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CLUBS & SUPPLIERS TO MEET UNDER ONE ROOF AT FREE EVENT!

THE HERITAGE MOTOR CENTRE is to host another of its popular 'Club Expo' for all types of clubs and special interest groups on Saturday March 2, from 9.45am - 4pm. The free event, which is packed full of advice, tips and suppliers for clubs, has been opened up to all types of clubs rather than being restricted to just car clubs.

Club Expo enables club and association representatives to come together to network and learn the fundamentals of running a club, making it successful and learning how to attract new members. Seminars will run throughout the day with talks ranging from recruiting and training for the future to the importance of professional marketing and from the use of social media to how to judge concours.

This year the opening keynote speech will be delivered by David Whale, the senior vice-president of FIVA and Chairman of the FBHVC and will address the challenges that face all clubs whether motoring or flower arranging.

John Bishop, Clubs, Groups and Rallies Senior Co-Ordinator at the Heritage Motor Centre stated "The Heritage Motor Centre is the perfect place to host Club Expo which allows clubs and suppliers to network together under one roof. We are very proud of our conference rooms and facilities and along with our location; the HMC is the ideal place for clubs to hold Rallies, AGM's and committee meetings."

Each Club is entitled to bring up to two members free of charge. This includes entrance to the Museum, lunch, guided tours of the Museum plus attending Club Expo. Additional tickets can be purchased at £20 per person. The deadline for booking is the 27 February 2013.

To find out more information please visit the website at www.heritage-motor-centre.co.uk or www.clubexpo.co.uk

MID-ENGINE MOTOR RACING MAGIC

Further to the recent announcement that Goodwood will be staging a unique all-Ford GT40 race at this year's Goodwood Revival (13-15 September) to mark 50 years since development of this exceptional mid-engined Anglo-American racer began, another legendary mid-mounted endurance racer will now also be competing at this September's event.

Like the Ford, the revered Ferrari 250 LM celebrates its half century this year, having premiered at the Paris salon late in 1963. Also like the Ford, the 250 LM went on to win the Le Mans 24 Hours race, with the North American Racing Team-entered car - driven by Jochen Rindt and Masten Gregory - taking the chequered flag in the 1965 event.

This remains the last time Ferrari took overall victory in the French endurance classic.

The 250 LM raced in the Tourist Trophy at Goodwood in 1964, where it finished fourth, and last competed in this race in the modern era at the Revival in 2000. An example of the Ferrari has also run in the Whitsun Trophy race at the Revival in various years.

For the 2013 Revival, a number

of 250 LMs will be returning to the prestigious Royal Automobile Club TT Celebration race for the first time in 13 years, campaigning against fierce competition from Ferrari 250 GTOs, AC Cobras, lightweight Jaguar E-types, Maserati 151s, Aston Martin DB4s, and many other rare and mouth watering machines to create the most valuable historic motor race in the world.



FORDIE'S FAVOURITES

CMM correspondent Grant Ford's choice of the best vehicles to be found in the south of our country, their owners and the story behind the machine...

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A historic workhorse; Elva's Morris Commercial PV (panel van)

MY 18-YEAR-OLD daughter and I very rarely like the same things.

Like most fathers with children of that age most of the time its best to agree to disagree; so when she described the Elva Racing PV (panel van) as "cool" it made me think, that's the first thing that came into my mind when I set eyes on this box van from the distant past.

I think the rarity of a commercial vehicle still around 60 odd years after it ploughed up and down the country is a massive achievement on its own but its outstanding with the bright red livery and period racing sign writing.

I won't lie, unlike a lot of CMM readers I didn't know anything about the PV as they are rarely seen and reputedly with only a dozen still around are less likely to be seen in the future, it was therefore a real privilege to spend time around this one. This is not the original van used by Elva Engineering Co that one was worked to death many years ago, so when Roger Dunbar of Elva Racing Components decided in 2005/6 to search for such a beast he set himself a real task, the Holy Grail may have been easier. A chance phone call and some luck

eventually lead Roger to Hull where this very van was being used to transport goods to markets and car boot sales. The PV was in very good condition having only recently had a full restoration by a Somerset enthusiast named Bill Mattravers who had not only carried out a major complete rebuild but had done it to a very high standard. Roger knew that once refinished in its original livery right down to the very last detail this PV would generate interest itself towards Elva Racing and its history.

Focal point

Roger is the focal point of Elva nowadays after having purchased a Courier sports car in 1979 a love affair began. There really is very little he does not know about the marque, its history and personalities, so much so that phone calls come in from people all over the world requiring everything from a complete car, difficult to source parts and books on the company history.

Elva mainly used the PV for towing and parts movements from the Midlands to the London Docks and their factory on the south coast, travelling all over the UK when a 20 hour day behind the wheel was the norm and it would have been a hard day, with the

16hp 4 cylinder engine of 2055cc right next to the driver it was noisy and slow a top speed of 45mph. Summer journeys were hot and a blanket was most welcome in the winter. Launched just before the war then halted, production restarted and ran from 1946-1953 (this PV is a 1947) with a wood frame and clad in alloy sheet the uses were endless; many variants from an ice cream van to an ambulance, coachbuilders all over the country adapted the Morris chassis for a multitude of tasks, an estimated 15000 plus were built. Being around this PV does force you to admire those hardy souls who covered many miles in all weathers, in the single seat, with no radio to drown out the cacophony of noise. A far cry from the white van man of today with his sat nav and air con, "they don't know they're born" as my nan used to say. The PV now enjoys a state of semi-retirement staying secure in the current Elva unit near Arundel in West Sussex, but will make its annual pilgrimage to Goodwood for the Revival along with other selected events.

Many thanks to Roger for his time and input and I hope to be seeing some more of him, as whilst in his workshop I admired the chassis and engine of an original Mark 1 Elva they are hoping to have completed later this year, and I would like to follow that up, and bring that to you in the future.

You can find out the whole Elva story and view some of the fantastic sports cars this company produced at www.elva.com

I will be trawling the events and shows down south this summer looking for the unusual, rare and loved classic cars just like yours, look forward to meeting you.

•(Left) Lovely period shot of the Elva team with their original PV. (Right) Their current example - quite gorgeously restored.

