



Colne Valley Classic and Vintage Club Newsletter

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



January 2023.



CVCVC June Classic Car Show - Ninety Sixties to Nineties Eighties Line-up

In This Month's Newsletter

- Future CVCVC Events, Information & Notices
- CVCVC November Club Evening Motoring Themed Quiz
- Early Transport Stories from Frank Burgess
- Guess the Car
- Bits & Pieces
- A Sad Shift in Heritage
- Connaught Engineering
- November Midweek Lunchtime Meeting at the Pebmarsh Kings Head
- Bits & Pieces – 2
- For Sale
- Gordon's Goings On

Editor's Intro

On behalf of the CVCVC, I wish you a Happy Christmas and a Very Good New Year. 2022 was certainly a busy year for the Club with monthly evening and midweek lunchtime meetings back on the agenda, plus the annual events; all to continue in 2023.

Another good selection of articles this month, including the review of the Motoring Themed Quiz Night, organised and compared by Bob and Janice Chaplin, a superb evening requiring a few 'out of the box' answers. Frank Burgess has written about his early years of motorised transport; very nostalgic. There was a popular November Midweek Lunchtime Meeting at the Pebmarsh Kings Head, a pub to return to. Stuart Black has produced 'A Sad Shift in Heritage'.

Last autumn I announced that I was stepping down from editing the Newsletter, once a new editor was in place. However, twelve months later the position is still not filled, unfortunately I have developed Post-Long Covid health issues, sadly restricting my ability to produce the Newsletters. After ten years in the role with 120 publications, the January edition will be my last Newsletter.

Reading through previous copies of the publications, I'm sure there are several potential Editors who are better qualified for the role. Editorship information is available on page two.

Lastly, a reminder that it's time to renew your CVCVC 2023 Membership before 1st January.

Stay Safe Chris Sharman

FORTHCOMING EVENTS

Coronavirus

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

Jan 19 Club Evening – Thursday 8pm, Andy White - Life as an RAF Armourer. Gt Maplestead Village Hall C09 2FJ.

Jan 25 Committee Meeting - 7.30pm The Bell Castle Heddingham C09 3EJ.

Jan 26 Midweek Midday Meet Up - Horseshoes Inn Cockfield IP30 0JB.

Feb 16 Club Evening - Thursday 8pm, David Caulfield - The Semi-Pro Sixties. Gt Maplestead Village Hall C09 2FJ.

Feb 23 Midweek Midday Meet Up – Green Dragon Youngs End CM77 8QN.

Mar 16 Club Evening – Thursday 8pm, Speaker TBA Great Maplestead Village Hall C09 2FJ.

Mar 30 Midweek Midday Meet Up – Horse & Groom Cornish Hall End CM7 4HF.

Apr 20 Club Evening – Thursday 8pm, Speaker Peter Tatum – Thomas Telford. Great Maplestead Village Hall C09 2FJ.

Apr 26 Committee Meeting – 7.30pm The Bell Castle Heddingham C09 3EJ.

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 |
| 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.

February Newsletter

Would you please forward articles by email or post before Monday 16th January.
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.

Club Notices

Evening Speakers

For 2023, the CVCVC is looking for Club Evening Speakers and recommended pubs for the Midweek Lunchtime Meetings. If you can help, kindly contact Stuart Black

CVCVC Subscriptions - Time to Renew

Club subscriptions for 2023 were due by 1st January. A revised form is enclosed with the January Newsletter, providing the Membership Secretary's email address. The fees for electronic and printed versions of the CVCVC Newsletter have been increased and details are included in a statement issued with the renewal form.

The Newsletter Editor position is still available, please do not hesitate to contact me if you are interested. I intend to stand down after the New Year



The Editor's role involves producing the monthly Club Newsletter, the main process is liaising with members and collating event information and members articles into the six/eight-page Newsletter. There are occasionally flyers to include with the publications. For further details, contact the Editor.

The Editor's role involves producing the monthly Club Newsletter, the main process is liaising with members and collating event information and members articles into the six/eight-page Newsletter. There are occasionally flyers to include with the publications. For further details, contact the Editor.

Future CVCVC Events

19th January Club Evening Gt Maplestead Village Hall.

Life as an RAF Armourer

Andy will talk about his experiences working as an armourer on various RAF aircraft including the F-4 Phantom.

He served with 4 different squadrons including four months in The Falklands.



16th February Club Evening Gt Maplestead Village Hall

The Semi-Pro Sixties A Talk by David Caulfield



The Semi-Pro Sixties is a talk by David Caulfield based on his book of the same name. Covering a period from 1961 to 1976 he takes his audience back to the time when budding musicians were forming groups and starting to play gigs in Youth Clubs, Pubs and Clubs. He raises plenty of laughs as he tells stories of

the life and times of a semi-professional musician setting out on the road for the first time.

Drawing on interviews with over fifty different musicians David details experiences from the outright funny to the downright dangerous!



These are real life experiences and illustrated with plenty of slides and pictures. Here's what some of the audience thought - Margaret D - "A wonderful talk and really funny" Linda S - "Very enjoyable talk, funny & informative" Angela B - "Very amusing and enjoyable trip down memory lane" Barbara L - "A really interesting insight into the music world of the

60s" Ken H - "A talk that invokes musical memories galore"

CVCVC November Club Evening Motoring Themed Quiz

The second CVCVC Motoring Themed Quiz Evening, was a most enjoyable event, rather tense at times, the questions appeared quite fast requiring prompt answers. The motoring questions produced by our Quiz asters Bob and Janice occasionally had a twist, requiring alternative knowledge!

Twenty-one members turn up at Great Maplestead Village Hall, enabling five teams to participate in the Quiz – All with imaginative names -

The Big Ends, The Newbies, Terrible Trio, Universally Challenged and Suffolk Five.

Before the Rounds started, Bob circulated two sheets comprising twenty-four photos of car & commercial vehicle headlamps, giving members full time to guess a vehicle from its respective headlamp photo, not easy!

With five rounds, each with ten questions.

To give an idea of the questions, I have selected two questions from each round –

Round 1 – Who designed this –

A. Who designed the Triumph Trident?.

B. Who designed the Bugatti Veyron?

Round 2 – Animals connected with cars –

A. What came out of project Bobcat?

B. type of antelope from the USA

Round 3 – People connected with motoring



A. What is he remembered for

B. Who is this

Round 4 TV-

A. What car did Basil thrash?

B. What TV series had a 1969 Dodge Charger as one of its stars?

Round 5 – General Knowledge-

A. What team won the 2022 Speedway National Championship?

B. Which car company spent £250,000 on a grand new London Head Quarters in 1919?

Answers to the above questions on page 7

The Universally Challenged team with 46 points were the winners, with the team taking home a bottle of wine each, the Newbies taking home the wooden spoons.



The winning team - Chris Sharman, Peter Burchett, Stuart Black & John Goodman

A great evening, with a loud round of applause to Bob & Janice for preparing the questions and running the Quiz Evening. Perhaps the CVCVC Quiz Night should become an annual event.

Reviewed by Chris Sharman

Early Transport stories from Frank Burgess



I reckon I was about 18, when, against good advice I bought a Triumph Tigress Scooter. It was the 250cc twin model. This bike was also sold as a BSA Sunbeam. It was very fast for a scooter, indeed the fastest Vespas and Lambrettas couldn't catch it.

The photos show the bike as purchased, on a private lane, little brother on the back,

no crash helmet, because you didn't need one at that time. Later pictured with proper mudguard a new brush paint job and later still, crashed.



However, it was dangerous...the combination of power, small wheels and the hard rubber tyres of the time, meant that I fell off several times. The final time was on the Thames Road, Crayford; it was raining, with heavy traffic. I touched the brakes skidded and fell off. I was wearing a crash helmet, a Combat Jacket and of course a PAC-a-Mac for added safety. I finished up sitting in the middle of the road, amongst the traffic. The bike continued fortunately without me, across the

road, hit a lamp post, bounced off, and a car hit it, folding the handlebars back to the seat.

To replace it, I bought a 1959 BSA C15 250cc, a really good reliable bike, never fell off, never even came close! My 2 youth club friends had C15's too...a 1960 and a 62.



The picture of the 3 bikes shows the 1960 with a white fairing fitted. This was bought home from Pride and Shark Clapham,

somehow tied to the back of the bike! This picture was taken at Clare Priory. At the time it was a Catholic Seminary, and we were invited to stay for a weekend...I sure the priests were hoping for some new recruits! It didn't work at the time, although one of us (not me) did take Holy Orders later in life.

What I really wanted was a car, The birds were not impressed, having got all dressed up, to ride on the back of a motorbike! So, I sold the bike to my brother who rode it through a garden wall.



I bought my first car, an Austin Somerset, 1200 cc, column change, and strangely the anti-roll bar on the back. It was very rusty but it ran well. I filled the holes with Fibreglass and painted it beige and white....the paint was free, but it looked like an ice cream cone! I souped it up by fitting 2 front spotlights, a rear reversing light, and a headlamp flasher! It would hit 70 flat out, but if you wanted to reach your destination you ran at 50. That car took me to work every day, toured the West Country, and the Lake District.

I remember taking the Somerset into London on a paying job, taking passengers to the Royal Albert Hall, and driving across Horse Guards Parade, through the Arch into Whitehall. You would probably get shot as a terrorist today!

They were different days, we were young, had little money and didn't know any better,... so at the time it was good.

Frank Burgess

Guess the Car



This car was really advanced for the period, unfortunately the Second World War intervened to prevent production for further models. Don't let the 'Continental appearance mislead you, the manufacturer is closer to home. Answers to the Editor.

Bits & Pieces

Dodging the Elk

I emailed Stuart Black thanking him for his Dodging the Elk article and mentioned that –

Not many people can say they shared testing cars with Jackie Stewart.

I can understand why Ford employed him as a consultant. I seem to remember seeing Jackie S drive a (Ford Granada)? with a pint of beer on the bonnet without spilling a drop!

Kind regards

Chris S

Stuart replied –

4 Hello Chris.

Formula Finesse

I don't remember the pint of beer, although I would expect a fellow Scotsman to avoid any waste!

He did start something called Formula Finesse which involved driving a small figure of eight including a start and stop.

On the bonnet was a ball in a wide bowl and you had to keep it inside the rim as you manoeuvred.



He made it look so easy, but I tried it repeatedly before getting the knack of making smooth enough transitions.

Stuart Black

Hello Stuart

I stand corrected; your photos of Stewart's car with the bowl of water reminded me that I had seen his skilful driving on TV. I cannot think now where the beer on the bonnet came from, a Top Gear or TV game from many decades ago perhaps?

Chris Sharman

Guess the 1950s Dinky Toy Sports Cars Makes



George Wilder came up with the correct answers -

Front row L to R

Cunningham C5-R, Bristol 450, (27) Mercedes Benz(30)

Back Row L to R

Jaguar D Type, Connaught (32)

Connaught Engineering -

A forgotten name that deserves credit for its sporting cars in the fifties

Their cars participated in 18 Grands Prix, entering a total of 52 races with their A, B, and C Type Formula 2 and Formula 1 Grand Prix Cars They achieved 1 podium and scored 17 championship points. The name Connaught is a pun on Continental Autos, the garage in Send, Surrey, which specialised in sales and repair of European sports cars such as Bugatti, and where the cars were built,

HISTORY

In 1950 the first single-seaters, the Formula 2 "A" types, used an engine that was developed by Connaught from the Lea-Francis engine used in their "L" type sports cars. The engine was extensively re-engineered and therefore is truly a Connaught engine. The cars were of conventional construction for the time with drive through a preselector gearbox to a de Dion rear axle. In 1952 and 1953 the races counting towards the World Championship were to Formula 2 rules so drivers of these cars could take part in those events.

Connaught designed a new car for the 2½ litre Formula 1 of 1954 which was to have a rear-mounted Coventry Climax V8 engine (the "Godiva"), but when the engine was not proceeded with, a conventionally arranged "B" type was designed using an Alta engine developed into 2½ litre form. The first cars were built with all-enveloping aerodynamic bodywork but later rebodied conventionally (as the photos below show). In 1955, driving a Connaught in this form, Tony Brooks scored the first win in a Grand Prix by a British driver in a British car since 1923, in a non-World Championship race at Syracuse. Thereafter the "B" type has been known as the "Syracuse" Connaught.



In 1962, Jack Fairman attempted to qualify for the Indianapolis 500 in a Connaught race car, but failed to find the necessary speed to make the field

SPORTS CARS

Prior to the single-seat racing cars they built a small number of road going sports cars developed on the Lea-Francis Sports Chassis, which achieved considerable competition success.



1949 L2 & 1950 L3 Connaughts

These were of types L2 and L3, and the stark Cycle Winged L3/SR Sports Racer. Two sports cars, based on the A Type Formula 2 cars, the ALSRs were also built for competition work.

With acknowledgement to Gauk Motors

A Sad Shift in Heritage – Stuart Black

As most CVCVC members know, I work part time at Ford Heritage as a volunteer helping to care for Ford's fleet of around 120 historic vehicles. It's been a busy end to 2022 as we complete the arrangements to move the fleet from Dagenham to its new home at the huge Ford Parts Centre in Daventry. It's a long way from Essex but they have created a great facility to show the cars in much bigger and better surroundings than our current workshop. From this:



To this



We've just finished what will probably be our last Dagenham project, re-commissioning a lovely Ford Thames (Anglia 105E) van, including a complete re-build of its 997 Kent engine.



It drives really well and the engine purrs like a well-oiled sewing machine.

One car that has to stay behind in Dagenham awaiting some major work is our 1966 GT40.



You will see this car on a well known TV program next year since it's just returned from Le Mans, filming some high speed runs on the circuit for a Le Mans centenary special in 2023.

It completed the filming but has suffered a pickup somewhere within its 4.7 litre V8. It's really hard to turn over and we

suspect it may have had a hot shut down without the fans after some high speed running. No bore damage is evident with an endoscope, so it might be partial seizure of a bearing. Probably best that our happy band of volunteers don't get stuck in stripping the engine of a £5 million car, so it will be off to a GT40 specialist for investigation.

The last week also saw the arrival of a new car from the most recent end of Ford's heritage. A 2022 all electric Mustang Mach-E GT.



It makes an interesting comparison with the two Mustangs you can see parked behind it from 1966 (red) and 2015 (grey). Not a real pony car in my eyes and a somewhat cynical exploitation of the Mustang brand name, but you can't argue with the fact it is fast.... warp speed fast!

The instantly available 860 Nm torque is like a giant catapult when unleashed and you reach 60 mph in a staggering 3.5 seconds. This feels ridiculously quick and is all done in almost complete silence which is a bit weird and totally lacking in character. Give me the big V8 soundtrack of a regular Mustang any day.

Trucks have been arriving daily to pick up the fleet and over 60 cars have now arrived at their new home in Daventry. Our group will continue to be involved in a different way, supporting the set up in Daventry and helping with media events there. Back in Essex, we'll be completing small scale re-commissioning work at a new 2 bay workshop set up for us at Ford's Research Centre at Dunton, near Basildon.

This shot rather summed up the mood as the reality of the end of an era struck home:



Our 1915 Model T is on the top deck of the truck and the Ford built 27 litre Merlin is about to be winched on board.

A sad farewell to a pair of legends.

Stuart Black

November Midweek Lunchtime Meeting at the Pebmarsh Kings Head

The pub staff did really well as there were only two staff in the kitchen as, according to the landlady, David Singer had estimated only 20 to 25 club members would attend, whereas she told me that they had served 34 meals to us! We certainly overflowed out of the reserved restaurant area with ten of us in the bar area as well. Despite the club numbers, and quite a few other guests as well, the food was good and was promptly served with, I think, tables even getting their food at the same time. So, definitely a good experience and well done to the pub.

It was nice to see new members, the Baines and Heywoods in their Naylor TFs and Chris Watson, as usual, brought along an interesting classic saloon - in this instance an ex-Ministry Austin 16 from the 1940s. Most other cars you will recognise from my photos, there was also a nice Jaguar XJC there which I think must be Simon Cooper's as his is the only one I have on file.

Brian and Sandy braved the elements with the top down on their modern MG TF as did at least one of the departing Naylor TFs. Incidentally, Chris tells me he calls his ex-Ministry Austin 16 'The Wing Commander'. He says that he uses it as his 'winter classic' as, unlike some of his cars, it has working indicators, windscreen wipers and heater!



Peter Watson's Austin 16, Graham O'Connor's Fiat Coupe & Roger Martin's MGF



Graham Payze's Chrysler Sebring, Si Holder's Austin A30 & Chris Saunder's Rover 100



Brian Gibson's MG TF



Keith Dunn's Gilbern Invader Estate



Keith Heywood's Naylor TF & Ian Harrington's Citroen DS



**Robert Baines's
Naylor TF**



**Chris Watson's
Austin 16**

Report & photos by Roger Martin

Bits & Pieces – 2

Club Quiz Evening – Answers from Page 2 –

Round 1 – Who designed this –

A - Bert Hopwood. B - Jozef Kaban

Round 2 – Animals connected with cars –

A - Ford Fiesta. B - Impala

Round 3 – People connected with motoring

A – Leslie Hore-Belisha (Belisha Beacons) B – Michelle Moulton

Round 4 TV-

A – Austin 1100 Fawly Towers. B – Dukes of Hazzard

Round 5 – General Knowledge-

A – Belle Vue Aces. B – Wolseley

For Sale

A Superb ex-National Concours Winning MG C



7

This MG C left the factory in February 1968 and was despatched to University Motors. It retains its original 'UMT' registration number and matching engine.

It was subject to a total rebuild in 1986 and won the National Concours at Beaulieu in 1987. It remains in superb condition and has only done 17000 miles since. It is MOT and road tax free.

Additional work was done in 2016/17 to add sensible upgrades to the steering and front suspension. The car comes with a history file including receipts of work done.

The specification includes:

A 3-litre twin carb engine mated to a four-speed synchro gearbox with overdrive on third and fourth.

Ball jointed front suspension and up rated roll bar.

Spax shock absorbers at rear together with new springs.

Up rated torsion bar front suspension

Stainless steel exhaust system.

New clutch, water pump and twin 12v batteries.

Full weather equipment - Hood and tonneau.

Chrome wire wheels and excellent tyres all round.

This 'C' is running beautifully and only needs to be enjoyed by its new owner. For further information contact the Webmaster



Gordon's Goings On January 2023

Goodbye to 2022. It's a pity it couldn't end without scares about shortages of turkeys and eggs for Christmas.

Let's hope that 2023 turns out to be an improvement!

As I write, it's the beginning of a cold spell, so it's good to have the old wood burner up and running. And the greenhouse and garage heaters have come on a few times so far.

Our friends in Spain are enjoying reduced electricity prices at the weekends. No sign of off-peak electricity over here. Either the suppliers don't want to do it, or the "Smart Meters" aren't all they are cracked up to be!

Those of you who use the A12 will have been delighted with the 24/7 chaos caused by the resurfacing over the last few months, while the work has only been 9/5. Why can't they be made to work 24/7? You don't need to be a mathematician to work out how much time would be saved.

Good to see vehicle tax is to be applied to electric cars. Why not fuel tax? With their extra weight and acceleration, they are creating a lot more wear and tear than a conventional vehicle. Paying back the government purchase subsidies would be good as well.

I think this year's motor sport will be interesting for lots of reasons. I doubt that the BBC will be able to afford to broadcast any, by the time they have paid for all those football "celebrities" enjoying their holiday in Qatar for the World Cup.

It really makes their pushing of "your BBC" and "something for everyone" a bit of a joke.

I still managed a bit of biking in the last few months of the year, although I am missing the old BMW. While my 125cc Honda Varadero is more than capable of leading the old bikes around the backroads and will cruise at 60mph on the A12, I don't think it is up to a return trip to Silverstone. And while the old Road Rocket is up to it, I wouldn't like to leave it unattended in a Silverstone car park all day!

Fortunately, the 911 is still up for it!

The garden has had a few problems with the weather causing the plants some confusion. Flowers coming out, trees having a second growth of leaves, (my old oak tree is finally shedding a second batch) and of course the weeds really making the best of it. Not what normally happens in December. Perhaps 2023 will be back to normal.

Gordon Levett