



## Colne Valley Classic and Vintage Club Newsletter

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



**October 2021**



**CVCVC August 2021 Classic Display, Midweek Lunchtime Meeting at the Horseshoes Inn Cockfield**

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### Editor's Intro

I hope you and your families are keeping safe and well. So far so good, reduced Covid regulations are permitting social events to take place, albeit with certain precautionary recommendations for social gatherings. Relaxed restrictions enabled the August Evening and Midweek Lunchtime Meetings to go ahead, both events are reviewed in the Newsletter.

Looking forward to October, the Club is in for a busy month. Cento Miglia 2021, The CVCVC AGM, Autumn Scatter Run with Saints and Sinners as the theme, lastly a Midweek Lunchtime Meet Up at the Pebmarsh Kings Head.

An eclectic mix of articles in this month's Newsletter – including Bob Knight's Alfa Romeo Spider Front Suspension Rebuild. Bob Chaplin continues with his Lotus Elan +2 restoration.

As predicted, September's "Guess the Car" was extremely difficult, in fact the only correct answer came from former evening speaker – Peter De Rousset-Hall.

I am typing "Editor's Intro" the day before the September Club Evening – when Michael Hipperson presents Rosemary Smith as our guest speaker. This will be a most entertaining and informative evening, to be reviewed next month.

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

Lastly, it is sad to report that long-time member Michael Carter passed away 22<sup>nd</sup> August. Michael owned a lovely 1958 Rover P4 105S, occasionally displayed at Club events. We send our condolences to Michael's family.

**Stay Safe Chris Sharman**

### FORTHCOMING EVENTS

#### Coronavirus (COVID-19)

*In line with the Government's lockdown easements. The CVCVC has commence monthly Midweek Lunchtime meetings and Evening events. Nevertheless, the Committee are monitoring the Coronavirus situation and will keep members informed through the CVCVC Newsletter and Parish Notices if there are changes to the Government regulations.*

**Sep 30 Midweek Midday Meet Up - Horse & Groom, Cornish Hall End CM7 4HF.**

**Oct 3 The Cento Miglia 2021- Further details on page 2.**

**Oct 21 Club Evening AGM – Gt Maplestead Village Hall – 7.00pm Thursday - Buffet followed by AGM.**

**Oct 24 CVCVC Autumn Scatter Run – Saints & Sinners - Further details on page 2 and enclosed flyer.**

**Oct 26 Committee Meeting – 7.30pm Tuesday.**

**Oct 28 Midweek Midday Meet Up – Kings Head, Pebmarsh CO9 2NH (Provisional).**

**Nov 17 Club Evening – 8pm. Motoring Quiz – Host – Bob Chaplin - Halstead Football Club.**

**Nov 25 Midweek Midday Meet Up – Thatcher's Arms, Mount Bures CO8 5AT.**

**Dec 9 Christmas Lunch – The Cricketers Fordham CO3 9TG (Provisional).**

### 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
Club Safeguarding Officer	Julie Ingram

Committee

### 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

**New Members** We are pleased to welcome Peter Robertson, who owns an Alvis TD21 and a few Austins requiring TLC.

### The CVCVC and Electronic Media

#### eNewsletters

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

#### Electronic mailings

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

#### Club Articles

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

#### November Newsletter

Would you please forward articles by email or post before Monday 18<sup>th</sup> October.

#### DISCLAIMER

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

### Future Club Events



### The Cento Miglia 2021 Invite You to a Classic Car Run Rescheduled Date Sunday October 3<sup>rd</sup>

A fun day out with your classic/veteran/much loved car. We offer a start venue providing a drink and bacon butty, and a chance for you to view all the cars taking part in the event – a route through the beautiful lanes of Suffolk and Essex – coffee and lunch break – and a spectacular finish at a well-known beauty spot.

**Booking details available on the CVCVC Website**  
**Please Note - for the Cento Miglia**

**a RS Clubman's Licence**  
**is not required**

**CVCVC Annual  
General Meeting  
7.00pm Thursday  
21<sup>st</sup> October  
Gt Maplestead**

**Village Hall**



**Following the popular 2019 pre-AGM buffet, the Committee are organizing another buffet this year for members prior to the AGM. The gathering will commence at 7.00pm. Tea and coffee will be served alongside the complimentary buffet.**

**The Club's Annual General Meeting will commence at 8.30pm This provides an opportunity for members to have**

**an update from the Committee on how the CVCVC has performed over the last two years and listen to plans/ideas for the future. There is also the opportunity for members to raise any issues or concerns and even suggest ways to improve the Club.**

### CVCVC Evening Thursday 17<sup>th</sup> November Motoring Quiz hosted by Bob Chaplin

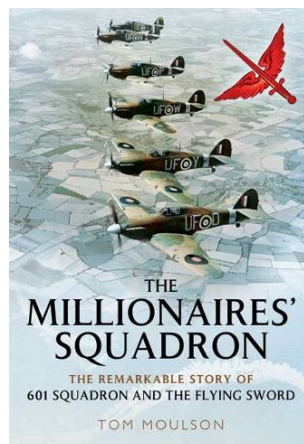
It must be many years since the CVCVC held a quiz night. I'm intrigued as to the type of questions Bob will arrange for the event. A welcome change from - pop music of the sixties, world's longest rivers and classical books....

Will there be a Joker Round? Ed

### CVCVC Autumn Scatter Run Sunday 24<sup>th</sup> October

### *Saints & Sinners*

**George Wilder has kindly organised another Autumn Navigational Scatter Run, with a Saints and Sinners theme. Further information and entry details are available on the enclosed flyer. Please be aware that RS Clubmans Licences from Motorsport UK are required for Drivers and Navigators/Passengers. Application details are included in the enclosed Scatter Run flyer.**



### Editors Filler Piece

I had a very good Father's Day, my son Richard gave me a bottle of Glenfiddich and my daughter Fiona bought me the "Millionaires Squadron", by Tom Moulson. A remarkable story of 601 Auxiliary Squadron. Formed in 1924, gleaned from the upper echelons of society. Initially it was likened to a private flying club, in fact many pilots exchanged their week-day civil aircraft for weekend military planes. Aircraft flown commencing from the mid-1920s included DH9s, Hawker Harts,

Bristol Blenheims, Hawker Hurricanes, Bell Airacobras, Spitfires and after the war DH Vampires and Gloster Meteors.

The "gentleman's club" atmosphere changed with the outbreak of the Second World War. The Squadron saw active service during the Battle of Britain, Battle for Malta, North Africa and Italy. The bravery of the aircrew was second to none, resulting in many casualties throughout the conflict.

Notable individuals to play a part in the history of 601 Squadron were Roger Bushall, a POW for three years and mastermind of the WW II "Great Escape", shamefully murdered by the Nazis. Whitney Straight had successfully raced Grand Prix cars and held speed records at Brooklands, besides designing his own Miles aircraft, before flying Hurricanes with the Squadron, shot down over France, with help from the Resistance he returned to England, continued service with the RAF finishing as an Air Commodore.

601 Squadron returned to part-time operations after the war but with the arrival of swept-wing jets and defence cuts, the Squadron was sadly stood down in 1957.

Without doubt, a unique Squadron. Ed



## August 26<sup>th</sup> Midweek Lunchtime Meeting at the Horseshoes Inn



We had a reasonable turn out for today's lunch, 27 members including committee members Roger Martin and Martin Brown.

The general opinion felt it was a good experience with food being excellent and with little delay in service. They even provided complimentary coffee afterwards. definitely a venue to return to. Martin thanked the Landlord for his hard work.



There was certainly an eclectic range of vehicles. Mike Wilkin's latest acquisition the pretty little Lancia Fulvia attracted considerable attention,



Other members classics included – Si Holder's Austin 7 Chummy, Trevor Beadle's Corvette Stingray, Keith Dunn's Gilbern Invader Estate, James Portway's Jaguar E-type, Graham Payze's Mercedes, Graham O'Connor's Mini Scamp, George Wilder's MGB, Roger Martin's MGF, John Gregory's Morris 1000, Charles Soule's Morris 1000, Martin Brown's Morgan Three-Wheeler, Andrew Taylor's Porsche 996, John Haymon's Triumph Dolomite Sprint. Who owned the MGB reg. YBP 484G? Apologies for any owners' classics omitted.

Former members Rob and Ali Davies also attended in their Morgan + 4.

**Report notes from Martin Brown and Roger Martin  
Photos from Roger Martin**

*The Horse & Groom in Cornish Hall End is the September Midweek Lunchtime Meet Up venue.*

## Alfa Romeo Spider Series 4 Front Suspension Rebuild



My Alfa Romeo Spider has been with me for many years. For most of this time the car has sat quite low at the front. And to be honest, it was not an easy car

to navigate over traffic calming bumps and even reversing out of the garage the car would ground. It is fortuitous that a sump guard is fitted.

Furthermore, the previous 3 MOTs had provided advisories of 'Low front suspension'. The front coil spring and shock absorber assemblies are not easily visible without removing the road wheels and so the MOT tester was not 100% sure, hence only an advisory.

A few years ago, by pure chance, I acquired a set of front shocks from a Distributor specialising in redundant inventory. Later I also purchased the front coil springs from one of our EU clients.

With the MOT advisories and the low ride at the front of the Spider I decide to use some 'lockdown' time to refurbish the front suspension.

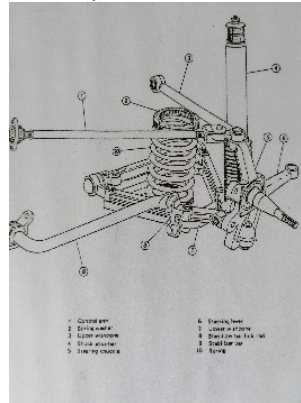


fig.1

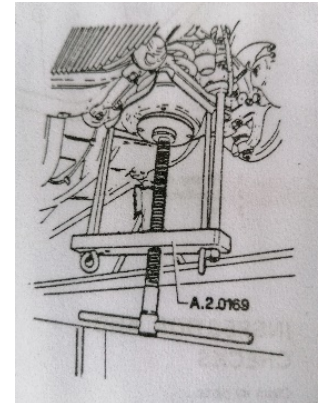


fig.2

Starting with the shock absorbers. These are located outside the coil springs (unlike the Macpherson strut design) and so replacement was straight forward. Only removal of the top fixing nuts and the lower bolt made fitting easy. **Fig.1**

With the shock absorber fitted the first real challenge was to obtain the coil spring removal tool. Without this tool it could be quite dangerous to attempt removal due to the pent-up energy of the compressed springs. **Fig.2**

The spring removal tool was near impossible to find and so a clever Alfa Romeo technician explained an alternative method of releasing and removal of the spring safely.



All that was needed was 4 pieces of 10mm studding and nuts. As the lower spring pans secure holes were recessed, I decided on 10mm studding connectors, 30mm in length to make it easier to connect with the ring spanner and socket wrench.

Fig.3

So, with the car raised and supported by 4 axle stands with front road wheels removed I started work on the nearside front, mainly because there is more space



to work on this side of the garage. Antiroll bar link was disconnected from the spring pan.

Then one spring pan fixing bolt removed and replaced with one of the 10mm studs, 2 nuts locked together top side and the 30mm connector tightened the lower end holding the spring pan in place. This was repeated with the other three retaining bolts, one at a time.

Scissor jack with a wooden block was placed under the spring pan and slowly releasing each nut synchronised one at a time so that the spring pan lowers evenly to de-compress the spring slowly and safely. Lowering the jack little by little as a safety precaution. **Fig. 4, 5, & 6.**



fig.4



fig.5



fig.6



fig.7

Finally, once the coil spring was decompressed, the connectors from the bottom of the spring pan were removed freeing the spring, spring pan, top and bottom rubber gaskets, and shims. The antiroll bar link was removed from the roll bar.

It was then obvious that the problem was the disintegration of the lower rubbers and shims. The pan was full of grit and road debris. **Fig. 7**

The spring pan was de-rusted, coated with rust protection and repainted. New rubber gaskets and shims were ordered for both sides together with a pair of anti-roll bar links. **Fig. 8**



fig.8

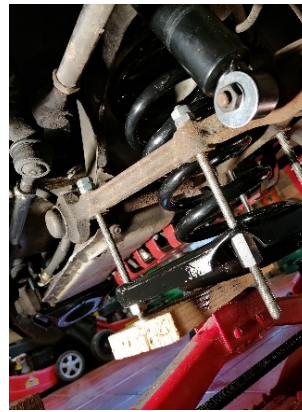


Fig.9



fig.10

The coil spring, rubber gaskets and shims were placed on the spring pan in the correct alignment marking each part with a red line to aid correct assembly to the car. The suspension was reassembled in the reverse order as above using the 10mm studding to compress the coil spring uniformly a few mm at a time per stud position. The studding was removed and replaced with the permanent retaining bolts one at a time. One stud out, replaced by one bolt, tightened, and then this repeated with another stud, replaced with the retaining bolt, and then moving on to stud number 3, and then stud number 4. The new anti-roll bar was then fitted. **Fig.9 & 10**

This complete procedure was then repeated on the other side of the vehicle.

Interesting; the front ride height is now 30mm higher with no longer any apprehension when approaching traffic calming and Essex Road potholes.

**Bob Knight. June 2021**

## Guess the Car Answer – Ferrari 250 Lusso



**Before**



**After**

Former CVCVC guest speaker Peter De Rousset-Hall, guessed correctly that the car was a Ferrari Lusso. George Wilder was on the right track guessing the frame had the profile of an AC Aceca or period Aston Martin.

This was probably the hardest classic car to identify, judging by the appearance, the skeleton frame has just come from the grit blasters.

The Ferrari 250 Lusso featured before and after restoration. Clearly, only such a Ferrari or similar would justify economically the 100s of £000s that this restoration must have cost! Beautiful car though.

**Photos and information supplied by Roger Martin**

## August Club Evening Ferraris, Lambos and GT 40s A Talk by Michael Hipperson

Our August Club Evening meeting was held at Halstead Football Club. It was good to be back. Twenty-two members were at the August club evening meeting to hear a local man, Michael Hipperson, give us his personal recollection of his and his family's ownership of supercars from the 1960's through to the 1980's.

Michael has written three books, his first being 'Let them stare!' which charts his time before and during his supercar ownership. It was in 2014 that following a diagnosis of cancer that he decided to write his first book and he has used proceeds from its sale to give much needed support to charities.

Michael was born into a farming family who farmed over 500 acres on the edge of Sible Hedingham. That farm bordered RAF Wethersfield and some of Michael's early years were spent with his younger brother picnicking inside the perimeter fence so that they could watch American warplanes flying in and out of the airfield.

Michael learned to drive a tractor before he was 12 years of age and by the age of 13 his father gave him his first car to drive around the farm. The car was an MOT failure. Cars in the early 60's needed an MOT test once they were 10 years old and in most cases an MOT failure spelt the end of life for a car as they weren't considered worth repairing (maybe because the owner neglected them for that 10-year period?). Michael's father paid £1 for the car, Michael drove it hard and it lasted for two years before it was taken away by the local scrap merchant. That car has since been identified as 'almost certainly a Jensen Minor Special' of which only two now remain.

A Vauxhall 14/6 followed, then a Morris 100 pickup, a Triumph Herald Coupe which was treated to the 'of the time - go-faster stripes' and proved to be a car to impress friends and especially girls and at the age of 19 a Triumph Spitfire which he used to commute to agricultural college in Chelmsford. A Lotus Elan, home built Escort twin Cam and a Reliant Scimitar saw the 60's come to a close.

During the late 60's and early 70's Michael and his brother took up racing and each proved very competitive and able in Minis and Mini Coopers. The love of a good, fast and reliable car had grown.

In 1971 Michael's father sold the farm, retired and helped Michael buy a village garage with fuel pumps.

With money from an inheritance in 1972 saw Michael move into buying some serious and extreme supercars. Looking back with the benefit of hindsight Michael wondered if he should have kept some for a much longer time during which their values would rocket. However, Michael was keen to buy, own and drive a particular for a little while before selling on to help fund his next dream car. And what a tremendous selection of supercars; below are just some of them.

Car	Bought in	Michael spent	Value in 2016
Ferrari 275 GTB	1972	£2,600	£2,000,000
Ford GT40	1972	£4,600	£5,000,000
Lambo Miura P400s	1974	£4,000	£1,000,000
Porsche 911RS	1977	£5,600	£700,000
Ferrari Dino 246 GTS	1978	£5,500	£400,000
De Tomaso Pantera	1979	£2,800	£75,000
Iso Grifo	1980	£3,000	£200,000
Ferrari 308 GTS	1985	£12,000	£120,000

Michael told us about some of the reliability issues with some cars, his brush with the law and of good and bad experiences with local residents that stemmed from his ownership of exotic cars. Throughout it all he maintained his infectious enthusiasm for the cars and the many experiences they caused or brought.

A lovely balmy evening for club members to get together, an entertaining talk from an enthusiastic petrol head and a chance to give our own classics a run. Thank you Michael.

**Chris Harman**

## The Future is Electric - Negative Points - part 2

**Roger Martin forwarded an article from the MG Owners Club relating to electric vehicles, this has been abridged for the Newsletter –**

**EV Woes** - George Martin has written about his daughter's Renault Zoe bought just over three years ago

On the test drive, I was equally impressed along with my daughter on the car's amazing torque-acceleration, absence of gear changing, the eerie silence made the car fun to drive. My daughter loved it, although it was the discount and government subsidy which eventually sold her the car.

Just over three years later she replaced it with a Fiesta Eco-boast with a one-litre petrol engine. With the Zoe lack of range and inflexibility of recharging were a concern, other issues, using the acceleration, normal running, using the heater and night driving easily drained the batteries. Many times, she found herself creeping home because of low battery output.

My wife and I enjoyed borrowing the Zoe, but long-distance touring was impossible, due to a current lack of charging points.

One final cautionary note – battery life diminishes over their 6 to 8 years life span. The Zoe's batteries lost 20% of its power over 3 years and 35,000 miles.

All of which leaves us with the economics. Yes, an EV is cheaper to run per mile. But wait until the Government decides enough people have gone electric, so they can tax us to make up for lost fuel duty. EV resales are extremely low, dealers are not keen on mid-life EVs. Beware for a shock when you come to ask how much you'll be offered.

Based on our experience, I hope hybrids at least will still be available to purchase in years to come.

Clearly people are sharply divided over the environmental ecological benefits. All I'll say is that, like Friends of the Earth, I am far from convinced. Mining the battery minerals, the manufacturing processes, tyre particle pollution and end-of-life components re-cycling are all major environmental issues. We may get clean-air cities, but at what cost elsewhere.

Just let me keep using my GT and soon - to-be-finished MGA, please. I promise not to go into London in them.

**The following comments reflect other classic owners' views on electric vehicle future –**

**My Rant** - Consider its 2035, a cold winter's night, everyone has their heating on (gas fires have gone, so all electric), cooks at full blast preparing the evening meal, the workers arrive home in their electric cars and plug them into their chargers. What happens to the electric grid? It will collapse under the strain. No heating. No meals. No charged batteries for work the next day. E-fuels can avert all this and save us the expense of buying a new car because the e-fuel works in our old vehicles! E-fuels also save the need to make expensive batteries, which require the use of rare metals, which the world does not have enough of to replace all existing vehicles with electric ones, plus the increasing demand.

**Colin Whitmore SVEC**

**Folly** - We have an infant and junior school in the next road to us, opposite our turning and observed the action of mainly mums picking up their children last winter, sitting in their warm cosy cars with heaters and radios on.

My imagination had a vision of a scenario say some 15 to 20 years hence, when everything has gone electric. A major incident occurs on a principal road in a snowy winter and hundreds of vehicles are stuck on the road unable to move. They all sit there with heaters on and of course reading lights and goodness knows what gadgetry by then. Several hours pass and the blockage is cleared. They all try to get under way, only to find that their batteries are exhausted and nothing can move.

Oh, what joy, sorting that lot out! Serves them right for relying on one power source. This could happen on day, but let's be honest: we won't be around to witness it

**Peter Pearson CVMC**



## Elans, Exhausts and Escorts (very fast ones)

**So CVCVC has two Lotus Elan rebuilds on the go at the same time! Roger Allen's S3 and my +2.**

The car is being re-engineered to remove some of the Lots Of Trouble Usually Serious problems the +2's suffered, wiring being top of the list. Did you know the chap who fitted the wiring at Lotus was colour blind? Couldn't make it up could you!

The dashboard was missing when I originally got the boxes of car home. It was hanging on Unsworth's garage wall when I viewed the car. When I phoned him, he stated it was not from the car, really!!). Then he stopped answering my calls and e-mails!! So new dashboard purchased and fitted up, this was not without issues as the speedo was seized at 120mph, and the rev counter useless as it was positive earth and current sensing, it needed to be negative earth and pulse sensing for use with electronic ignition. I sent the speedo off for repair and recalibration with the Type 9 gearbox and 14" wheels. I rebuilt the rev counter (see previous article) with an electronic module. A new auxiliary panel was made up using the old ashtray and with all this done the dashboard went back in and I then started the re-wire.



When I pulled the wiring out of one of the boxes, I had a dashboard loom, with the connectors and about 5" of harness to a cut. When the car was originally dismantled whoever did it simply cut the wiring harness the engine side of the bulkhead. This was an act of pure vandalism as just the other side of the bulkhead is a set of connectors to allow the harness to

be split! Two rear harnesses one in good condition, one scrap, three boot harnesses and no engine harness. Most of the wiring issues with the +2, apart from wrong connections! stemmed from Lotus using individual earths going back to tags to the front and rear chassis mounting bobbins. The problem with this is electrolytic corrosion between the chassis and the mounting bolt, more electrolytic corrosion between the bobbin (aluminium) and the bolt (steel) which causes the bolt to lose electrical connection. In addition, Lotus used 3-amp cable for the earthing, which when the side lights, stop lights and indicator are all on at the same time, the cable is at maximum capacity. Looking at the earth cables they are all blackened, a sure sign of overloading. I have instead installed two 'bus bars', one around the boot, one around the engine bay, in 8mm cable. The bus bars have individual 'droppers' to each single electrical item, all soldered and sheathed in heat shrink, a totally separate pair of heavy earth cables take the starter loads directly into the chassis and the car is now negative earth. Lotus originally installed just one fuse and a bank of Lucas relays completely exposed to the elements. This is all being replaced with individual fuses for lights, wipers, doors etc, plus all load circuits will be relay fed. These will be contained in a waterproof enclosure. The awful vacuum operated non-fail-safe light pod actuators (one missing and one rotted out) have been replaced with an engineered electric operated solution. The car when finished will definitely not please the 'purists'.

As those of you who have followed the rebuild will know our guy Unsworth (who sold the car with the sales pitch 'it's all there') lied through his back teeth. Especially as what was there was either bits from other cars or worn out! Yet another missing bit was the exhaust system, however to be fair an original

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exhaust wouldn't be any good as the car now has a 1700 'tall block' conversion. So, I need a new exhaust, but a bigger bore, some of the Lotus 'specialists'; sell big bore systems (at a ridiculous price) but these are only for the later cars. As mine is a very early car, it has a transverse rear silencer, and Lotus only made a few hundred of these, I can understand that its uneconomic to make a big bore system for so few cars, so I had decided to make my own system when it came to that stage.

However, I routinely scan e-bay for +2 bits. Like it or loathe it, e-bay has been a godsend, it has turned up loads of 'missing' bits and to my amazement, one day an early +2 stainless steel exhaust system appeared. I asked the guy what bore was it? 2" was the abrupt reply, I bit his arm off. So, on a Tuesday morning I set off with only a post code to find him, the sat-nav showed it in the middle of nowhere, somewhere between Brentwood and Ongar. Those ex-rally members will know this is a rabbit warren of tiny lanes. After combatting the closure of the road between High Roding and Ongar with no signage at all! I eventually 'you have arrived at your destination' to find absolutely nothing. I drove a few hundred yards further along the tiny lane to see a farm track, I drove up the track and found a locked electric gate. I got out, a guy appeared 'Lotus exhaust' and I was let in.

I pulled into a small concreted yard surrounded by old tumbledown ex-military Nissan huts; from the lane you would have no idea these were here. Outside one (a spray and bake booth) is a Sierra RS500 shell, full cage, whale tail the lot. Another hut has a Sierra Cosworth rally car being prepared. A guy walks up, 'Ford nut' he ask's 'oh yes' I reply, he gets the bits of the exhaust for the Lotus and explains he bought a twin-cam engine for a Mk1 Escort twin-cam replica he is building for a customer and the exhaust system came with it, he was pleased it was going to be used. As we were obvious enthusiasts he showed me the other units, two Mk1 Escorts, one of them a shell being re-built, it had been stripped, dipped and was on a rotisserie with lots of new panels going on (this was the twin-cam replica that he had bought the engine for), the other a historic rally car finished and waiting collection.

Under cover another Mk1 Escort, A Mk1 and a Mk2 Cortina, all two door cars repatriated from South Africa and awaiting their turn, and in the final hut a Mk2 Escort.



The Mk2 Escort is one of the great rally cars of all time, Mk2's still hold their own in rallying today. This Mk2 was stunning, rebuilt shell, 2 litre BDG, sequential electronic gearbox, Fostek rear axle, disc's all round, 6 link rear suspension, compression strut front suspension, plus all the rally extras, massive minilites, big arches, bag tank, full cage, intercom, fire system, the lot. The car built for Irish tarmac rallying and awaiting collection. Most of the really quick MK2's these days use Millington Diamond engines. These Millington engines put out something like 350 BHP, in a lightweight Mk2 these cars are fearsomely fast, however this customer had opted for a more 'conventional' power source the BDG, however at 290BHP still a very quick car. Just like the one I saw in the middle of nowhere, and no, I am not saying where it is.

As for my exhaust, an absolute bargain, it's a super bit of kit and almost brand new, what a find! Stepson Jason came for the weekend, with some fettling we fitted the complete exhaust on Saturday. We had to make up new brackets, tweak the exhaust



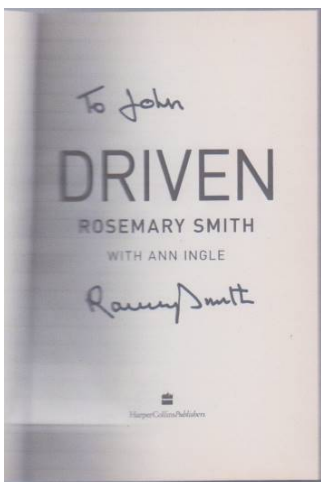
manifold and reinforce the boot floor as the silencer now hangs from it on bobbins, but it fitted superbly, someone must have spent a lot of money having it made up, so another job ticked off the very long list. Now for the next missing bit! Remember 'it's a complete car, just in bits!

**Bob Chaplin**

## Members Letters

Dear Chris

I realise that I shall be missing the talk by Rosemary Smith at the Club Night on 15th September as Geraldine and I will be in West Sussex anticipating the imminent Goodwood Revival Meeting. Indeed, we (*well, at least one of us!!*) shall be looking forward, hopefully, to the Duke of Richmond's now traditional celebrity cricket match which is held on the Thursday before the Revival Meeting.



I was privileged to have spoken at length with Rosemary Smith at "Race Retro" in 2019 where, of course, I bought her book "Driven" which she graciously signed but there is no doubt that there can be no substitute to sitting at Halstead Football Club and hearing first hand of her reminiscences from many years in motor sport.

As you know, I have an extensive collection of old photographs and, against all the odds, I have managed to trace one of Rosemary, with her navigator Valerie Domleo-Morley, in their Hillman Imp registered EWK 573C when, as car no. 20, they competed on the 1966 RAC International Rally of Great Britain. I am not sure as to whether this was a factory-entered car as I do not recognise the 'WK' plate as a traditional Coventry registration which the works cars usually bore. However, looking at the photographs of this event in an old album brought memories flooding back of travelling as a "rally-mad" 20-year-old to the start at the London Fortes Excelsior Airport Hotel on 19th November 1966.

Obviously, Rosemary's talk would have taken place by the time the next CVCVC newsletter is published but as a follow-up to the talk, I attach a copy of the photograph of EWK 573C.



I am sorry that the quality is not that good, but I guess that it was taken on the 1966 equivalent of a Box Brownie!!

Incidentally, the navigator (*they were not referred to as co-drivers in those days*),

Valerie Domleo-Morley, was the wife of Donald Morley who, along with his twin brother Earle, was, of course, all-conquering in the BMC works-entered Austin-Healey 3000s in the early 1960s. Valerie Domleo-Morley was local to East Anglia, living in the Stowmarket area, and she died only on Christmas Eve 2020 at the age of 88 years.

**Best wishes  
John Goodman**

Six years ago, with a couple of friends from the Singer Owners Club I visited Albury Village Hall close to Bishops Stortford to hear Rosemary Smith give a talk on her rallying/racing career. To assist to questions and answers she had motoring expert and author Graham Robson alongside her. A most informative presentation, Rosemary had an amazing memory and recalled so many rallying stories, you could understand why she was head-hunted by the top motor manufacturers during the sixties and seventies. **Ed**

7

## 'Motor Sport' Magazine Advertisement - July 1952 for the British Grand Prix

MOTOR SPORT

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## THE FIFTH R.A.C. BRITISH GRAND PRIX

ORGANISED BY THE B.R.D.C.  
SILVERSTONE CIRCUIT

*Saturday July 19<sup>th</sup>*

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# DAILY EXPRESS



**ADMISSION DETAILS:**

**ALL-IN CAR TICKETS:**  
(Admits car and ALL Passengers)  
25/- booked in advance. (30/- on the day.)

**COACHES:**  
Including ALL Passengers, £9.10.0.

**GRANDSTANDS:**  
Pits, 30/- South, 25/-  
Stewards' Enclosure, 50/-

**GRANDSTAND PARKING:**  
Cars, 10/- Motor-Cycles, 2/6.

**INDIVIDUAL ADMISSION:**  
6/- (Not Bookable.)

Tickets from: Grand Prix Office,  
Daily Express, Fleet Street, London, E.C.4.

The Daily Express British Grand Prix took place on Saturday 19<sup>th</sup> July at Silverstone, two weeks before the August Bank Holiday Festival of Sport was held at Boreham. Although there were record crowds at Boreham, plus world class racing drivers, the Daily Mail withdrew their support for future events, leaving Silverstone to be the future premier motor racing track.

Entry prices seemed reasonable - six shillings per person.

## Bits & Pieces

### Retro Jaguar MKII (Ford based), the model that saved Jaguar



Hard to believe, the Jaguar S-Type came on to the market twenty-two years ago. The company then owned by Ford wanted a "medium" sized

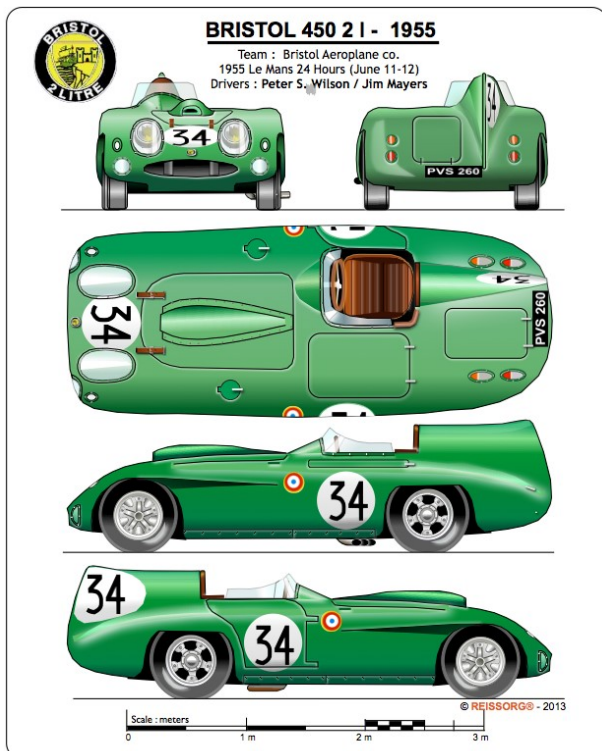
luxury saloon to rival the BMW 5 Series. However, development money was in short supply, plus most time and effort was spent improving Jaguar quality control and plant modernization.

There was a solution – retro designed cars were in vogue and a suitable DEW. platform was available - Used on the Ford Scorpio, Thunderbird and Lincoln LS. Even this floor-pan had its origins on the 1985 Granada MK III Series

The design was overseen by Geoff Lawson. The marketing men forecasted that a "doppelganger" Jaguar MKII bodyshell grafted on to the Scorpio DEW platform complete with Ford running gear and many other items from the parts bins, but internally trimmed with the usual leather and walnut, would produce a medium luxury performance saloon, good enough to entice new customers away from BMW, Audi and Mercedes. The model sold well, but many buyers were from previous Jaguar owners, downsizing from the XJR Range. Nevertheless, during the eight-year production run, Jaguar were able to stamp their own identity on the model, with running gear and interior improvements, plus alternative petrol and diesel engines, all providing a speed exceeding 140mph. There was even a supercharged petrol 4.2-litre V8 producing 400bhp providing a 0-60 time of 5.3 seconds and a restricted speed of 155mph.

The S-Type's successor the XF Series, designed by Ian Cullum was produced from late 2007, with the platform and running gear based on the previous model. The XF received good reviews. Two models to consider for future classics?

### Aero Dynamics 1950 Style



You can see the Bristol Aircraft aero- influence in their sports racing Bristol 450. Looking similar to the D Type Jaguar, the Bristol could nudge 150mph with only a two-litre engine.

## Gordon's Goings On, October 2021

As was to be expected the number of deaths and hospital admissions because of Covid are on the increase. You don't have to be a medic nor a statistician to figure out why. It's difficult to keep out of the way of all those who think it's all over.

I hope to get to a few more CVCVC events but not indoors. With winter on the way, it's not going to be that comfortable outside, with motor bike gear on!

Interesting that the UK is doing all it can to stop using coal powered electricity generation. If we do stop it will make a huge difference to the world. We currently have 3 in the UK, China has around 1100, with more under construction. In October, the UK energy suppliers can up their prices. Looking forward to that.

Just got my well-seasoned wood into the shed and ordered another load. Isn't that what the winter fuel allowance is for? Must get the chimney swept!

The electric scooters have been popular in Colchester, with the users riding almost everywhere on the pavements which I believe is illegal and leaving them in the way of pedestrians in almost every situation including our gateway. If you have one that's in your way, try just moving it a few yards and throwing it on the grass. They will come quite quickly to retrieve it! Baseball caps appear to be OK for head protection, but I'm not sure a T shirt will be much use in December.

Our return to Motor Bike club nights have been very popular after such a long layoff with record numbers turning up for rides and a chat. I'm doing the rides, but not so much socialising, just staying outside, if at all.

Plenty of car shows and events going on, and while it's nice to see the cars, I don't want to pay to go. In my teens, while still a hooligan, my mates used to go to the cinema and I used to buy a couple of gallons of petrol and go for a ride, and that's my view of paying to show my car. I would rather be driving it. (The other reason was that I was a bit of a wimp, as my mates used to get a few tickets, and then let the rest in via the emergency exit!).

The last ten years have been among the best for me for driving, mainly due to buying our 911. It's been to several race circuits, home and abroad, several track days, Spain, France, Holland and Belgium, as well as Scotland and the NC500. 37000miles and met some lovely people. It still makes me smile every time I take the cover off! And it's nice and warm in the winter!

All vehicles still on the road, and fully serviced, just in case a trip to Spain looks possible and I shall keep them going through the winter, as the weather permits.

Le Mans was a bit more interesting and clearly it was Toyota who had to win and they did. Having discovered that I could watch it on TV almost by chance, and that Alexa could get radio Le Mans, I did watch and listen a bit more, and it's clear that new rules are needed so that the LMP2 cars which are almost as quick as the LMP1, allow more people to have a chance of winning. The "normal sports car" category looks like it will stay the same, with Ferrari, Corvette and Porsche.

Good News for George Russell going to Mercedes, one of the worst kept secrets of the year, but not so good for Bottas. Raikkonen retiring will help a bit but there are one or two more youngsters up to speed.

This year's F1 championship is almost decided and the orange support at Zandvoort was impressive. Even at Le Mans they liked to support Jan Lammers every year with similar enthusiasm. It must be strange to be racing in a country where large parts of the population can afford a car.

Present predictions are that a car under £20K will soon be a thing of the past, so we will soon be one of those countries!

Moto Gp and World Super Bike are both a bit more competitive this year with several race winners in both series and while we have several riders doing OK in the super bike, our Moto Gp presence isn't quite so good. Still amazing to watch.

Gardening has been a useful pass time for the past few months, but as winter approaches, walking may have to take over! At least all the staycation folk have gone back home.

**Gordon Levett**