



Colne Valley Classic and Vintage Club Newsletter

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



July 2021



Flashback May 2018 - Post lunch saunter, CVCVC – SVEC joint lunchtime meeting at the Horseshoes Inn

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Editor's Intro

I hope you and your families are keeping safe and well.

The delay in reducing specific lockdown restrictions has unfortunately compelled the CVCVC to cancel next Thursday's Lunchtime Meeting at the Hartest Crown. In addition, the July 11th Cento Miglia Run has to be postponed, but hopefully to be reinstated later this year if restrictions on group gatherings are lifted.

A variety of features in this month's Newsletter - Editor's Space Filler - In 1964, I spectated at the Lord Mayor's Show, the theme was the British Motor industry, complete with Grand Prix drivers and cars.

Roger Allen's articles on his Elan restoration continue with the engine rebuild.

Earlier this year, I strengthened the rear springs on my pre-war Singer and thought this article might be of interest to members with older classics.

Bob Chaplin has written an article on the problems caused by the inclusion of ethanol in petrol.

In view of the Lunchtime Meeting cancellation, to lift your spirits I have included photos from previous popular meetings. Taste of things to come.

My "Future Copy" file is practically empty again, so your articles for August's Newsletter will be most welcome. A couple of ideas – Was there a previous car that you prized above all others, or the one you shouldn't have sold. Chris Harman struck a note with "It seemed a good idea at the time," you must have similar stories, I have!

Stay Safe
Chris Sharman.

FORTHCOMING EVENTS

Coronavirus (COVID-19)

In line with our Government's continuing lockdown restrictions, The CVCVC have no option but to cancel the June 24th Hartest Crown lunchtime meeting and postponing the July 11th Cento Miglia. However, the Committee are monitoring the Coronavirus situation and will keep members informed through the CVCVC Newsletter and Weekly Parish Notices if there are changes to the Government restrictions.

Jun 24 Midweek Midday Meet Up – The Crown Hartest IP29 4DH. CANCELLED.

Jul 11 CVCVC Cento Miglia – POSTPONED.

Jul 21 Club Evening – 7.30pm. CVCVC Classic Car & Motorcycle Show – The Thatcher's Mount Bures

Jul 28 Committee Meeting – Venue to be confirmed.

Jul 29 Midweek Midday Meet Up - Venue TBC.

Aug 18 Club Evening - 8pm. Michael Hipperson - Ferraris, Lambos and GT40s - Halstead Football Club.

Aug 26 Midweek Midday Meet Up - Venue TBC.

Sep 15 Club Evening - 8pm. Michael Hipperson - An Evening with Rosemary Smith - Halstead Football Club.

Sep 30 Midweek Midday Meet Up - Venue TBC.

Oct 20 Club Evening AGM – Venue TBC.

Oct 27 Committee Meeting – Venue to be confirmed.

Oct 28 Midweek Midday Meet Up - Venue TBC.

Club Information

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

The CVCVC Committee

Chairman	John Goodman
Treasurer	Martin Brown
Secretary	Geoff Broad
Membership Sec.	Roger Martin
Newsletter Editor	Chris Sharman
Webmaster	David Singer
Events Co-ordinator	Stuart Black
Committee	Chris Harman
Members	Bob Chaplin

CVCVC Membership

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

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.

August Newsletter

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

DISCLAIMER

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

Editor's Space Filler

1964 Lord Mayor Show An Event to Remember

A couple of friends and I travelled down to the City of London to watch the Lord's Mayor Show, always a splendid pageant to celebrate the incoming Mayor, that year - Sir James Miller; with a lively mixture of London's past, present and future, represented by City Businesses, Livery Companies, Charities and the Military.



The 1964 event had a further attraction – *History of British Motoring*

Ignoring the wet weather, the show commenced with a display of Grand Prix drivers with their respective Formula One cars

driving through the crowd lined City of London roads. – Jim Clark Lotus, Graham Hill BRM, Bruce McLaren Cooper and Jack Brabham Brabham. Drivers and their GP cars later returned to the parade on team floats.



Grand Prix Display Run



Graham Hill mans the stand alongside his BRM P261



Lotus float with Jim Clark and Colin Chapman

There was a cavalcade of British cars dating from the turn of the century. Another star attraction were the British Land Speed record holders – Henry Segrave's Golden Arrow, John Cobb's Railton Mobile Special and Donald Campbell's Blue Bird.

I cannot remember seeing the cars, but I understand the James Bond Aston Martin DB5 and the jet-turbine powered Rover were driven in the procession.

The parade was certainly a great showcase of British Engineering during the early sixties.

One of the first Sunbeam Tigers produced, leading the Grand Prix possession

1966 Lotus Elan Restoration - Tenth of a Series! Part 2

In prior issues of the CVCCC Newsletter I've been describing the story of my 1966 Lotus Elan which I bought in May 2017 and its restoration. This is the second of a three part article about the build of the Lotus Ford Twin Cam engine which is a classic in its own right.

Elan engine rebuild: Part 2

The early Ford crossflow block was in good condition, but it had one bore lined. We removed that to check for anything untoward then Thornton Engineering lined all four cylinders back to standard bore size. After a face off, the block was good for the build.

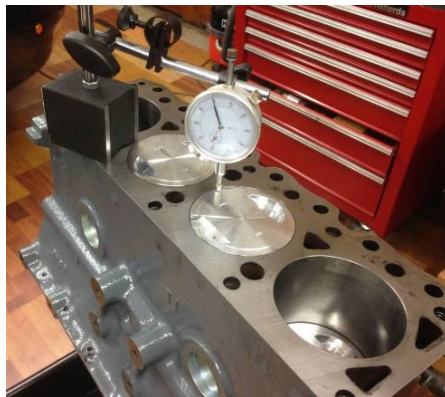


Pic 8: Piston ring assembly tool. Fitting rings, after checking the gaps in the bore, is always a bit tricky and I'm always nervous about breaking one. I find this tool, although a tad fiddly, helps greatly

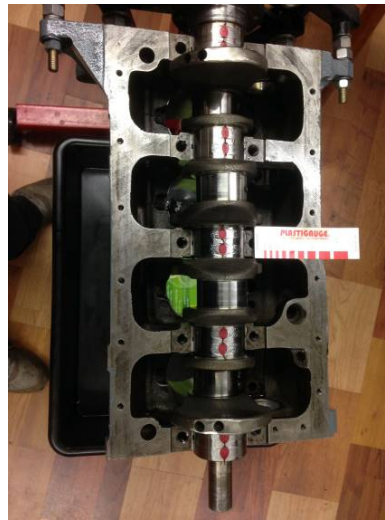
Pic 9: Pistons inserted in the block using a regular ring compressor. Watch the sharp edges!



Pic 10: Checking piston heights with a dial gauge



I fitted some fabulous Omega forged pistons, we used them at Mountune in many race projects and they are excellent quality. Installing them using the ring compressor reminded me vividly of my very first Twin Cam assembly. My 'interview' as a prospective student apprentice at Ford Motorsport Boreham in 1970 was to assemble a bottom end on a rally Twin Cam. The engine boss Peter Ashcroft simply told me, "Put the bottom end together, the bits are on the bench, all the boys are away and I'll be back around lunchtime and we'll see how you get on!" There I was all alone in the holy of Motorsport holies and had to get on with it. The only mishap was cutting myself on the hand with the piston ring compressor. Peter returned a few hours later and inspected my work. I had my bleeding hand wrapped in a handkerchief and firmly thrust in my pocket. Anyhow he approved of the assembly and I was instructed to start work the following day and a career in top level motorsport had started!



Pic 11: Checking crank bearing clearance with 'Plastigauge'. The 'squidged' material can be seen on the crank journals.

Back to the Elan engine, the crankshaft was in very good shape and all bearings were 0.020" oversize, which is good to get decent fillet radii. The bearing clearances were checked with 'Plastigauge' and were spot on. 'Plastigauge' is a bit like a thin plastic pencil lead and simply squidges out when the bearing is assembled and the resultant width is checked on a gauge.



Pic 12: Removing the crank spigot bearing using the 'hydraulic' method

The spigot bearing was replaced and the old one came out easily by filling the recess with grease and hitting a close-fitting drift to 'hydraulic' it out. The flywheel was basically OK but needed a face off and new ring gear.



Pic 13: Checking conrod balance end to end using digital scales. Accurate measurements were taken with this set up on a surface plate.

The con rods were the later better 125E type but 'Bill the Bodge' had obviously selected two pairs maybe from different motors because the balance was way off. One pair were 20 gms heavier than the other, mainly in the big end where there was enough material to take out and get fine balance. The small end bushes were worn and replaced.

All the rotational parts were dynamically balanced by Mike Jennings at Harrow Cross near Sible Hedingham. Mike has a great reputation for this work and did most of the balancing for the



Pic 14: Engine block fitted with studs. The block threads are well cleaned and these studs are hand tightened to a 'nip', not torqued down.

The Ford Motorsport World Rally Championship engines when I was at Mountune Racing.

I'm not a fan of head bolts especially when old threads are concerned. I much prefer studs which can be tightened gently into the block and also locate the head gasket accurately when



fitting the head. Torquing down the head with the new stud nuts is then even and precise. I use ARP for most specialist fasteners including these, their quality is superb.

Pic 15: Cam timing using a dial gauge and circular protractor

The cams were fitted and timed in using offset dowels to get fine accuracy. The minimum valve to piston clearance was measured at just over the minimum of 0.040" that ensures no clash even if the valves happen to 'float' at high revs. The measurement was taken by lever compressing the valve when on the nose of the cam with a dial indicator on the stem.



Pic 16: The original Lucas distributor set up with points and a condenser - quite complicated in a difficult to access area below the carbs.



Pic 17: The upgraded distributor with much simpler and reliable electronic internals doing away with the points and condenser

The distributor on the Twin Cam is hidden underneath the inlet manifold and its twin Weber DCOE carbs. Because of this it's very

difficult to set or change the points once the engine is installed so I rebuilt the unit and fitted an electronic set up into the standard Lucas distributor body which hopefully will be fit and forget. Sometimes I just cannot hang onto originality. The parts came from the 'Distributor Doctor' who offer great service on these old Lucas distributors.

Pic 18: The original two fuse Lucas box complete with prior owner's metal clip 'fuse'. These boxes are common with cars around the period including Minis.

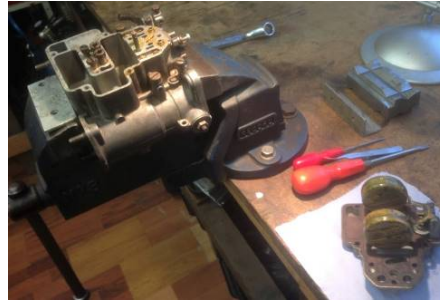


Pic 19: The new panel with fuseboxes, relays and immobiliser.

The other electric deviation from original has been the loom and in particular the fuses. The car originally had just two fuses in the old original Lucas box. I found that one of these fuses had been replaced by a strip of

metal by 'Bill the Bodge'! This is simply inexcusable. Fuses are simple and cheap to replace or maybe the fuse kept blowing

and the fault could not be traced. The fire risks in a glass fibre car can be imagined. The rest of the loom was also junk with awful 'cut in' connectors for all manner of additional leads. So, I'm building a new loom incorporating a 'proper' multi fuse box and multiplugs to connect the various sections, especially the dashboard so that it comes out easily to service heater, radio, wipers etc. The alternative is a myriad of 'bullet' style connectors which, although the original spec, are complicated, clumsy and need great care to ensure good solid connections. Standard loom power comes via the ignition switch in the conventional Off-Accessory-Start arrangement. A quick check revealed that the currents involved are at or near the maximum switch rating so a move to relays and a new switch will sort that potential problem.



Pic 20: Weber 40DCOE carb rebuild. There is a good Weber manual available from Haynes and Weber themselves have excellent exploded diagrams and parts support.

The twin 40DCOE carbs were in good nick although the linkages and cables had suffered at the hands of dear old 'Bill the Bodge' and again were not original. The carb Type numbers indicated that they were off a Holbay Sunbeam, right period but wrong car. Here we are again - another variation in parts - the block had no Lotus number, the head was from a Europa and now the carbs were from a Sunbeam! I was beginning to suspect that the original engine was blown beyond repair and another built up but surely the carbs would have been OK or maybe it was a case of whatever Lotus could lay their hands on? I'll have to contact prior owners to find out.

I'd had some experience with Holbay and boss John Read back in 1970 when they were based at Martlesham Heath near



Ipswich and they were doing cams for the 1970 World Cup Rally Escorts. I distinctly remember that they ground the base circle right down to the shaft to accommodate the desired cam profile on those crossflow motors!! Little did I know that I'd be using their carb spec 50 years later.

Pic 21: Original 'pancake' airfilters without intake trumpets - useless for filtration or performance!



Pic 22: Correct Elan twin cam filter over a set of intake trumpets which has a conical K&N fitted on final assembly

Inside, the carbs were in good nick but had a few jetting variations from Lotus S/E spec and the trumpets were missing. 'Bill the Bodge' had removed the trumpets and slapped on a pair of narrow foam pancake filters direct onto the carb bodies. Maybe the carbs were sourced separately and never had them in the first place. Either way, from a filtration and a performance point of view they headed straight to the waste bin!

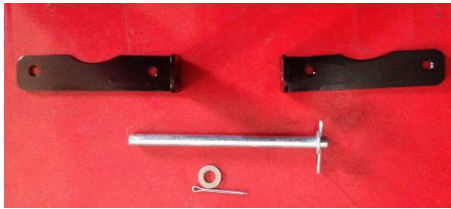
My stock of Weber bits sorted the trumpets and jets to the correct Lotus spec and Weber UK allayed any of the fears I'd spotted on the Forums about different Weber type numbers not performing on Twin Cams. The lesson here is to believe little on Forums unless you are sure of the good technical expertise of the source!!

I managed to source a very decent second-hand Elan airbox and backplate which refurbished 'as new' and bought a 'proper' large K&N conical air filter to go onto the end of it and fitted a new cable bracket to the backplate. The correct seal between the two airbox halves took a bit of finding but don't you just love the internet! I'm always bewildered why some engines are not fitted with an air filter. Good well designed filters, such as K & N do not drop performance a jot whereas a small pebble or washer going in can instantly ruin an engine.



Pic 23: Original 'bodge' throttle cable bracket and spring mount

Pic 24: New design external spring mount with double external springs. The new throttle cable bracket is part of the airbox assembly.



'Bill the Bodge's' awful external spring mount was a bit of bent tub with a spring coiled around it and his rusty throttle bracket exhibited some of the worst welding I've seen for a long time. The lot was binned and I produced a new design. The carbs themselves have internal return springs but it is good practice to have a visible external spring or two.

More to follow in the final Part 3 next time.....

Roger Allen

1936 Singer Rear Suspension Upgrade



Before

My 85-year-old Singer had been dragging its tail on the ground for quite a while, with 107,965 miles under its chassis, the rear springs comprising five leaves are bound to have settled. The chassis is underslung which is great for road holding but restricts vertical movement with the rear springs. The current pot-holed condition of Chelmsford and Essex roads results in the back axle occasionally hitting the bump-stops.

It is possible to have the leaf springs re-set, even replacement ones fabricate, but both options require the Singer body to be lifted above the chassis to gain access to the springs front eyelet bolts. The third alternative is to insert another leaf under the master spring to strengthen the overall spring. I had two spare rear springs and I was sure it was possible to fabricate new components to accompany the insertion of the additional leaves.

A good idea, but not so easy to carry out the work in a domestic garage and man-shed. Nevertheless, the die was cast in my mind. First, I selected two long leaves from the spare sets and cut them to size and chamfered with a 4" disc grinder to a length that was greater than the existing leaf below and shorter the one above, this arrangement ensured progressive loading and movement from the additional leaf ends.

Extended leaf clips were required to clamp the increased spring thickness resulting from the sixth leaf. With the aid of a Black & Decker workbench, 75x75x6mm length of angle iron used as an anvil, G-clamps, two-pound hammer, blowtorch and electric drill and a set-square I fabricated four clips from 20x3mm steel flat bar, in addition two central 5/16" dia. location pegs.



Replacement spring clips

Tackling the driver's side first-using three jacks, (two to support the chassis and one to support the spring,) I removed the wheel and the axle "U" bolts holding nuts, unbolted the central peg, leaving the master spring in place the remaining four leaves were dismantled. The existing clips from the third leaf were replaced with the longer bespoke clips using traditional 1/4" half round rivets peened onto the leaf.



Cut down additional spring, existing lower spring with longer clips and extended central clamp peg

All six leaves were clamped together and the central peg inserted through the leaves and the spring clips securely bolted. The jack was used to offer the spring up to the axle pad. It took an hour jiggling to locate the spring peg up into the axle pad location slot. the spring was then fastened back to the axle "U" bolts and the leaves saturated with engine oil.



The finished job

With jacks removed and the wheel in place, the body certainly looked higher and pushing down on the wing took additional pressure to move the spring. I carried out the same operation to the near side rear spring the following day, this time with added confidence.



After

The rear axle leaf spring height difference doesn't appear much, probably 35mm, but a totally different feel to the car with a 15% increase in spring strength, that now seems to balance the front axle springs. From the first road test the Singer felt more stable and to date I haven't felt the back axle hit the bump stops.

I was apprehensive to carry out the work necessary to upgrade the rear springs, but it just shows what is possible with basic equipment and amateurish enthusiasm.

Chris Sharman

The Perils of E5 Petrol

Since I rebuilt the Series 3 Landover 10 years ago it has run on Shell V Power fuel with a leaded additive (Castrol or Wynns). It has always run well with no issues at all.

As part of the rebuild I fitted a new fuel tank, filler hose, fuel sensor, fuel lines, fuel pump and a Weber carb conversion. This was all due to converting the Landover from its original worn-out diesel to a 2.25 ex RAF petrol engine.

Towards the end of 2019, on the way back from the Chris Harman organised Gestingthorpe 'Gestup' show I went with the Landover for fuel in Sible Hedingham, those club members who live in the Halstead/Sible Hedingham area will know there are two petrol stations in Sible, the Shell and the Esso. The Esso garage used to be linked with the Esso garage at the Butler Road junction in Halstead, both these garages have a somewhat chequered history. I'm not going any further with this as those who know will only be too aware.

The Shell garage was closed, the Landover needed fuel, I reluctantly filled up at the Esso garage with the Esso version of V Plus fuel. It didn't smell like V Plus! Then of course the world changed, the Landover isn't used so much, so a tank of fuel lasts a long time, especially when we are all locked down.

The first hint of trouble was when the fuel gauge stopped working. After lockdown eased in May, a friend needed his very heavy and big canal cruiser on a 6-wheel trailer moving, just what Landrovers are made for! Low four-wheel drive to drag the trailer and boat out of a barn and up a slope, then a couple of miles to another barn, the fuel was vaporising in the carb! Never had that before! By now I need another tank of fuel, The Shell garage is now shut for a refit, so I visited the Esso garage again and again somewhat reluctantly put in more of their V Plus alternative, that wrong smell again! Then a few weeks later, I can smell petrol in the cab, there is fuel leaking past the filler pipe just under the driver's seat. I order a new filler pipe and a fuel sensor and wait for a better day to strip out the Landover interior. Then after a trip to Sudbury for shopping in the snow a few weeks later I found out the fuel pipe from the pump to the carburettor was perished and spraying petrol over the exhaust manifold!!! I added a fuel line to the shopping list.

Changing the fuel tank sensor on a SWB Series Landover is not an easy job, the official way is, take out the seats, then the floor plates, remove the seat box, seat belts, centre bulkhead plate and fuel filler cover. I removed the driver's seat, drilled out the pop rivets holding the top of the seat box panel and accessed the sensor. The filler pipe had gone rock solid and was splitting, allowing fuel to slosh over the seat box. It's an awkward job to change the filler pipe even with the pipe being flexible, let alone rock solid, plus I didn't want a load of crumbling rubber in the fuel tank. So, I drilled out the pop rivets holding the filler cap assembly into the rear tub. This allowed me to lift out the filler pipe complete with the filler cap. I replaced the sensor, fitted a new filler hose, pop rivetted the filler cap back in, changed the fuel line, re-pop rivetted the seat box back together and job done, Landover running again.

Upon investigation, the filler hose is rotten, so is the pump to carb line, in the fuel sensor, the paxolin strip that supports the sensor wire has dissolved. Fortunately, the new Weber carb is ok as was the fuel line from the tank to the pump as these are E5 compatible. Then at the time of the rebuild the fuel filler, sensor and pump to carb line, obviously weren't. E5 fuel and classic cars are definitely non-compatible and now it's going to E10!

Paddocks now supply E5 compatible hoses and tank sensors so hopefully this problem will not recur. A couple of years ago the head gasket went whilst climbing Ballingdon Hill on the way back from Sudbury, on replacing the gasket I examined the valves and seats, they were perfect, no sign at all of any regression or pitting, so the lead replacement obviously works ok. I fitted electronic ignition at the time of the rebuild together with a new distributor and until the above fuel vaporisation issues I have had no issues at all with the Landover. It was obviously designed to run on low octane petrol and is ok with the 97 octane V Plus fuel, no pinking, overheating or overrunning, it certainly starts a lot easier in very bad weather with the V-Plus fuel.



The state of the filler pipe once removed.

However why did the Landover run perfectly for 10 years on Shell V-Plus and all the above problems on just one and a half tanks of the supposed Esso equivalent? Or is that garage in Hedingham up to their old tricks? I will never get fuel from there again!

Bob Chaplin

Footnote

Two years ago, while waiting in Tolley's reception to collect my wife's MG3 after the yearly service, I overheard the conversation between an unhappy Citroen C3 owner and the service manager. The owner had complained that the Citroen was hesitant on acceleration and down on power, even after servicing. The manager asked if the owner obtained his petrol from supermarket petrol stations, to which the owner replied yes. "Well, that's the problem" replied the manager, "the fuel sold isn't always to the required British Standard that "branded petrol retailers sell".

My own experience relates to years ago when for convenience I continually refuelled my Granada from a "Q8" garage in West Chelmsford, after a few months, the car started to misfire for no apparent reason, this continued for a few weeks and by luck the next time I stopped for petrol it happened to be a West Country Shell garage, after filling the Granada's tank to the full for the journey home to Chelmsford, I noticed the misfiring gradually stopped.

Twenty-five year later I still only use Shell or BP fuel in my cars. More expensive than supermarket or micky-mouse brands, but more refined, even with the dreaded E5 additive.

Ed

PS When did you last see a MK3 "Hatchback" Granada on the road? In fact regardless of MKs, I cannot recall seeing any models at Classic Car Shows!

Guess the Car



A really beautiful coupe from the nineteen fifties, a good decade before the many 1960s cars that it looks rather like!

A marriage of engineering excellence and bodywork craftsmanship. In fact, one of the rarest automobiles in the world.

Any idea? Answers to the editor.

Lunchtime Venues Revisited

Eleven years have passed since Martin Brown suggested the CVCVC had monthly lunchtime meetings. Since then, we have visited over fifty pubs in Essex and Suffolk, with many return visits to the popular ones.

With Coronavirus restrictions still in place for group meetings, the following CVCVC Lunchtime Meeting photos show what we have to look forward to, hopefully in a month's time –

Horse and Groom Cornish Hall End, April 2018



**Horseshoes Inn Cockfield, May 2018
Joint CVCVC & SVEC gathering**



Bits & Pieces

1959

A Good Year for the British Motor Industry

New cars introduced –

AC Greyhound
 BMC - Austin Seven/Morris Mini
 Pininfarina styled Austin A55, Morris Oxford, MG Magnette III,
 Wolseley 15-60 & Riley 6/68
 Austin Westminster A99 & Wolseley 6/99
 Daimler Dart SP250
 Ford Anglia 105E
 Sunbeam Alpine 1
 Triumph Herald

In addition, improved models –

BMC – AH 100-6 became AH 3000, enlarged engine & front disc brakes. MGA gained a 1588cc engine & front disc brakes.
 Ford - Prefect gained the 105E OHV engine. SV Anglia rebadged as Popular, Consul, Zephyr & Zodiac Low Line models introduced.
 Bentley & Rolls-Royce models gained V8 6230cc OHV engines.

Members Letters

Hello Chris

This letter from August 1953 Motor Sport magazine caught my eye

**Kind regards
 Roger Martin**

A TALE OF TWO CARS

Sir

Over the last two years I have motored extensively at home and abroad in two widely differing cars, one a 1951 4.6 Bentley Mark VI, the other a Ford Zephyr six-cylinder saloon. Both cars were bought new and both have given a fair amount of trouble, especially the Bentley.

Being a philosopher, I accepted that state of affairs as being one of the penalties of "buying British," but what intrigued me most was the way the respective firms and their agents dealt with the respective troubles.

First of all, the Ford people. The trouble with the car was mainly in the transmission, which was very noisy and which suffered an apparently incurable vibration trouble. The Ford agent could not do enough to help. Whenever I complained he took the car in at once (sent for it if need be), tried new propeller shafts, clutched and heaven knows what. When he was stumped, he consulted the factory, who sent special bits almost by return of post. Between them they cured the troubles by infinite care and service, made no charge worth speaking of and were always courteous and sympathetic.

The case of the Bentley was a sad one. At first, I got nowhere with them; all my criticisms and complaints were received with almost ducal politeness tinged with faintly discernible disbelief. I really think my initial temerity to criticise got me in rather bad books with them, but I persevered, and after parts of the rear axle broke, the gearbox jammed twice, sundry engine parts broke and we had had (I think from memory) five clutches, relations became strained. However, I was presumably a good customer who paid his bills promptly (in this respect I must give Bentley full marks for generous treatment and never once an excessive charge) and at the time had ordered a new Rolls-Royce Silver Wraith for my uncle, so they kept on trying. Also, I was tenacious and lived within twenty miles of their service station, which may have helped!

And so, after months of effort, something bordering on the violent, I corkscrewed some service and suitable adjustments out of them.

Is it worth the trouble of having a fight to obtain service that should be willingly given? In most cases I doubt it, but in the case of Bentleys I think it was worth it. Because I feel I have got over all the earlier animosity and I now have one of the finest examples of finest car in the world.

Incidentally, in this case the agent who supplied the car (in fact both the Rolls' products) was conspicuous by his complete absence throughout proceedings. I am glad I did not live 2,000 miles away!!

Dare I sign myself

FED-UP BUT SATISFIED

Gordons Goings on May 2021

At long last there is some motorcycle activity that can take place within the guidelines. We have managed a daytime ride, with lunch outside, some Pre 65 scramble marshalling, (very much outside!) and a club night at the Alma, with dedicated outdoor seating and bike parking. It's the first time we have been able to meet officially within the rules and it's good to see old friends.

We have another couple of runs booked in June as well. Let's hope July carries on in the same vein.

I know there have been car shows, bike gatherings and outdoor events going for a while, but it's tricky as a club to arrange meetings within the rules, as your committee have demonstrated, looking forward to June 24th.

And how nice to get a few days of sunshine after a couple with unusual weather.

Having just had my BMW pass its MOT, I discovered a broken bracket on the stainless exhaust system. As no one was interested in working on it, I have come up with a solution which is very secure and undetectable. What else would you do to pass the time?

My little 125 Honda has had to be pressed into service! Without indicators, the old BSA isn't the best thing to use when leading a bike run!

The latest electric scooter push is now underway. If ever there was a solution looking for a problem, this has to be one of them. No Insurance, no helmet, no protective clothing. Another burden on the NHS in the making! And I bet they will be very popular through the winter.

I have finally managed to get hold of some new tyres for the 911. It's taken a while, but I think it was worth the wait. Time and a track day will tell. That is if I can justify the expense! The local section of the Porsche Club GB has a really full programme of events lined up, as well as lots of national events, so hopefully they will all take place and be supported.

I have got the entry form for the Cento Miglia event. I'm not sure if I will make it.

I see there is a firm converting classic cars to electric motors, (at a price), as petrol will become unobtainable! I bet you can't all wait to get yours converted.

I also read that life will be much safer when we all change to electric cars as those petrol filling stations are so dangerous with all that inflammable liquid being dispensed by untrained members of the public. In sixty years of using filling stations, I have yet to see a fire! I believe electrocution is still recognised as a danger to life. And hasn't there been some spontaneous combustion with a certain electric car brand?

Little likelihood of a trip to Spain in the near future. A bit disappointing, but not worth the risk for us.

Just imagine being trapped by the French. It's happened to us a couple of times in normal circumstances over the years. Definitely not to be trusted!

Interesting with all the criticism of running F1 at Monaco, the outcome of the race in Azerbaijan just shows how totally unsuited that circuit is, in a country well known for its motoring history and prowess. And a bit alarming to see those tyres go bang. Reminiscent of Mansell in Australia many years ago, but I seem to remember he managed to keep it under control!

Sad to see a Moto 3 rider died at a Moto Gp meeting. Jason Dupasquier, only 19. Just a reminder how dangerous it really is. Moto Gp is a bit more open this year, and with Marques senior getting up to speed, it's going to be entertaining to watch the next few races.

As footnote to my wood burning, did you know that in 2020 the Drax power station burned 7.37million tons of imported wood pellets, equivalent to 14 million tons of wood, from North America. The UK production of all wood is just 11 million tons a year! I doubt I burned half a ton, that came all the way from Brightlingsea!

Gordon Levett