



Colne Valley Classic and Vintage Club Newsletter

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



December 2022



CVCVC October Lunchtime Meeting at the Rayleigh Arms -Sixties Line-up – Lancia Fulvia, Daimler 2.5 V8, AC Cobra & Mini-Scam

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Editor's Intro

Forty members came to Gt Maplestead Village Hall to attend the CVCVC AGM. Brief details are provided on page 2, with the full report enclosed with this month's Newsletter.

The Rayleigh Arms in Terling was the October Midweek Lunchtime Meeting Venue. A popular choice and I'm sure the pub will be booked again for a return Club visit. (I don't think any members cars were stranded in the nearby Terling Ford).

Good articles again this month – Last September, Roger Martin visited the British Motor Museum in Gaydon to celebrate MGB60. Hard to believe these models were introduced in 1962. Roger has provided information on the abandoned Triumph Bobcat project, a viable successor to the Dolomite range.

Stuart Black while chairbound with a damaged knee, took the opportunity to pen an article – 'Dodging the Elk', in which Stuart received advanced driving lessons from Jackie Stewart.

A good response to the 'Guess the Car' featured in last month's Newsletter. Such a shame that this particular model suffered from a lack of development and finance.

Tables are reserved for our traditional December Christmas Lunch to be held at the Cricketers in Fordham Heath. Booking details are enclosed with the Newsletter.

Lastly, a reminder that it's time to renew your CVCVC 2023 Membership before 1st January. Renewal forms are enclosed with the Newsletter.

The Newsletter Editor position is still available, Further details are available on page 2

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.

Nov 24 Midweek Midday Meet Up – The Kings Head Pebmarsh CO9 2NH.

Dec 15 CVCVC Christmas Lunch - The Cricketers, Fordham Heath CO3 9TG. Further details on enclosed flyer.

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 CO9 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.

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.

New Members We are pleased to welcome Keith & Sue Heywood who own a 1985 Naylor TF and Julian Brierley with a 1996 BMW 840 and 1967 VW Beetle under restoration.

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.

January Newsletter

Would you please forward articles by email or post before Monday 12th December .

Chris Sharman,

DISCLAIMER

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

Future CVCVC Events

The Kings Head Pebmarsh

Thursday 24th November - is the venue for the Midweek Midday Meet Up.

The CVCVC visited the Kings Head thirteen months ago and the December 2021 Newsletter review by Roger Martin highlighted how enjoyable the lunchtime meeting was –

The new pub tenants did a superb job of welcoming the diners. Food and service were good, plus the weather was dry and sunny. In fact, many cars had their hoods down.

The Kings Head has the makings of another enjoyable lunchtime meeting.

CVCVC Christmas Lunch 15th December The Cricketers, Fordham Heath



The previous Christmas Lunch was a most enjoyable event, exceptional food & extremely good company.

If you would like to join us, please make your selection(s) from the menu and send to Stuart Black, together with a cheque

made payable to "CVCVC" for the appropriate amount, by November 30th. Further details including menu choices and Stuart's address. are in the Christmas Lunch flyer, published with this month's Newsletter

CVCVC Annual General Meeting

The full 2022 Annual General Meeting Report is enclosed separately with the Newsletter

Brief Review -

Just under forty members attended the Annual General Meeting on 20th October, held in Great Maplestead Village Hall. The pre-AGM complimentary comprehensive buffet, combined with a contribution bar was extremely popular. The members who help organized the evening received deserving applause from their colleagues.

The 2019 Annual General Meeting commenced later in the evening with Chairman John Goodman welcoming the members attending the AGM and thanking the volunteer members for arranging the Buffet.

.Chris Harman reviewed the Club's expenditure. Income was down this year due to increase costs and the omission of event raffles, although the Club's finances are still extremely healthy.

Chairman John Goodman reviewed the Club's activities during the year, the other Committee members gave their respective reports.

David Singer stepped down as Parish Notices Editor and the Committee. The remaining members were re-elected.

There were no proposals to elect additional Committee Members.

An Open Forum concluded the AGM – covering increasing subscriptions, future raffles, name badges, Club name change, insurance costs and biographies of committee members.

All the above comments will be discussed at the next Committee Meeting.

Trophy Presentations – The AGM gathering provided the opportunity for John Goodman to present the Classic Car & Bike Show Awards and Annual Wards to their respective winners.

Lastly, there was a presentation to Martin Brown for looking after the CVCVC's finances for nine years and a bouquet of flowers for Martins' wife Sue for hosting the Club Committee Meetings and providing unlimited refreshments.

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 are due by 1st January. A renewal form is enclosed with the Newsletter. 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 during 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. Occasionally there are event flyers to be issued with the Newsletters' plus the

yearly AGM Report.

All that is required is basic computer knowledge and a few hours per month. Assistance will be available.

Chris Sharman

MGB60 Event at Gaydon



Roger and Ann's arrival by the official photographer

2022 represents the 60th anniversary of the launch of the MGB in 1962 and whilst I did attend the 50th anniversary event at Blenheim Palace, that event was marred by torrential rain, so I resolved to go to the 60th bash as well. Another good reason for going was that Ann had never been to the British Motor Museum (previously the British Motor Industry Heritage Trust) at Gaydon, where it was going to be held. I therefore booked tickets in advance for the day and took advantage of the early bird offer of a parking slot immediately in front of the impressive museum building.

I also booked a nearby hotel the night before as, although I have done it as a day trip before, Gaydon always seems a long drag from the Colchester area. You either go via A120, M11, M25 and M40, as Google Maps would recommend, or across country either via Milton Keynes and Banbury or A14, M6 and Rugby.

Come the day the weather was good and although we only arrived shortly after the official opening time of 10.00am, the parking areas were already a sea of MGBs and MGB GTs.



My MGB GT parked up



A sea of MGBs outside the museum

Reports on the event suggest that well over 1,000 MGBs attended and I can well believe it as I had never seen so many together before. Some reports also refer to the excellent catering facilities. Well, the quality of the products may have been good but in capacity they were totally overwhelmed by the numbers attending. I queued for over a quarter of an hour just for coffees in the little museum cafe and, despite there also being a typical mobile fast-food purveyor in the car park, the length of the queues at both meant that Ann and I gave up on the idea of lunch and survived on the biscuits and crisps that happened to be in our car. Especially given that some

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attendees had come all the way from mainland Europe, I think this was a major failure on the part of the organisers.

We first wandered around looking at many of the MGBs. There was a line-up of examples of both MGB roadsters and GTs from every year of manufacture plus numerous special MGBs of note. With the royal significance of 2022, Ann took a particular interest in the one-off Silver Jubilee MGB GT, produced to honour the Queen in 1977. I was more taken with a unique black home-market roadster built to US specification to mark the 50th anniversary of the Abingdon factory in 1979. I was never that keen on the look of the so-called 'rubber bumper' MGBs, the exception being those in black and I confess I was once tempted by a similar looking black roadster that had been converted to V8 power.



Ann admiring the Silver Jubilee MGB GT



Abingdon Jubilee special in black

Just occasionally over the years, I have seen one of the rare Jacques Coune special MGB fixed head coupes that he manufactured in Belgium prior to MG's own launch of the MGB GT. At Gaydon, there were no less than three in a row. Considering that only 56 were made way back in 1964, seeing three together was amazing.



Three Coune special coupes



As always, the promotional vehicles brought along by the various traders caught my eye. On this occasion they included a very smart little Austin A35 van, sympathetically upgraded with a 1275cc MG Midget engine and front disc brakes. Its livery is in

the style of a period race-support vehicle and is a tribute to Leicester racing driver Bob Gerard. Also of note was a lovely 1920s Ford AA truck customised to be a beer tanker for the Wriggly Monkey brewery.



Ford AA Wriggly Brewery truck

Of course, Ann had to see around the museum, so that is where we went next. With Cecil Kimber's bullnose MG trials special 'Old Number One' in reception, I had just had to have my photo taken beside it.



Roger by 'Old Number One'

The museum was originally the inheritor of the Austin-Rover-MG heritage collections dating back to and before the BMC and British Leyland days. Unsurprisingly, it includes an amazing number of road cars, race and rally examples, prototypes, show cars and record-breakers from those marques but it now includes all British manufacturers and we immediately noticed a group of lovely Jaguar race cars.



Competition Jaguars

With the sad passing of Paddy Hopkirk this year, I couldn't resist taking a look at his 1964 Monte Carlo winning Mini Cooper S. I remember first seeing this car on The London Palladium TV Show stage all those years ago. Sister Mini



Paddy Hopkirk's Mini Cooper S

Coopers there included both the 1965 and 1967 Monte Carlo winning cars of Timo Makinen and Rauno Aaltonen, respectively. Whilst I had seen Paddy's car a number of times before I hadn't seen the tribute to the Mini Cooper sculpture made entirely of Lego !



Lego Mini Cooper

If I ever win the lottery jackpot, after I have paid off the mortgages of all my family and friends, I have always thought

that I would indulge myself by having driveable recreations created of 1) an Edwardian Inter-City, artillery-wheeled race car, perhaps the ill-fated Wolseley of the time, and 2) the MG EXE. The latter was only ever a show car and never a runner but I believe one could be constructed using MG 6R4 4WD components, along the lines originally anticipated for it. Lastly, if I could have chosen one very driveable car to take home on the day it would be the 1936 ERA R8B/C.



1908 Austin French Grand Prix race car



MG EXE Show Car



ERA R8B/C

Roger Martin

CVCVC October Midweek Lunchtime Meeting at the Rayleigh Arms

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Thursday 27th October. A fine and unseasonably warm day for our monthly luncheon meet-up. We were at The Rayleigh Arms in Terling. It is also known by locals by its former name The Monkey.

We had a good turnout of 26 adults, 2 youngsters and 2 well behaved dogs. A good collection of cars including one that had covered more than 500,000 miles; surely that must be one of the highest mileage cars in the country. A couple of our group took the opportunity for their cars to 'go topless'; yes, it was that warm. No one went through the notorious Terling ford; a good thing as after the rain a day or so before it was running at about 2 feet deep.

The car parking at The Rayleigh Arms was good. Overall, there is space for about 40 cars. Debbie, the landlady, suggested that the club used the 'back car park' which is the large section furthest from the road. A good level gravel car park that comfortably accommodated our classic cars with some room to spare.

The Rayleigh Arms is a good-sized pub restaurant. Debbie and her team gave us a warm welcome.

We were allocated The Long Room, a pleasant room that accommodated about two dozen diners. The rest of us were on good sized tables just outside of the door to The Long Room.

Food was, as usual, ordered by and paid for by each member as they arrived. All food was prepared to order and the excellent staff brought it out to us pretty swiftly. We all ordered good simple (mainly) English fare which was enjoyed whilst we all had a good natter with our friends.

After the meal we had our usual bit of 'tyre kicking' in the car park. Peter, one of our evening meeting speakers, joined us for the meal and took the opportunity to give his pristine AC Cobra a run. Its throaty roar when Peter drove out of the car park and along the road was distinctive (and enjoyed by us).

An enjoyable lunch in a good venue with some good friends and an excuse to take out the classic for a day. As the Esso tiger would say; Grrreat.



Graham O'Connor, Peter de Roussett-Hall and Chris Harman in deep discussion over the internals of the Mini Scamp



Lunchtime Guest - Peter de Roussett-Hall's AC Cobra



Mike Wilkins's Lancia Fulvia & Chris Saunders's Daimler 2.5 V8



Top - Keith Dunn's Gilbern Invader Estate, Si Holder's record mileage Austin A30 and John Goodman's MGB GT

Left - Graham O'Connor's Mini Scamp and Peter de Roussett-Hall's AC Cobra



Chris Watson's Morris Six

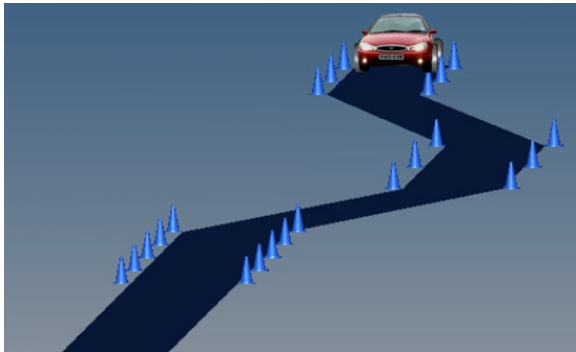


Michael Harman's BMW 330Ci convertible

**Report from Chris Harman
Photos by John Goodman & David Singer**

Dodging the Elk

Sweaty palms! Back in 1995, I was sitting in a Mk2 Mondeo prototype at Ford's Proving Ground in Belgium waiting to drive the dreaded "Elk" or "Moose" test. This involved a violent lane change manoeuvre into the left lane and back to the right at increasing speeds to test a car's control and stability at extremes. The aim is to get through at close to 50mph. It was first used by a Swedish magazine in the 1970s to simulate avoiding an elk wandering into the road and eventually became part of the requirements for most manufacturer's new car sign off.



Most famously, the Mercedes A Class failed the test spectacularly as shown in the photo. It achieved widespread press attention and resulted in the A Class being recalled, production stopped for three months for the addition of stability controls and Mercedes adding the test to its new model regime.



Fortunately, the Mondeo had a low centre of gravity compared to the tall A Class and will always slide before getting anywhere near a tipping point. It's important to point out I wasn't a test driver but a humble Engineering Manager on two days driving training to help me appraise cars in a more analytical way rather than just driving the wheels off them on the handling circuit and grinning widely! Therefore, I was doing the run at lower speeds than the professional test drivers. But I was still nervous... I think that had to do with the instructor that was sitting alongside me:



It rather concentrates the mind when Jackie Stewart is watching your every wheel and pedal input!

6 We set off and gradually increased the speed with each run to get a feel for the car. On faster runs, the speed of steering movement required to make the lane change becomes unbelievably quick and, inevitably, it wasn't long before I was into a huge "tank slapper" and scattering cones everywhere. The object was to try out competitor cars and see how fast you could negotiate the lane change without drama. It's a great indicator of how a car interacts with the driver and gives you confidence in its controls... or not!

During training, Jackie gave us many other tests to try. A simple one that stood out was to drive the outer test road and try and keep your nearside wheel on the white line at the edge for a whole lap round varying curves. This was an amazing differentiator of cars. The Mondeo was well praised for its steering feel and could follow the line easily. In contrast, the fine riding Citroen Xantia had such vague over assisted steering that you were constantly sawing at the steering wheel trying not to over-correct. Feedback to the driver on what the front wheels were doing was notably poor.



It was two days well spent and made a big difference in my future drive evaluation methods when trying competitors. It also helped to better understand Ford's mantra under Richard Parry-Jones to engineer cars that "flatter the driver". The average buyer doesn't explore the handing envelopes that journalists eulogise over, but they do know when a car has balanced controls that communicate well and make them confident when behind the wheel. They are unknowingly appreciating the enormous attention to detail required by engineers to make a car drive like that.

I think I completed the 'Elk Test' cleanly well below 40mph before keeping the cone guys busy rebuilding the lanes. I swapped seats with Jackie Stewart and we were soon racing towards the lane change. My right foot was hunting for an imaginary brake pedal on my side as we entered the lane at 50 mph. I watched Jackie and his arms were a blur as the Mondeo switched across the lanes with incredible precision and a lack of excess body movement. The cones were all still standing dutifully to attention. In disbelief, I studied the second run more closely and realised Jackie was dialling in the corrections ahead of the car needing them.



It was a privilege to watch a driving genius at work.

Stuart Black

If you want to see what can go wrong on the elk test with a high centre of gravity vehicle and how effective vehicle stability control can be in helping you out, check this link:

[Citroen Nemo rolls over in Which? tests - YouTube](#)

Triumph Bobcat – Dolomite Replacement What Might Have Been Cancelled by British Leyland



The story begins in late sixties, when Triumph's Technical Director Harry Webster commissioned 'Michelotti' to carry out a design replacement for the 1300.1500/Toledo/Dolomite range. The mechanics were to be a conventional drive set-up using the proposed Dolomite engine. There were hints of Lancia Beta and Citroen CS in the Bobcat's design and if the Triumph had gone into production, it's rivals would have been the 1970s Audi 80, Lancia Beta, Saab 99 and Chrysler Alpine.

However, the merger of Triumph (Leyland Motor Corporation) with BMC led to the cancellation of the Bobcat project. With the merger, there were too many British Leyland mid sector cars competing in the same market 'The powers that be' authorized the continuation of the current 1960s range of Triumph saloon well into the 1970s. With the strike ridden atmosphere of 1970s and poor management of British Leyland, I'm not sure if the Bobcat would have reversed the steady decline of the company.

Chris Sharman

With acknowledgement to Aronline & Roger Martin

Guess the Car Answer – Britannia GT



Correct Answers from Bob Knight, Philip Frogg and George Wilder.

The Britannia GT had a Tojeiro designed all-independent chassis with a glass-fibre coupe body, well-appointed interior, 0-60mph in 9 seconds and a top speed of 125mph.

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Ford 2553cc 6-cylinder engine, Raymond Mays twelve port alloy head, with 3-SU carburetors developing 160bhp. Jaguar Moss gear box with over-drive, disc-brakes and rack and pinion steering. Poor management, lack of development and finances, plus the £2400 list price, more than a Jaguar XK150S, restricted sales and the company folded after producing a few cars.

Bits & Pieces

Trophy Presentations at this Year's AGM



Top –CVCVC Awards Time presented by Chairman John Goodman

Some of the Trophy Winners -

Left – Brian Ladell, winner of the Pre-War Trophy for his Riley Kestrel.

Below, from left to right – Chris Watson, Millennium Trophy for his Maserati Quattroporte.

George Wilder, Clubmans Cup for arranging the yearly Autumn Scatter Runs.

Roger Martin, Notable Journey Trophy for travelling coast to coast from St Bees Head (Cumbria) to Robin Hoods Bay (North Yorkshire).



Guess the Dinky Toy Sports Cars Makes



Did any members own these Dinky 1950s sports cars, I owned no.27 and I can guess all the models, although I'm not sure on no.32; Cooper Monaco?

Correct answers to the editor.

Members Letters

The ford in Terling, close to the Rayleigh Arms where the CVCVC met for lunch generated some correspondence that might strike a chord with members –

Hello Chris

I know that we have had a lot of rain recently but I think it worth suggesting that those going to the lunch avoid the road where they need to drive through the ford. I checked it today and I certainly wouldn't attempt trying to get through it in the Merc. as it is too deep.

Chris Harman

Thanks Chris

Can you recall what road/lane into Terling the ford is located so I can relay the message to members? I've searched the internet without success, except it's normally 2'0" deep!

Way back in March 1965, I was navigating on a night rally and our car a Consul MK2, what! stalled in the middle of the Terling ford, after removing shoes, socks, rolling up trouser legs and with additional help we managed to push the car out of the ford, dried the electrics and sputtered to the finish.

Chris Sharman

Hello Chris

Terling ford was a notorious trial back in the day of plot and bash Road rallying in the 70's. Lots of Minis died in Terling ford!

Bob Chaplin

Hello Chris

Ref. the ford, was it as deep and long as this one ?



MGA
Traversing
Bradbourne
Brook, the
carpets took
days to dry
out!
**Roger
Martin**

Roger

How did you MGA survive the soaking?

Chris

My MGs are quite good at wading, at least mechanically and electrically, so my MGA sailed straight through the water on that occasion. I even reversed back in to tow another stricken MGA out.

Classic MG carbs, dynamo, coil, dizzy etc, are all quite high in the engine bay and I've moved the fuel pumps inboard on my MGA and MGB. Midget fuel pumps are quite high anyway albeit still underneath the car.

I can't remember who taught me to ford water splashes but basically one aims to make steady slow progress to create a bit of a bow-wave, which depresses the water level in the engine bay, and also keep the revs up in low gear, slipping the clutch if necessary, so there is plenty of exhaust pressure in case the pipe exit goes underwater.

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The MGA problem is the plywood floorboards are not sealed to the chassis (for gearbox removal) so even if the water is not high enough to overflow the sills if it is higher than the floorboards it seeps up into the cockpit.

I got a soggy bottom on that occasion!

**Best wishes
Roger Martin**

Gordon's Goings On December 2022

It's hard to believe another year has gone by. Looking back, we have tried to do a bit more socialising this year, although not without consequences. I'm hoping we will be able to do more next year. With all the children working full time and the grandchildren all in education, it's all a bit unpredictable what you might come across at any time.

Flying is still a bit hit and miss and passing through Stansted gets more and more expensive. Unfortunately, there are still enough selfish people around to make life difficult.

I apologise for missing the AGM and Midweek Lunch, but having waited for weeks for an appointment, I couldn't afford to miss it because of covid.

We made a trip down into the West Country in October to visit some of Julia's family, and went past Stonehenge, Thrupton and Castle Combe, all of which came with a bit of a nostalgia, as we hadn't been down that way for a long time. Castle Combe is a special place for me. I did my first race there, in the days when there were so many Mini Sevens, there were often qualification races and a final. It was a bit of a trek for the northern contingent which is how I got in! I was a bit naïve at the time, and on the way home I was amazed to see cars towing trailers dicing into roundabouts! I also totalled by best car there some years later but that's a different story.

Thrupton was the place I overhauled a car with a professionally built engine, with my homebuilt one while flat out on what was a very long straight out the back. Very satisfying!

It's the Le Mans centenary next year and some tours are already sold out. I'm hoping to go next year, if all my boys can get away from work.

I've got the Esso card and I'm converting to Synergy petrol for the 911, (the old Laguna appears to be OK on the 10% stuff) and Synergy diesel in the Passat. The 911 is much happier but its too early to tell if the diesel is an improvement.

I managed to get a day's marshalling in with the pre 65 Scrambles Club in October as well and apart from it being one of the wettest days of the year, I thoroughly enjoyed it. It's to be recommended if you like to see old bikes being used properly. I'm not sure I would have ridden one in those conditions!

All the motor sport seasons are drawing to a close and the bike racing has been good to watch, but I have struggled to get enthusiastic about Formula One and the latest revelations about Red Bull, do make you wonder if cheating is seen as acceptable these days.

Talking about cheating, I saw somewhere that the term "tailpipe emissions" is now being applied to electric cars, which have up until now been quoted as having "zero emissions" which we all know was less than the truth. Just like the Mayor of London and his low emission zone which comes at the expense of others having to put up with the emissions anywhere as long as it's out of town!

If only the resources of the car industry had been used to make the internal combustion engine more efficient, even by say 10% the resultant reduction in emissions would be happening by now, worldwide, and nothing would have been spent on additional infrastructure. Changing to electric vehicles has changed nothing, except to exploit different finite world resources and generate a recycling issue which is both costly and hazardous.

Interesting that China had 1100 coal fired power stations at the beginning of 2022. No wonder it's the biggest electric car market in the world! The UK has just 3. Shutting ours down will make a such an impact! I've just noticed on the news that the National Grid have announced that blackouts "will be the last resort", but that rolling power cuts are a possibility this winter.

Gordon Levett