



**Lincolnshire Automobile Club
Magazine November 2024**

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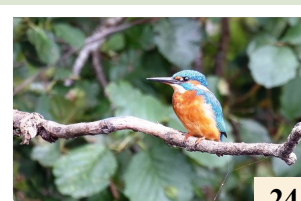
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Chairman's Letter and Editorial

Welcome to the LAC magazine issue No 38. September and October have again been busy months. This issue features reports on our September Drive it Day and our Group Norfolk Tour, further updates and photos to be included in the next Newsletter.

I am writing this just after returning from our October Drive it Day, travelling from The Blacksmiths Arms at Rothwell to Rachael's Café at Spilsby. A beautiful sunny day and a great route across the Wolds, good company, good food and a grand day out. These drives out just get better and better. I am always appreciative of the work needed to organise these events, arrangements need to be made at two venues, a route planned and driven on more than one occasion, hats off to Brian for the expertise and enthusiasm he puts into making these events special.

At this time of year our thoughts are turning to the Events programme for next year, included this month is a (very) provisional listing, many of last years venues but including a couple of new events, ideas from members are very welcome regarding new ventures and new venues. One event with a confirmed date is our Annual Show at Grimsby Rugby Club, the date is Sunday 3rd of August. Looking to build on the success of 2024.

There has been an influx of articles this month, contributions from John Berry, Alison Green (3 items) and Michael Taylor, all of a very high standard as always, well worth a read. My own contribution is an article on the Volvo 140 Series, one of my favourite cars.

With this being the last magazine of the year can I wish all members all the best for Christmas and New Year and thank one and all for their contributions and company during 2024, more of the same for 2025 please.

Welcome New Members

John Mountney - Simon White - Paul Codman

Robert McGarragh - Daryl Featherstone - David Mercer

Remaining Events 2024

November	Sun 3rd	2025 Events Presentation at The Heneage	Members
	Wed 13th	Fish & Chips Evening - Caistor Lakes	
	Wed 27th	Rock Foundation Café	Members
December	Sun 1st	Heneage Coffee Morning	Members
	Sun 8th	Christmas Dinner at Caistor Lakes	Members

2025 Events

Provisional List of 2025 Events with approximate dates.
 Drive it Days start and finish venues to be decided.
 Visits to Nursing Homes to be added when arranged.

New event venues to include:

Riby Church Open

Metheringham

New event this year - Navigation Rally

January	Heneage Coffee Morning	Sun 5th
	Rock Foundation Café	Wed 22nd
February	Heneage Coffee Morning	Sun 2nd
	Rock Foundation Café	Wed 26th
March	AGM - Heneage	Sun 2nd
	Wickenby Airfield Midweek Lunch	Wed 12th
	Rock Foundation Café	Wed 26th
April	Heneage Coffee Morning	Sun 6th
	Thorpe Camp and Road Run	Sun 20th
	Rock Foundation Café	Wed 23rd

May	Heneage Coffee Morning	Sun 4th
	Caistor Market Place	Sun 4th
	Riby Church Open	Sun 11th
	Sutton on Sea - Drive it Day	Sun 18th
	Rock Foundation Café	Wed 28th
	Lincoln Castle Rally	Sun 25th
June	Heneage Coffee Morning	Sun 1st
	Louth Show / Great Limber	Sun 1st
	Great Limber	Sun 8th
	Cadwell Park	Sat 14th
	Rock Foundation Café	Wed 25th
July	East Kikby Show	Sat 5th
	Heneage Coffee Morning	Sun 6th
	Wolds Railway Picnic	Sun 13th
	MDCC Motorabilia @ Stickney	Sun 20th
	Rock Foundation Café	Wed 23rd
	Sandtoft Gala Day	Sun 27th
August	LAC Annual Show Rugby Club	Sun 3rd
	Fulstow	Tues 5th
	Boston Show / Ashby	Sun 10th
	Club Drive it Day (Navigation Rally) ?	Sat 16th
	Watersedge	Sun 24th
	Rock Foundation Café	Wed 27th
September	Heneage Coffee Morning	Sun 7th
	Minting Village Classic Car Show	Sun 7th
	Grasby	Sat 13th
	Motorbike races	20 and 21 sat/Sun
	Rock Foundation Café	Wed 24th
	Group Tour	F/S/S 26/27/28
October	Heneage Coffee Morning	Sun 5th
	Fish and Chips Evening	Wed 15th
	Rock Foundation Café	Wed 22nd
November	2025 Events Presentation	Sun 2nd
	Rock Foundation Café	Wed 26th
December	Heneage Coffee Morning	Sun 7th
	Christmas Dinner	Sun 14th



“I’m a Celebrity. Get Me Out of Here!”

John Berry

Don’t ask me how, but a few months ago an e-mail dropped into my inbox. It was from Dave Matthewson (aka “Bangers and Cash”). He said that he’d heard of “Marjorie” and would she like to attend the “Bangers and Cash Live” event on August 10th and 11th at Scampston Hall near Pickering?

The entry fee being some astronomical price, (£45 a day per person, but a camp site was available next door. Me being a tight -fisted Yorkshireman, (not some “offcumden” like Mr Matthewson) replied to the effect that at that price was he having a laugh? After a few e-mail exchanges we negotiated free entry for both days and a 50% discount on camp site fees, now down to a ridiculous £30 per person, per night.

Anyway, I agreed to go but it meant that I would have to stay both Friday and Saturday nights, (they wanted us on site by 9am latest for a 10 o’clock opening). Once again “Marjorie’s” micro-camping abilities would be put to the test and I would be self -sufficient (in the end I was thankful for this ability).

We arrived Friday evening (after visiting the fantastic fish + chip shop in Wetwang) and found that the campsite was a cow-dung infested field amply supplied with 4 porta-loos and 2 cold water standpipes. That was it! No hot water and not a shower in sight. The refugee camp at Sangat (Calais) has better facilities.

It was late, 92 other camping units had turned up and I didn’t have a chance of finding a B+B, (besides I’d already forked out my 60 quid). So, we bedded down. I woke early and made a dash for the “facilities” before another 184 (minimum) backsides attacked the porta-loos. I had brought my own “Andrex” as I have experienced soggy “free” bog roll on

campsites before. A cold- water standpipe ablutions session later and I was fit for breakfast. Skilfully silent, I ate my cornflakes and prepared my coffee before the rest were awake and I presented “Marjorie” at the show field at 8am.

Surprise number two. Large billboards stating that you could NOT bring with you the usual Bombs, Explosives, Fireworks, Weapons etc but also NO FOOD ALLOWED, NO PICNICS, NO DRINKS (including water), but we were allowed to take an empty plastic bottle which could be filled with water from standpipes around the arena.

There was going to be a lot of angry visitors especially at £45 per person per day! However, there was a plentiful array of food and drink vendors scattered about the show-field charging anything from £8 (cheapest) to £23 (dearest) for anything from a bacon roll to a Sunday Roast dinner wrapped in a rolled-up Yorkshire Pudding. Ice cream cornet? Only a whopping £5.25! Tin of pop £2.50. Out of fear I never ventured into the beer tent! Like I said earlier, I was self sufficient so with my pantry tucked in the boot along with my 0% tins of Guinness, I smuggled my own vittles’ into the event and surreptitiously fed and watered myself adequately all day.

The event itself was very well attended with cars and trucks of every age and genre. The field was adorned with large screens showing endless episodes of “Bangers + Cash”, live streams of events taking place on the two stages, some singers, some rock musicians of questionable origin and a live Q+A session with the Matthewson family. Also, there was a showing of cars and motoring memorabilia to be auctioned “Live” during the afternoon.

There was the “Bangers + Cash” hospitality trailer (which was, in reality, a mobile shop selling “Matthewsons” Tee shirts, “Matthewsons” baseball caps, “Bangers + Cash” umbrellas, sweatshirts, clocks, mugs, plates, signed photos and anything labelled up with either “Matthewsons” or “Bangers + Cash”). You could worship at the altar of the Matthewson family all day if you so desired and if your wallet could stand it, and ‘by eck’ did they worship, I wasn’t for standing in a long queue in order to doff my cap at one of the family and have a time limited chat.

The auction started at 2pm, sixty lots to be offered. Some sold, a lot didn’t make their reserve, memorabilia was a good seller but the stuff which

brought big money was anything signed by the Matthewson family. Clocks worth about a tenner were fetching £500 to £800 apiece! The acolytes were not frightened of opening their wallets, Debit Cards only – Credit Cards not accepted.

At 6pm it was over, and we “exhibitors” were allowed to leave the field. 200 yards back to the alleged campsite and a couple of my 0% cans, a swill under the standpipe and it went dark at 9.30pm, so into the sleeping bag and away with the fairies we went.

Day 2 (Sunday) dawned early. It was a repeat of Day 1. More hero worshipping by the crowds, another auction but a 5pm finish and the battle to leave the show commenced.

It only took an hour to get out onto the A64. Luckily my route only consisted of 500 yards along this notorious highway before I took to the lanes and my trip home via Wetwang and more lanes before popping out close to the Humber Bridge, a trip down the A18, Louth and home for a decent shower etc. At this point I realised that I had had two decent “Topless” journeys, two days spent under the blazing sun and sixty hours without the luxury of either a decent wash or a comfortable loo seat. I was sunburnt, wind tanned, and I probably smelt like a gorilla’s arm pit.

The questions are:

Would I do it again?

Was it worth the financial outlay?

Would I recommend it to visit next year?

The answers are:

“No thanks”.

“No, it wasn’t”

and unless you want to supplicate yourself in the high church of “Matthewson” a resounding NO.

In terms of cash generating event, I would think that they at least broke even! Me? I’d rather wild camp at the summit of Scafell Pike.

Cheers.



Volvo 140 - 1966 to 1974

Alan Bentham



Introduction

Volvo was established in 1927, initially set up as a car manufacturing company to produce cars that could withstand the rigours of their country's rough roads and extreme temperatures. During the 1930s Volvo diversified into trucks, buses and construction equipment to become one of Sweden's biggest manufacturing companies. Cars remained a significant part of the Volvo group never losing the tradition of producing robust and reliable cars allied to innovative design features aimed at improving car safety.

A landmark car for Volvo was the Volvo Amazon introduced in 1956, known as the 120 series in Sweden and produced in 2 door, 4 door and estate versions, it opened up export markets for Volvo most notably in the USA, its robust construction and reliability were demonstrated by the rallying successes of the 2 door GT version of the car. Safety features included the provision of 3 point seat belts as standard, a first for any car manufacturing company. Production came to an end in 1970 after 668,000 cars had been produced, 60% of which were exported.

A hard act to follow but as the 1960s progressed the Amazon design was becoming dated and Volvo needed a new car to maintain production volumes, the new car was introduced in the late summer of 1966, it was the Volvo 144 the first of the Volvo 140 range. Destined to run alongside the Amazon range for four of its eight year lifespan, it took over from the Amazon as the best seller in the Volvo range and continued Volvo's success in export markets.

1966

The Volvo 144 was introduced to the public in August 1966. An elegant "three box" design taking the new car upmarket from the Amazon range. Based on the mechanicals of the Amazon, the 144 used the B18 overhead valve four cylinder engine displacing 1778cc, two engines were offered, a single carb version developing 85hp and a twin carb at 100hp. The gearbox was a four speed all synchromesh unit with optional overdrive, a three speed automatic was also available as an optional extra. The headline design features were not however the well proven mechanicals but the new safety features incorporated into the cars design.



Safety features included disc brakes all round, a three way split braking system that ensured 80% braking efficiency in the event of a circuit failure, front and rear "crumple zones", a divided steering column, safety door latches, seat belts for both driver and passenger and a re-enforcement bar incorporated in the roof for roll over protection. To demonstrate the cars strength Volvo put together a "stack" of seven cars, photos of the stack were used in Volvo promotional literature. In line with the move upmarket full carpeting was provided and fully reclining front seats. The car was deservedly awarded the European car of the year title.

1967

Volvo were celebrating their 40th anniversary, the 144 was proving to be a major success in both European and USA markets, in Europe exports increased by over 50% and Volvo turnover increased 11%. Two new versions were added to the range in 1967, firstly the 142, a two door version, secondly an estate (5 door) car designated 145.

In May 67 Motor Magazine road tested a 144S with overdrive, their overall conclusion was:

“ High mileage investment ... accommodation and performance of some 2.5/3 litre cars ... meticulously made ... fun to drive”.

They of course enthused about the safety features of the car, performance figures included a top speed of 98.9 mph, a 0 to 60 time of 12.5 seconds, and a touring fuel consumption of 26mpg. UK price as tested was £1489, putting the Volvo in a similar price bracket to the Rover 2000TC and the Triumph 2000.



1968

The success of the 140 range continued. During 1968 UK sales increased by 70%, in August a new engine was announced increasing the capacity to 2 litres, the power outputs of the two engines was now 90 and 118 bhp. The other big news for 1968 was the introduction of the 164 Volvo. A move

upmarket to the executive class for Volvo. Based on the 140 series body shell and mechanicals, the new car had a redesigned front end longer than



the 140 and with an upright chrome grill in alignment with expectations of an executive car. The engine was a six cylinder overhead valve unit producing 145 hp, leather upholstery and power steering were standard items.

Motor magazine continued its interest in the Volvo range and road tested the 145 Estate in August 1968, still with the 1.8 Litre engine performance figures were quoted as top speed 97.4 mph, a 0 to 60 time of 12.9 seconds and a touring fuel consumption of 24.7 mpg, all in line with the salon tested earlier. Their comments included the fact the Volvo was one of the biggest volume estates on the market with a capacity equal to medium sized delivery vans, they also observed the car was well engineered and built to last. Indeed this combination of durability and size endeared the Volvo estate to small businesses in general and the antiques trade in particular, a trend that would continue with all subsequent Volvo estates. Price at time of testing was £1523, for comparison the Triumph 200 Estate sold for £1557.

1969

By 1969 the 140 range was fully established with few changes, there was one notable exception to this, inertia reel seatbelts became standard fitment to the 140 range. There was also a new model, the Volvo 145 Express, simply a standard estate with raised roof to provide a van / working estate for small businesses. Unfortunately the Express was not made available officially in UK. It was also during 1969 that the 142 variant was no longer offered for sale in the UK.

1970

The big news for 1970 was the phasing out of the Amazon 120 series cars, these had been in production since 1957 and were Volvo's flagship model until the introduction of the 140 range. Very successful in international rallying they forged Volvo's reputation for robust design and reliability. The 140 range continued to sell in ever increasing numbers in Europe and the USA. A milestone of 2 million cars produced since 1927 was reached by Volvo in 1970, the two millionth car was a yellow 144 which was donated to the Swiss Red Cross.

1971

The 1971 model year 140s had a new front end, the grill was now matt black with a horizontal bar, new type steel wheels were introduced and were used without hub caps on standard models. Volvo had become the best selling car in the whole Nordic area.



1971 also saw the first appearance of electronic fuel injection to the range. The 164E was made available with fuel injection, increasing power output from 145 bhp to 175bhp.

1972

Electronic fuel injection became available across the entire 140 range, the B20 engine was now available with 115 bhp (144S) and 135 bhp (144E). With end of life approaching for the 140 and the distraction caused by the acquisition of Daf during 1971 there was little to report on changes to specifications, Volvo were however as always committed to safety and a number of new safety features became available, these included, provision of inertia reel seatbelts to the back seat, child safety door locks and a front seat belt warning alarm if seat belt was not used.

1973

The penultimate year of 140 manufacture brought a styling uprate, a new front grill with larger indicators and a raised bumper height changed the front end appearance. Internally a new style dash with circular rather than strip speedometer modernised the interior. Rocker switches were now used and ventilation systems improved. The S and E designations were now dropped with Lux (L), Delux (DL) and Grand Lux (GL) designations used dependant on trim levels.

In March 1973 Motor magazine rounded off its series of Volvo 140 series cars by road testing the 144GL. The Motor praised the cars high speed cruising ability, nice gearchange and quiet transmission, superb heating and

ventilation, and built in safety. They however criticised engine noise, dated feel and poor handling in wet conditions. The car was in fact showing its design age. Its price had also increased comparative to its original rivals at £2490 it was now directly compatible to the much more powerful Rover 3500S at £2207.

MOTOR ROAD TEST No. 13/73 • VOLVO 144GL



PERFORMANCE

CONDITIONS

Weather Overcast
 Temperature 42-47° F
 Barometer 29.6-19.8 in. HG
 Surface Damp

0-60	10.3	0.80	7.3
0.70	14.2	0-100	10.9
0-80	19.5	0-120	16.5
0-90	28.5	0-140	25.0
Stand'g $\frac{1}{4}$	17.4	Stand'g km	33.0

FUEL CONSUMPTION

Overall 19.5 mpg
 14.5 litres/100 km
 Fuel grade 98 octane (RM)
 4 star rating
 Tank capacity 12.8 galls
 58.0 litres
 Max range 250 miles
 400 km
 Test distance 1592 miles
 2560 km

MAXIMUM SPEEDS

	mph	kph
Banked circuit	104	167
Best $\frac{1}{4}$ mile	104	167
Terminal speeds :		
at $\frac{1}{4}$ mile	77	124
at kilometre	93	149
at mile	97	156
Speed in gears (at 6500 rpm) :		
1st	32	51
2nd	55	88
3rd	81	130
4th	104	167

ACCELERATION IN O/D TOP

mph	sec	kph	sec
20-40	13.3	40-60	8.5
30-50	14.2	60-80	9.0
40-60	15.3	80-100 ...	9.9
50-70	15.5	100-120 ...	10.1
60-80	17.0	120-140 ...	15.0
70-90	23.3		

SPEEDOMETER (mph)

Speedo 30 40 50 60 70 80 90 100
 True 29 39 48 57 67 76 85 94
 Distance recorder : 1.5 per cent slow

ACCELERATION FROM REST

mph	sec	kph	sec
0-30	3.1	0-20	1.4
0-40	5.0	0-40	2.5
0-50	7.3	0-60	4.4

ACCELERATION IN 4th

mph	sec	kph	sec
20-40	9.6	40-60	6.1
30-50	9.5	60-80	5.7
40-60	9.0	80-100 ...	5.4
50-70	9.4	100-120 ...	6.6
60-80	11.5	120-140 ...	9.9
70-90	15.5		

WEIGHT

	cwt	kg
Unladen weight*	24.6	1250
Weight as tested	28.3	1432

* with fuel for approx 50 miles
 Performance tests carried out by Motor's staff at the Motor Industry Research Association proving ground, Lindley.

1974

The end of the road for the 140 Volvos, they were superseded during 1974 by the 240 series. The 240 series retained the basic 140 bodyshell but now had a redesign to front and back, front suspension was now by McPherson struts and engines were of overhead cam design, even more safety features were built in. They had a hard act to follow, a total of 412,986 142s, 523,808 144s and 268,317 145s were produced. A grand total of over 1.2 million cars.

Snetterton 24hr 2CV Racing

Alison Green

Classic 2CV Racing always have a 24 hour endurance race on August Bank Holiday weekend, now held at Snetterton motor racing Circuit. To make the finances viable this year, a couple of minis and twelve C1s joined us on the track.

Claudette and I left on Friday morning, steering right all the way against the win and passing lorries until we had negotiated the Boston Fens. A light car and lack of power steering certainly made those biceps work hard... Kings Lynn eventually passed in stop start Bank Holiday fashion, then we trundled at 40mph all the way past Downham Market, Thetford and then towards Snetterton. At this point my phone sat nav decided to throw a wobbler and sent me right off the A11 down a single track lane with central grass and passing places, into Thetford Forest. Disconcerting but also a chance to cool off (Claudette) and have a hedge penny (me).

Snetterton was bathed in hazy sunshine when we reacquainted ourselves with teams Blueberry Muffins and Reggi-Mental who have adopted Claudette and me into their mad world as part of the Iffits Gang (if it needs doing, just shout). After perusing a very sad C1 which hadn't even managed to get through qualifying before writing off virtually everything in front of the bulkhead, I headed off for my super comfortable bed and breakfast in nearby East Harling.

Saturday dawned with torrential rain bucketing which didn't stop until 7pm. I got wet through and wet again. Claudette only sprang a very small leak from the ventilation flap which unfortunately dripped down the Speedo onto the stalks. Microfibres cloths jammed in the to go the dashboard solved the problem for then.

2CV people are lovely. In the course of the day, watching pirouetting 2CVs in the rain trying to make good qualifying times, brewing endless teas and coffees and toasted sandwiches, I had a totally surreal chat with a lovely engineer called Robin from whom I had, purchased some ingenious headlamp adapter rings for Claudette. He suggested I get a bottle of Captain Tolley's Creeping Crack Cure (ooer missus) which yacht people

use on windows and seams. Much hilarity later, we finally braved the pit wall to make sure our two cars were circulating ok. They were fine, although Blueberry Muffin Clarence had Danced into a barrier at some point , but the wing dent was sorted in true hammer fashion.

I then had a wet walk round the camping area of the circuit to find Robin's little Acadianne van and saw one other 2CV in red. No wonder Claudette was getting so much interest! If I answered the questions about hydro wrapping once I must have repeated myself 20 times.... Note to self, make up information card for future events.

3.15pm. We had the usual start line pit walk, no girls in bikinis holding boards, everyone full of adrenaline and nervous drivers checking and rechecking everything. Everyone geared up for 24 hours of laps, over 690 in the end. Would every 2CV make it?

3.30pm and they were off in clouds of spray. Here I have to praise Bethan, who stood on the pit wall for nearly the entirety of the race, thumb out to our cars, telling the garage crew when they were coming in and generally having the biggest grin for 24 hours!

After the starting couple of hours, people wander away to chat to other team members, look at the garage set ups and find food, but the weather was still so unrelentingly awful that a huge chilli con carne was made, much coffee and cake consumed and knitting compared. Drivers change every two hours, when 'dead' bodies suddenly burst into frenetic life and gravity feed refuel, check engine sounds (rattling a bit? Fine!) wipe drowned insects off screens and lights and make sure the new driver can reach the pedals. Of the car goes and the garage settles down to slumber or eat again.

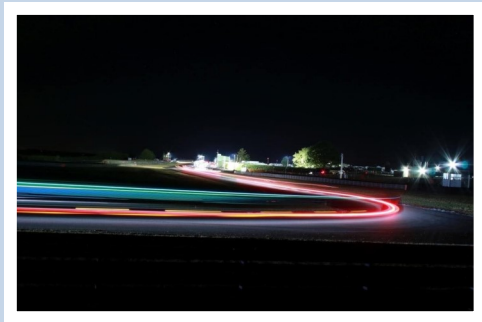
A real highlight of 24 hour racing is when darkness falls. Every car has an illuminated number and different strip patterns of LED lights over the whole car to make them recognisable to the lap judges. Unfortunately due to the shiny wet track, night pictures were virtually impossible, so after feeding another driver and pit crew at 2am, I retired for the night. I was so close to the circuit, I could still hear them driving round when I got to the bed and breakfast, but it didn't keep me awake.

Sunday morning was different again - cars still going well, but bright sun and welcome warmth. No dramas overnight, but almost as soon as I

arrived Clarence Muffin came in clattering loudly which was found to be a rear brake pad that had come adrift and welded itself to the drum. A longer stop than anticipated whilst the problem was sorted, but he was soon off again for a relatively trouble-free final 8 hours. About 35 minutes before the magic hour of 3.30pm, we were all startled by a huge bang and another teams 2CV coming into the pit lane trailing a huge plume of blue smoke. A blown engine and how! 23 minutes later (not a record) with help from many other teams mechanics, it returned to the track, new engine and driver to manage several more laps and finish the race.

Our teams came in 9th and 13th, a very good result. All 2CV teams finished, another great result. After the usual silly 2CV celebrations we all raided the kitchen for whatever was left then everyone retired to sleep off the excitement. I certainly needed to catch-up on 6 hours sleep in 48 so I was safe to drive home. The reverse journey was almost as bad as the ride down, but minus the side wind which made it more comfortable.

Would I go again? You bet! Already booked for 2025!



I'm a season ticket at the local Cadwell Park circuit, so my 2CV is well known as I trundle up to many different meetings during the year. Imagine my surprise to be invited to their Cult Classics meeting.... They had tried all over to get a 2CV as it was a cult classic car, they had failed until one of the entrance staff suggested they asked me! In addition to a display parking slot I got a free entry and a chance to drive the circuit at the end of the meeting... Mai oui!

It just happened to be the hottest day of the year, so armed with lots of liquid, a huge picnic and polishing cloths, my guest and I got ushered into our spot. Right next to a row of Ford Fiestas one side and Ford Escorts the other; both sets of owners declined to talk to us, but as we were the only Citroen there we didn't care. There was a lot of 'racing' going on all day, with incredibly valuable cars being very polite to each other on the track. Unfortunately all the grandstands were in full sun, so we wandered round the paddock, then concentrated on the thousands of pounds worth of display cars. I had never see a De Tomaso in the flesh before, what a beast with no bulkhead between the seats and engine. A Nissan Skyline was there with a polished engine that was more shiny than most cars, a plethora of Porsche Lamborghini and Ferrari and, my favourite, some very early Minis.

At the end of the day, we were all sneaked back to our cars and the fun began! I asked to go at the end of the parade as my humble 602cc engine was no match for the muscle cars that were already revving up. 'Oh, you'll be ok, the safety car will keep you at 30mph'. No way! At one point I was jamming Claudette into third gear to get some more stopping power (sacre bleu) approaching the chicane before the mountain at 65mph! We didn't get lift off at the top of the hill, but it was exhilarating enough squealing round the hairpins. All the way we were greeted by Marshalls and spectators waving and clapping us, we were very proud. At the top of the circuit I was getting ready to turn off and wend my way sedately home - no, did we want to go round again? You bet! So, we did it all again.... It certainly made me realise how imperative the lowered suspension is on the racing 2CVs. The amount of body roll was quite scary. What a fabulous day out, with some rare and priceless cars photographed and a real adrenaline rush to round off the day.

Cotswold Motoring Museum

Michael Taylor

Back in June, Annie and I were motoring down to the Cotswolds to visit our son, who lives in Stroud. We both fancied a stop over for lunch in Bourton-on-the-Water. Annie had seen this picturesque village featured many times in programmes like Escape to the Country



and I knew that there was a car museum there. We had been told that the museum didn't have a car park, so we parked in the spacious coach park, next to the Coop store on the approach to the village centre, on the right. There was plenty of space, because the local council had recently banned coaches from parking there, in a move to cut tourist numbers!

The village itself is lovely. High Street is built from the local golden Cotswold stone and it is bordered by the babbling River Windrush, straddled by five arched bridges. Consequently, Bourton-on-the-Water is known as the Venice of the Cotswolds [possibly just by the parish council and the tourist centre]. Shops catering for the tourist abound. There are antique and souvenir shops, jewellers, tearooms and pubs aplenty. And it was rammed! It was like Oxford Street on Christmas Eve. I've never seen so many Chinese and American tourists in one place. I could understand why the locals were trying to limit the coach parties. I bet that the Bourton traders didn't share the idea, though.

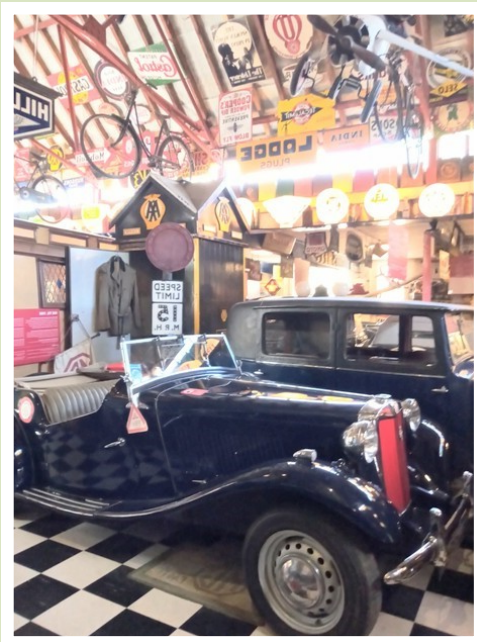
Dodging our way through the throng, we followed the brown tourist sign across a little stone bridge to the motoring museum. The lady at the entrance kiosk said that they didn't have a cafe [missing a trick there!], so we made our excuses and left in search of lunch. We didn't have to look far [You don't in Bourton-on-the-Water]. Practically next door was a bakery with a cafe attached. Soon, we were tucking in to lovely filled baps, made from freshly baked bread, washed down with a pot of tea.

Returning to the museum, the lady said that there were 8 galleries to see

and the charge was £8.50 each, no concessions. The Cotswold Motoring Museum was opened in 1978 by a car collector and sold to the Civil Service Motoring Association in 1999. The collection includes toys and Brum, the little car from the eponymous TV series.

As it turned out, half of the 8 galleries were smaller than our living room. As a result, these galleries were filled to the roof with vehicles, toys and various ephemera. I was on the lookout for a 1930s J series MG Midget. My own little classic tourer was designed to resemble this model and I was keen to take reference photos. However when I found one, it was in a corner with half a dozen motorbikes stacked against it, so all I could do was to take a photo from the front. That being said, there are many interesting vehicles and toys to admire.

To sum up, I had the feeling that less is more. I felt that, if they cleared more space and concentrated their exhibits more on the history of transport, rather than so much general ephemera, the visitor would have a more educational experience. The Cotswold Motoring Museum is no Beamish or Beaulieu, where you can spend a whole day, but it is worth a visit, if you are in the area. Perhaps you might want to avoid high season, though.



Julian's Bower in the Rain!

Our drive it day started very well at Caistor Lakes where we all agreed that the cakes were obviously calorie free and very yummy. Ten cars were all lined up, some with their hoods optimistically down. Wrong move! We were soon all sheltering under the porch whilst there were some hurried erections going on with lots of blue language.

Setting off in a stately procession, I soon realised that eleven inch windscreen wipers with no self parking were going to test my patience and button pushing skills. Passing the time as we wended through little back lanes I pondered on the possibility of fitting an all singing, all dancing wiper mechanism, then had a laugh because the original 2CV had one wiper on a handle ...

Arriving at Alkborough we had a lovely welcome from the Paddock tea room with even more luscious cake. Then... a slow puncture on the lovely maroon E type Jaguar stopped all thought of eating as a succession of increasingly damp guys tried to change the wheel. One broken jack later, the Jaguar was ready for going home.

When I asked about going down to see Julian's Bower, I wasn't met with derision but gentle laughter as many folk pointed at the heavy rain.

Determined not to miss this maze which I had on my bucket list, I collected two dogs and an umbrella and splashed my way down to see a lovely turf design with apparently superb views over the Humber to York Minster but just not through the rain.

On returning to my car the dogs decided to shake inside so the journey home was aromatic and moist. The windscreen wipers worked overtime all the way home but we arrived back safe and sound with no leaks or misfires.

A lovely run out barred only by the terrible weather. I'm already planning another visit on a good day to see the view and have a walk round the village, even find out more about the Tower House.



Norfolk Group Tour

Alan Bentham

Very enjoyable weekend made special by the people taking part. Starting Friday morning at the Bubble Car Museum before departing for the Hotel via Bircham Windmill, lots of wind and rain and a tour around parts of North Norfolk never intended, but we all made it. A good meal at the Hotel and all ready for day 2.



Assembled at 10:00 after a good breakfast, we departed for the North Norfolk Railway at Holt station, a half hour steam train ride took us to Sheringham on a busy market day, a good look around this picturesque seaside town and a little shopping before a return train ride. Taking advantage of a free afternoon destinations as diverse as Holkham Hall and a Seal boat trip were explored by participants.

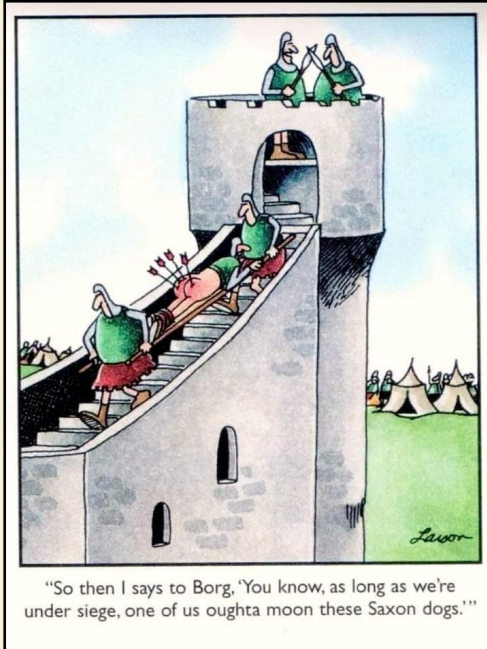
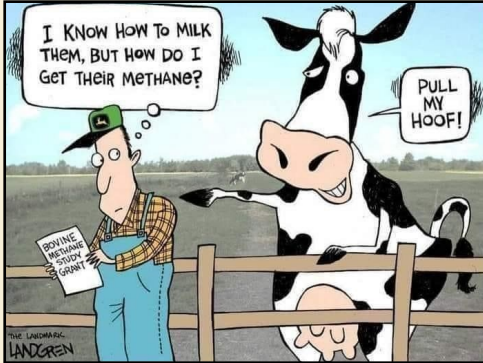
Day three took us on a Broads boat trip from Wroxham exploring the Broads and waterways. Amongst the wildlife encountered was a Kingfisher, photographed beautifully by Simon. The afternoon took us to Strumpshaw Steam museum, the highlight being rides on the carousel and speedway. Back to the Dormy Hotel for the fair well meal.

Poor weather meant the Monday became a free day, most deciding to run for home before the worst of the weather set in, others stayed to experience dressed crab lunch before the final trek home. A diverse weekend enjoyed by all, many thanks everybody, great company, good food, classic motoring at its best.





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These figures were obtained after the battery had been fully charged. The All-New MG4 EV is a battery electric vehicle requiring mains electricity for charging. There is a new test for CO₂ and electric range figures. The electric range shown was achieved using the new test procedure. Figures shown are for comparability purposes. Only compare CO₂ and electric range figures with other cars tested to the same technical procedures. [^]The All-New MG4 EV SE Long Range with the 64kWh battery from a single charge on the WLTP combined cycle: Combined Range 281 miles (450 km); City Range: 360 miles (579 km); Combined Driving Efficiency: 3.8 miles/kWh (16.0 kWh/100km). These figures may not reflect real-life driving results, which will depend upon a number of factors including the starting charge of the battery, accessories fitted (post-registration), variations in weather, driving styles and vehicle load. [†]Up to 80,000 miles. T.C.'s apply. *Price applies to the All-New MG4 EV SE. Model shown: The All-New MG4 EV Trophy Long Range with Volcano Orange Paint £32,190 on the road.

