerkenwell, (the exhaust was quite distinctive). A Sprite owning friend recognised the car a few months later, he mentioned the bonnet was damaged!

The Sprite certainly had a hard life and I wondered with the passing years, had the car ended up in a breakers yard! Six years ago, CVCVC member David Singer researched the existence of my Sprite and informed me that the car was still around and painted yellow!



Out of curiosity I recently typed the car's registration into a Google Site and surprisingly several photos of CJJ 582 racing in the Lackford Engineering Midget & Sprite Challenge race series came up.



**Brands Hatch 2021**



**Castle Combe 2021**

I contacted Robin Lackford who informed me that Sprite 582CJJ was owned by his company Lackford Motor Engineering and was contracted out to drivers competing in the Midget & Sprite Challenge Series. The Sprite is extensively modified including a full race 1340cc engine and not surprisingly the car had been extremely successful on the track. The business specialises in restoring and modifying classic cars and to their credit have modified 582 CJJ into a highly competitive sports car.

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Apart from the bonnet stick-on registration plate, it is difficult to recognise the race-car as the one I owned fifty-six years previously, however I'm very pleased 582CJJ is still around and making its mark on the track and long may this continue.

**Chris Sharman**

## A Flawed Hero?

The 1960s were, at least in my view, the golden years of Formula One. Cars were clean, aesthetically pleasing, uncomplicated but powerful. Some of the best-looking cars ever came out of this period. Has any car looked better than



the Lotus 33 the BRM P57 or the Ferrari 156 shark nose? However, track safety, marshalling and accident response were very basic and it was a period of dreadfully high driver mortality.

I particularly followed the fortunes of Jim Clark, Graham Hill and Dan Gurney. Jim Clark achieved two world championships, 25 wins, 32 podiums and an Indianapolis 500 win. He was killed during a F2 race at Hockenheim in 1968. Graham Hill also won two world championships with 14 wins, 36 podiums also a 500 and in addition a Le Mans win. Sadly, Graham died in a plane crash. He was piloting his own plane back from France after a testing session and was attempting to land at Elstree at night in fog.

My favourite driver list wasn't based on success; Dan Gurney only had limited success in F1 but did very well in US formulas – NASCAR etc. As an aside Dan has two rather trivial claims to fame that might be useful in a future club quiz. He was the first to shake a bottle of champagne and spray it over the crowd and the first to wear a full-face helmet. So now you know!

I was also a great fan of another driver. He was a privateer, persisted in an uncompetitive car without success but was always hugely enthusiastic and charismatic. He was the consummate underdog which is perhaps the reason I was drawn to him. The more professional teams and drivers, it is said, found him difficult to pass on track. Superlicences were still to be invented. Any ideas?



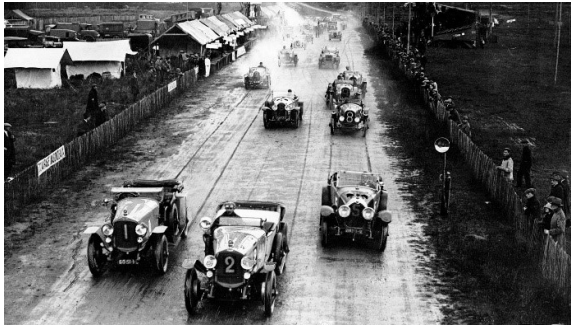
He was a Dutchman, Karel Godin de Beaufort. Born into an aristocratic family he apparently wanted for nothing and started playing with cars at an early age. He entered 31 F1 races with no wins and no podiums. He drove a variety of cars but mostly a Porsche 718 purchased from Rob Walker and painted bright orange. He was a large man and the Porsche, also a large car for the time, was one of the few cars he could fit into. Perhaps apocryphal, the story goes that he once asked if there was a way of lightening the car to gain extra performance. The answer was that it would be better and easier if he, Karel, lost a few pounds.

He died in 1964 during practice for the German GP at the old Nürburgring, i felt at the time that de Beaufort was as much of a heroic character as Clarke and Hill.

**Geoff Broad**

# Pictures from the Past

## Le Mans



## The Le-Mans 24-hour race

The first race was held on 26–27 May 1923 and it was then just one of a series of races and no award for winning. It subsequently became a race in its own right and held over the last weekend in June. It also quickly became the race to win for manufacturers and privateers. It is the car that has completed the furthest distance in 24 hours that wins. The circuit unique in that it comprises part purpose-built circuit and part public road. The Mulsanne straight is in fact the Le-Mans – Tours main road and before those awful chicanes were put in, the fastest stretch of racetrack in the world.

The first race starting grid in 1923 a mix of cars, note the primitive pit area, literally huts beside the road.

In the early 1930's Bentley dominated so much that Etoire Bugatti famously called them the 'world's fastest lorries' Works driver Sammy Davis shown here.

1935 and the works Aston Martin on its way to 8<sup>th</sup> overall.

1937 Bugatti, Jean-Pierre Wimille and the Type 57G Tank

1938 Prudence Fawcett tried to purchase the 1935 Aston Martin but was dismissed as a 'silly girl'. Instead, she went to Morgan and had this car specially built. The car now owned by CVCVC member Leigh Sebba

Post war and a new marque, Ferrari. Ferrari would go on to win numerous Le-Mans and win this year, although the computer re-boot on the pit lane in the last pit stop was a bit heart stopping!

1955 and the crash that nearly ended motorsport. It was caused by Mike Hawthorne braking hard in front of Lance Malkin's Healey. This forced Malkin into the path of the Mercedes which was running at race speed, well over 100 mph. The Mercedes was launched into the air and into the crowd killing 83 and injuring 180. Levergh died instantly. The organisers kept the race running to avoid thousands leaving the circuit and blocking emergency services access. Hawthorne continued and won the race. Pictures of him swigging champagne didn't help either.

1962 With the circuit redesigned and especially the pits, now with a proper pit lane as a result of the tragedy. Morgan entered a Plus 4, built and driven by Chris Lawrence with Richard Shepperd Barron co-driving. They won their class and subsequently saved Morgan, who were in dire financial straits at the time.

1966. Henry Ford II had tried to buy Ferrari but Enzo said No! So, Ford built their own car, the GT40. It was not built by Carrol Shelby as in the film but he developed the car into a race winner, changing the gearbox, aerodynamics and fitted the 7.0 litre engine. The car was based on a Lola Type 6, the engines came from NASCAR and they won in V formation. Ken Miles who had led was demoted from first with McLaren taking the win. This was as a result of not obeying team orders in a previous event. The GT40's would win for 3 consecutive years.

1970 saw Porsche reign supreme with some of the highest ever speeds down the Mulsanne.

1972 – Graham Hill had nearly won in 1968 in a GT40 but the suspension failed. In 1972 he teamed up with Henri Pescarolo for Matra. The pair emerged victorious and the win made Hill the only driver to achieve what has since been dubbed the Motorsport Triple Crown: The Formula One world championship, the Indianapolis 500 and the 24 Hours of Le Mans.

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1989 and Jaguar won in V formation as had Ford in 1966, I was there, the atmosphere something amazing what a race!

## Guess the Car Answer Sunbeam Venezia



Touring built cars on the Superleggera method which, broadly, means building a tubular metal framework on the existing chassis and then attaching aluminium panels to the frame whilst not having the aluminium directly in contact with the steel so as to reduce electrolytic corrosion.

Touring entered into an agreement with Rootes and in 1961 designed a car that was to become the Venezia. A prototype was built, shipped to England and given approval by Rootes management.

The car was unveiled to the public in Milan and officially launched in Venice. The Venezia was the first car to have entered St. Mark's Square having been transported by gondola! The publicity could have gone oh, so, wrong. The car was not securely held and started moving but intervention by a man also on the gondola stopped it falling into the Grande Canal!

The price of the car was high. It had a 1592cc engine (also used in the Humber Sceptre) putting out a quoted 94bhp and despite having an aluminium body wasn't particularly fast yet it cost nearly as much as a Sunbeam Tiger V8 and more than a Jaguar Mk2 2.4. It was decided to concentrate the sales in European countries other than Italy where Lancia and Alfa Romeo dominated the market with car at lower prices and Britain where import taxes increased the (already high) cost.

In both Italy and Britain, the early sixties were plagued with industrial unrest and strikes. The Venezia was now struggling to compete with newer models of cars and was even left with the smaller engine when the Series IV Alpine received the 1725 cc engine.

With only 204 Venezia's made it bowed out in 1968.

The above courtesy of Chris Harman.

Correct answers from Stuart Black, Philip Frogg, Rob Hubbard, Chris Sharman

## This month's Guess the Car.



What is this?

## Meet the Committee Part 5

Meet the committee. **Chris Harman**



I am the club's current Treasurer. I live in Gestingthorpe with my wife, Rose.

I joined CVCVC a short while after buying a Rover P6B in 2002.

Most of my growing up was done working on my parent's smallholding / plant nursery between Wickford and Rayleigh. A neighbour (and occasional customer) bought a blue 'G' reg P6B and I thought 'what a fabulous car. I will buy one of

those'. Many years later I did and still think they are a great (and still underrated), brilliantly engineered, good looking and a superb car. I don't do anywhere near enough miles in mine but when I do, I always ask myself 'why not?'. Time, I suppose.

As a youngster I used to work on the land and did a lot of digging, even more weeding (ugh, a never-ending job) and mowing. Once I reached the age of around 11 / 12 years old I moved on to using a Howard Rotovator to cultivate the land. I used a little Howard Bantam with, I think a 120cc BSA engine. For a schoolkid it was a good size on which to learn the ropes. The little 'Bantam' gave me a good lesson in learning to respect machinery. When I was about 13 years of age and after school, I was using the Bantam, my foot slipped, the whirling blades caught it and lopped off the end of a big toe! No homework that night!

In my mid-teens I started to get interested in motorsport and cycled to Canewdon to see Autocross. I can still remember Griff Griffiths campaigning his red VW Beetle.

I also frequented Raleigh Weir and watched Stock Cars and Bangers. Why bangers? After a few meetings I got to detest that side of the sport and still do. So many great cars wrecked.

There is one Banger incident that sticks in my mind. A small garage near to Wickford Rail Station used to Banger race, at Rayleigh Weir, a Ford Zephyr and a Ford Consul 375. They only had a small pick-up truck so would carry one car and tow the other. A couple of times I hitched a lift with them and, when in my mid-teens, after one meeting, was taken home one night in the dark along the A127 kneeling on the floor of a damaged '375' that was being towed on its (probably bent) rear wheels, with me holding a red torch 'side light' out of the back of the car! I don't know how fast we were travelling but remember being thrown around inside the car whilst trying to hold onto whatever bit of sharp metal was closest to hand whilst trying to keep the 'rear light' torch steady.

Rose and I married when we were 19 years of age. Three wonderful children came along. Not much time for cars until in the late 1980's I discovered Rallycross. What a brilliant motor sport. I started my marshalling in the late 80's (through to the 00's) at Lydden Hill with most being as a Start-line Marshal. Many great drivers and memorable cars. My 'head and shoulders above all' car was the fabulous Metro 6R4. Anyone who saw Will Gollop in his amazing BiTurbo 6R4 will have it etched on their memory. The competition? Just imagine seeing races between 6R4's, RS200's, Quattro's, T16's, a Xantia and Cosworth's being piloted by amazing drivers (too many to mention here). If you were there, I expect you can still remember the sight and sound of those cars!

When I married Rose, a year after leaving school, I was working in a Stockbrokers in London. I had my eye on being on the Dealing Desk and, after a while, was offered the chance of being a trainee on it. I was rewarded with a pay-cut (I was now earning £600 per annum basic salary) along with the chance of earning a commission. One of the chaps I was now working with had bought a new TR6 with his commission bonus and another chap went to the Earls Court Motor Show and bought a DeTomaso Pantera. 'Here I come' I thought. The Stock Market then suffered a huge downturn during 1973 and 1974 and the work dried up. The commission was a distant dream.

We had a mortgage to pay, train fares increased ahead of the rate of inflation (nothing changes) and I needed to find a job that paid stable and regular money. HM Inspector of Taxes in Colchester needed staff. Great! I passed the interview and spent a few years learning about personal taxes. After about five years I left HMIT and went into private practice with an accountancy firm in London. A pay cut (another one!) from my HMIT salary plus the cost of train travel. Sounds bizarre but it was a good move. A couple of years in London, then back to an accountancy firm in Colchester and after a few years I moved to a small firm in Braintree which grew and I grew with it becoming their Tax Partner for twenty years until retirement.

My cars? My first was a Morris Minivan that cost me £35. I hand painted it in Oxlip yellow paint that I bought from Woolworths. I then had a couple of 1100's, another Mini, a couple of Maxi's etc. etc. Looking back over my car ownerships I wish I had never sold the Fiat Mirafiori 131 nor scrapped the Austin 1300GT.



My current classic cars? A Rover P6B 3500S and an Alfa Spider 916 (the model that was unloved for quite a few years but is now starting to be loved).





## 10-day 1000-mile road run

We began our trip with a long weekend in Matlock Bath with other members of The Naylor Car Club. Our Saturday run began with a grand line up of 17 of our marques snaking away from the hotel and off into The Peak district. Sunday was a free day and the group split between Haddon Hall or The Crich Tramway Museum, we did the latter and arranged to meet our grandchildren from Sheffield, great fun.



Monday Keith & I said farewell to our chums and headed North. Our next stop was a lovely hotel in Dumfries. From here we drove to Ardrossan for the ferry to Isle of Arran. The sun was shining, and we took the long way around the island admiring the views before stopping along the coast for our next overnight stop. Next, we took a smaller ferry from Lochranza to Claonaig on the Kintyre Peninsular. At times as we drove the coast road, we were amazed at how little traffic was around. We had been very fortunate in that the weather was so kind we had the roof down all the way north.

The aim of our journey was to stop two nights on the Crinan Canal. Ten years ago, Keith had crewed for my brother on a leg of his around Britain sailing trip in a 26ft Eventide yacht, they had sailed through this canal. Sadly, the weather was not kind on these two days and along with the drizzle we also found the Scottish midges!



- 9 Now it was time to head home this time via Kelso in The Borders to an hotel we have been to with The Naylor car club in past years. The sun was back with us all the way, but we had to stop and clean the bugs from the windows twice on that journey. We had one more overnight stop near Tuxford to give the driver a rest and arrived home in sunshine.



### Summary

- A) Scotland is a long way from home
- B) One-night stops are hard work.
- C) In our small car not much room for souvenirs, we did squeeze in some local brewed Whisky and Gin
- D) Best of all our car did not miss a beat it performed well on the steep narrow and winding roads.



Keith and Sue Heywood

## The Classic Lines Cento Miglia

Dr Richard Beeching, one of the most divisive men in modern history, a bean counter extraordinaire. His infamous cuts destroyed communities, cut towns off the railway network, forced traffic onto the roads and we are still suffering these cuts today in the lack of rural transport. They cause at peak times of the year, huge volumes of lorries on our already crowded roads. East Anglia was especially badly hit by his axe and on the 4<sup>th</sup> June the CVCVC Cento Miglia meandered around a lot of these lost lines.



George Wilder assisted by Stuart Black and Chris Harman organised a railway themed Cento Miglia. The route took in numbers of lines cut by Beeching and some of the towns and villages that were cut off. On the day of the event Mary Ann Black and Rose Harman gave out the routes and carried out the marking. We also had a glorious day with the bitter NE wind we have had recently moderating for the run and wall to wall sunshine.

The event started from the Colne Valley Railway which had opened early especially for the CVCVC and provided teas for the entrants. The event started with the first car away at 9.15. There were 21 entrants



mostly from the CVCVC but with 4 cars from the Bury St Edmunds club. The cars ranged from an Army Staff car, to a Ferrari.

The route firstly followed the course of the old Colne Valley and Halstead railway from Yeldham, to Ridgewell then Birdbrook. Then over to the former Stour valley railway from Stoke via Cavendish to Long Melford. Then a section up to Lavenham, through Cockfield to the first stop at Hennessey's on the A134, which is a stone's throw from the old Melford to Bury St Edmunds branch line. At Lavenham the main road through to Cockfield was closed for roadworks. The diversion unfortunately was the route we were on and we were going against the traffic flow, we saw what appeared to us in the Anglia as massive 4/4s being driven mainly by extremely aggressive women straight at us in the middle of the road and we were expected to get out of their way! Bet this was fun for Martin and Sue in the 3-wheeler!

The next section took us up to skirt Bury via Thurston and followed the still operational line to Haughley junction. This was once a bustling junction and very busy, From the junction ran the old Mid Suffolk Railway affectionately known as 'the Middy'. We proceeded via Mendlesham with the huge television transmitter you can see for miles, then into the Mid Suffolk Light Railway. The Middy was the lunchbreak stop and the cars were marshalled together right in front of the restored section of the Middy which had a locomotive in steam and running on the line with vintage rolling stock.

The break saw the entrants chatting and wandering around the Middy, this also allowed visitors to the Middy looking at the 'car show'. One of the couples looking at the car had the woman using her mobile phone to check whether the classics were all taxed and insured! Does make you wonder doesn't it! Here we

10 are enjoying a day out with our classics and we have someone like this checking on us! Seems not everyone likes what we do! However, that was the minority as the cars certainly created interest.



On the re-start we set off though Needham Market then down to Hadleigh and then through Nayland and then to Bures on the still open Sudbury branch, past the Thatcher's Arms at Bures Hamlet where the finishing point was the East Anglian Railway

Accompanying the route were handouts from George with railway places of interest along the route plus there were 27 questions that could be found along the way, answers below. For those members that took part.

At the finish the staff at the East Anglian Railway were helpful and the café doing a busy trade of CVCVC and Bury St Edmunds crews. The winners were presented with their trophies and the results are also below. As we left, one of the new Bi Mode Class 755's came into Wakes Colne Station these replaced the clapped-out old Railcars I used to use on a regular basis when working. Good to know the Sudbury branch that Beeching wanted to close is still going strong! In fact, as we drove around, at all the towns he cut off from the network, are masses of new housing.

### Question & Answers Section 1.

1. What is the bird called? (Woodpecker)
2. What classic is found here? (Brick)  
Convert the Roman numerals. (1861)
3. Note the COV number. (29)
4. What animal may have lived at the café? (Otter)
5. Would a railway fireman buy here? (Stoke Stores)
6. What was suppressed in 1538 (Clare Priory)
7. Find which queen in red? (Victoria)
8. Who's pulling the beer on this corner? (Drays Close)
9. Who owns the wood? (Forestry Commission)
10. You know where the station was (Old station Yard)
11. Only open during daylight hours? (St. Peter's church)

### Section 2.

12. Is this a nest for a big bird? (Eagle House)
13. This isn't basic heather it is...? (Top Gorse)
14. What boat lands its catch here? (Trawler)
15. Don't sneeze here. (Pepper Lane)
16. Miss dancing here last month? (The Maypole pub)
17. Maximum safe height here? (5m or 16' 6")
18. When was the Chapel originally erected? (1807) – not the date of the current

### Section 3.

19. Something fruity on the right. (Greengages)
20. A royal visit by whom? (Princess Royal Anne)
21. Green energy connection... (Windmill) service
22. What's the road called? (Station Yard)
23. Useful for steam trains? (Smokeless coal)
24. what do the signs designate (Quiet Lane)
25. Horses meet at this junction? (Nags Corner)
26. What is the slowest speed (5 mph or less)

Winner Car 19 Terry Hadley and navigator MGB Bury CC  
2<sup>nd</sup> = place Rob Hubbard & Stephen Nuttall Mini. Geoff & Pauline Broad MGC. Bob & Janice Chaplin Anglia. All CVCVC

To view the photos from the Cento please click [Here](#)

### Members Out & About Section

To continue the topic. Dave Wards Alfa in front of a Swiss Lake



**You members out here, you must have some pictures of your classic cars or bikes at a place of interest, let's keep this section running, so photos and back stories please BC**

### The Late Summer/Autumn annual Scatter Rally

Volunteer/s needed.

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

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

**No volunteer/s no Scatter Rally/Autumn run.**

#### George

#### CVCVC Facebook page

The club has a Facebook group but we have just 12 club members. If you use Facebook please ask to join the group, with more members in the group perhaps we can get some threads going, tech advise, or anything interesting to club members.

#### Le-Mans on TV

Did any of you watch Le-Mans on Eurosport? If you did, did you find the adverts intrusive? 10 minutes of racing then 5 minutes of adverts! It was almost unwatchable. Good race though especially that last Ferrari pit-stop. Control-Alt-Delete, Computer say No!!

### Obituary

#### Gordon Levett



Gordon Levett sadly passed away last month following a brief illness.

Gordon became a CVCVC member eighteen years ago and immediately put pen to paper writing newsletter articles, eventually producing "Gordon's Goings On". The monthly articles chronicled his many motoring experiences and travels with cars and motorbikes. Gordon's family often accompanied him to motor racing circuits and continental destinations. Gordon was very knowledgeable on Grand Prix and MotorGP motorcycle racing and would regularly comment on the latest events. He also reported on everyday matters, probably top of the list was the poor condition of English roads, extremely dangerous for motorcyclists.



From a young age Gordon established an interest in motorbikes and purchased a 1956 BSA Road Rocket in 1965, a bike he kept to this day, in fact it was Gordon's and his wife Julia's original form of travel until four-wheel transport materialised.

Other motorbikes came along, plus numerous cars, including a Morris MM and MGB GT to name a couple. Following a CVCVC visit to Maxted-Page in 2013, Gordon purchased a Porsche Carrera, which he used for track days and long-distance travels. He received the "Notable Travel Journey" award in 2014 for participating in track events and touring through Wales in the Porsche.

Being involved with the Hadleigh MCC, AJS & Matchless Club, and Porsche Club as well as the CVCVC, kept Gordon busy. One of his typical days was a morning club motorbike run, afternoon dancing class with Julia and an evening club meeting. Gordon was a dedicated motorbike enthusiast, encouraging CVCVC members to join in on many of his club runs and attending the local pre-1965 scramble events.

Gordon successfully raced Minis between 1974 and 1984. He gave an illustrated talk to the CVCVC in 2017. An extremely competent engineer he prepared his own Minis (called Julia I and Julia II).



Gordon was awarded the "Pat Brooks" trophy for writing club articles in 2006, 2012 & 2022.

Gordon's recent illness was a shock to all of us and his enthusiasm towards the CVCVC will be missed. We give our condolences to Julia and her family.

**Chris Sharman**