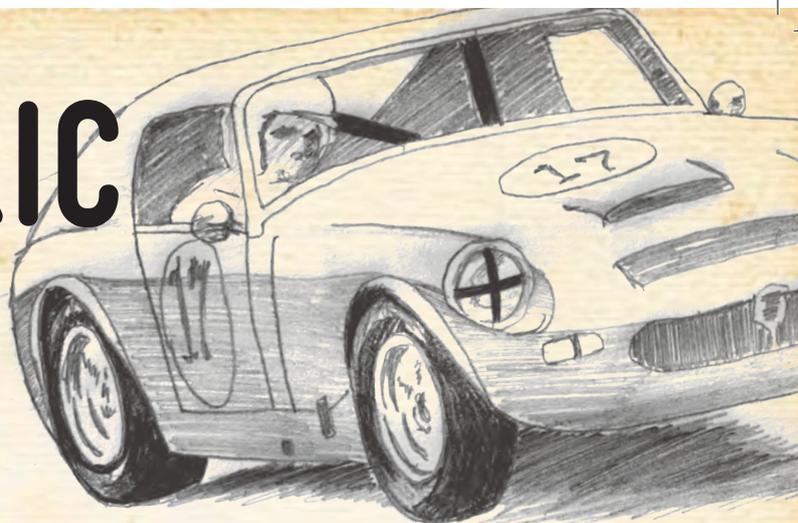


# CCK HISTORIC NEWSLETTER

Spring 2012

## JOHN RHODES MINI COOPER S



'Smokin' John Rhodes was best known for his dramatic tyre smoking driving style in a Mini Cooper S. His racing career began when he and a close friend purchased a Formula Junior racing car in kit form. John built the car and the two friends shared the driving. At the time Rhodes was using workshop space at John Coopers premises at Surbiton which lead to the chance meeting with Coopers chief mechanic Ginger Devlin. In 1964 Rhodes asked to test a Mini Cooper at Silverstone where within a few laps was right on the pace of the Cooper Team's existing drivers. This test led to a meeting with John Cooper where a deal was made, Rhodes joined the team as a works driver and began his legendary career behind the wheel of one of the greatest giant killers motorsport has ever seen. John later said that the Mini's inadequate brakes lead to his development of his spectacular

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[www.CCKhistoric.com](http://www.CCKhistoric.com)



*continued from p1.*

## JOHN RHODES MINI COOPER S

driving style. In order to scrub off speed John would throw the car into the corner sideways creating great clouds of smoke. Ginger Devlin was meticulous in his preparation of the cars and this helped Rhodes achieve a 4 year run winning the 1.3 litre class in the British Touring Car Championship with a total of 19 victories. Furthermore, in 1968 Rhodes took the Division Two of the European Touring Car Championship against cars up to 1.6 litres. It is these results, his tyre smoking driving style and his infectious charm that made John Rhodes a true legend in Mini racing. When you look at photographs of John racing in period, rather than seeing a look a sheer determination, you will often see a huge grin beaming from his face as he relentlessly tortures his tyres. Few other drivers have driven the Mini Cooper with as much passion and charisma.

The Cooper Car Company's Mini Cooper race cars were developed by Ginger Devlin. Devlin designed a number of modification for the Mini's including a rear anti-roll bar, adjustable camber front suspension arms, petrol tank breathers and accelerator pedal extension to suit toe and heel driving. Devlins front camber modifications caused the Mini's track to widen, which lead to the allowance of arch extensions. By late 1965/1966 almost all other racing Mini's followed suit and could be seen utilising the Group 2 wheel arch extensions previously found on the rally cars. The engines were all built by Daniel Richmond's team at Downton.

In 2006 John Rhodes came to us to build him a recreation of his 1965 Mini Cooper race car. Rhodes had already amassed a large number of original parts which he sent over to us. We sourced a decent Mk1 Mini shell and so the work began. The shell still needed a lot of work and many panels were replaced. Once the metal work was complete the shell was painted in the original Cooper Mini Racing Team colours, which were Almond Green having the exterior only over-painted in Jaguar



Racing Green with a Snowberry White roof. With a completed shell work began assembling the car. Rhodes put us in touch with none other than legendary Cooper mechanic Ginger Devlin himself. Devlin was extremely helpful and supplied us with drawings for all his development work for the Cooper Mini Racing Team cars. We built the car exactly as Ginger designed including the side exit trumpet exhaust. The only major changes we made, other than a FIA roll cage, was to substitute the original Downton 1071cc engine for one of our own 1293cc FIA race engines, and replace the original Cooper Car Co. Rosepetal wheels with a set of new reproduction items. The car was completed in time for John to drive it at Goodwood's Festival of Speed in 2007. The car was also present for the 50th anniversary of the Mini and the 'Mini only' St. Mary's Trophy at the 2009 Goodwood Revival and again in 2010 as a static display.

John Rhodes is a close personal friend of CCK and we are all very proud of the car we have created together. The research, care and attention to detail together with the input from John Rhodes and Ginger Devlin have come together to seal a peice of motorsport history for the generations to come. Plus it's great to fun drive.

***“John would throw the car into the corner sideways creating great clouds of smoke”***



# LENHAM

Lenham Motor Company - East Sussex

## LENHAM LE MANS HIRE CAR

Much progress has been made on the hire car since the last issue. The Le Mans rear was made along with the Lenham bonnet. Ian did a great job of fitting the back end whilst Daniel fabricated the hinges and hung the bonnet. All of the prep work and paint was carried out in house in bright red. Once we saw the little red GT taking shape we couldn't resist the temptation to splash a bit of colour with a Maranello Concessionaires inspired nose, stripe and Kamm tail in Speedwell blue. The car is largely already setup from its previous life in the Midget Challenge. It needs relatively little to complete so expect to see it lapping you very soon.



## LOTUS ELAN HARD TOP

Lenham is to re-introduce the original Lotus Elan hard top for S3, S4 Elans. The original Elan hard top has been out of production for many years and Lenham being the only manufacturer to supply the hard tops in period has meant they have become very rare and highly sought after. We will be using the original moulds and will make every effort to match the original item. We are currently building a prototype of the product and aim to have them available to order shortly. Email Daniel at [info@lenhammotorcompanyltd.com](mailto:info@lenhammotorcompanyltd.com) for more information.



[www.lenhammotorcompanyltd.com](http://www.lenhammotorcompanyltd.com)

## MARCOS1800GT.COM

We have a new name and a new website for our Marcos products. The new site can be found at [www.marcos1800gt.com](http://www.marcos1800gt.com). We are still offering a complete range of fibreglass GT body panels as well as wooden chassis repairs. We have templates to build any part of the wooden chassis. 1800cc Volvo engines are one of our specialities along with our very own straight cut close ratio gearboxes. Please feel free to get in touch with any of your Marcos 1800 GT needs.



## CCK LINE UP FOR 2012

We have a very full season ahead of us with a few new client cars joining our stable as well as adding a couple of our own. CCK Historic will be supporting the following list of cars and drivers this season.

1. Ford Zodiac: James Turner, Darren Turner
2. Standard Vanguard: David Griffiths
3. Austin-Healey Sprite 'Lumbertubs': Ian Burford
4. Lenham Le Mans: Ian Burford
5. MG1100: CCK Historic
6. Lenham GT 'SS1800': CCK Historic
7. Nash Metropolitan: CCK Historic
8. Lenham Le Mans: CCK Historic
9. Volvo PV544: CCK Historic
10. BMW CSL Batmobile: Roger Wills
11. BMW CSL Batmobile: Georg Kjallgren
12. Gaz Volga M21: Roger Wills
13. Marcos 1800GT: Peter Thompson
14. Marcos 1800GT: Philip Nelson



## NASH METROPOLITAN

In the last issue of our newsletter we had just finished welding the Metropolitan's shell. Well, things have come a long way since then. Our in-house paint guru Ian Goodwright has done a magnificent job straightening everything out and laying down a stunning coat of Berkshire Green and Frost White two-tone paint. All of the suspension components and back axle have been painted in black and are ready to be assembled and installed. Graham has finished the engine block and crank and is awaiting the return of the cylinder head, meanwhile he has been assembling the rest of the car. Daniel's been working on trimming the seats in two-tone black and white to match the original design, and a gearbox has been sourced which will be rebuilt with a straight cut, close ratio gear set before being mated to Graham's engine. The wiring loom is complete with all lights installed as well as the hydraulics. The car is really starting to come together now and really does look the part. It will nodoubt be one of the strangest cars on the grid but watch out, it might just surprise a few of you.





## FOR SALE: Mk1 LOTUS CORTINA RACE CAR SHELL

We are restoring and race preparing a Mk1 Cortina shell which will be available to purchase shortly. The shell will be fully restored, seam welded and painted in the traditional white and green Lotus Cortina livery ready to build into an FIA race car. Please contact us for more details. £POA

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# ROLLING ROAD



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### FOR SALE



**MARCOS 1800GT FIA** race car. Ready to race, 1800cc Volvo engine, well prepped. £62,500



**TRIUMPH HERALD 1200.** 1964, MOT, tax exempt. Goodwood Revival runabout. £3,500



**LENHAM AUSTIN-HEALEY** Sprite shell. Fully restored. Ready for Lenham GT bodywork. £P.O.A



**BMW CSL BATMOBILE** Race Car. 3.5l full race engine, slide throttle fuel injection, fully prepped, ready to race, FIA HTP. £115,000



**MG MIDGET** race car project, needs restoration, complete, includes roll cage, engine and box. £1750



**MGB GT 1973.** road ready. new MOT. New brakes. Just had full service by CCK. Perfect first time classic. £1600



**MGBGT 1967.** For restoration. Good shell. 3 synchro car perfect for rally car build. £1500

[www.CCKhistoric.com](http://www.CCKhistoric.com)

# CCK HISTORIC NEWSLETTER

Vol. 1 No. 2 Winter 2011/12

## Merry Christmas from CCK!

CCK would like to wish you a splendid Christmas and all the best for the new year. A huge thanks to everyone for their loyal support and business throughout 2011 and congratulations to Julius Thurgood for putting on a great series with the HRDC. 2012 is shaping up to be another busy year for us with a full season of racing, some new products as well as a handful of restorations and preparations already booked in. See you next year!



### Elvis spotted at CCK!

Sources have revealed that Elvis Presley was spotted at the CCK Historic workshop testing their Volvo PV544. This shot of Mr Presley sporting a Santa hat was taken using a hidden camera in our reporters lapel. This evidence adds a lot of weight to a rumour circulating that Elvis will be competing next season.



Touring IV, John Flannery Monocacy Station, Pa. Volvo 544, 2:18.895 - 1971



TUSCARORA CLASS RECORDS

Cobra	James Dantzer
Cobra	Jack Strouse
Tigre	Darrell Howe

Cobra	Don Chab	1:02.85
Alfa Romeo	Stephen Sytman	1:02.85
Volvo	George Reppert	1:02.85
Volvo	Did Spiegler	1:02.85
Volvo	Bob Potters	59.874
Volvo	John Flannery	53.994



## VOLVO PV544

# HISTORY UN-EARTHED!

Over the past couple of months I've been researching the history of our Volvo PV544. We knew it was raced in period and came from the states but we knew little more than that. My quest began by examining the stickers on the dash board. The car has numerous stickers from hill climb events in Pennsylvania USA ranging from 1964-1972. This lead me to the Pennsylvania Hillclimb

Association and to their inhouse historian Ron Mann who helped me get in touch with the previous owners and dig up some of the car's previous results. I also managed to acquire a stack of race programs from the period which show the car to have no less than 5 class records between 1969 and 1974, twice at the Topton hill climb in 1969 and '70, at the Duryea hill climb

in '72, and twice again at the Tuscarora hill climb. The car's original owner, John Flannery, campaigned the car on the hills of Pennsylvania throughout the 60's and 70's.

By 1966 Flannery had managed to claim two class victories at Rose Valley and Weatherly hill climbs. His career built from there and in both the 1969 and 1970 seasons John drove

*continued on p2.*

[www.CCKhistoric.com](http://www.CCKhistoric.com)

## HRDC LAUNCH MGB50

2012 marks the 50th anniversary of the MGB and to honour this Julius Thurgood of the Historic Racing Drivers Club will be running the MGB50 race series along side his already successful Touring Greats and Grand Touring Greats race series. The launch event took place at the Goodwood Motor Circuit and saw no less than four Works MGB's reunited with past members of BMC's Special Tuning and Competitions Department. Among them were Bill Price, Basil Wales, Peter Browning, Den Green, Brian Moylan and driver Alec Poole. We also saw the likes of Barry "Sideways" Smith who came along to demonstrate the MGB's performance around the track. As well as the four MGB's we had the beautiful green MGA "LBL 301" of Jon Savage. LBL 301 competed in the 1955 Le Mans 24 hour as well as the Mille Miglia in 1957 before being re-bodied by the MG development team in 1958. It was restored by Bob West who brought it down to Goodwood for Tony Dron to expertly pilot around the Sussex circuit. Dron also got out for a few laps in the works MGB's which he remarked as being "a little quicker". The weather was fantastic and unseasonably warm which made for great driving conditions and a very pleasant day. If you have an MGB you think might be eligible for the series contact Julius Thurgood at the HRDC via their website. [www.HRDC.eu](http://www.HRDC.eu)



## RACE CARS FOR HIRE FOR 2012 HRDC SEASON

For 2012 CCK will have a number of cars available to hire for the HRDC season. These cars come fully prepared, transported and supported. They will be available on a race by race basis or for the complete season. So far on the list is our Volvo PV544 featured in this issue and our MG1100, which proved to be very quick last year as it nipped at the heels of the Mk2 Jags at Snetterton. We are also aiming to have a Lenham Le Mans available for the Grand Touring Greats. Contact Shaun Rainford to discuss rates.



## NASH METROPOLITAN

In the last issue of our newsletter we announced the start of our Nash Metropolitan race car project. Since then we have come a long way. The welding of the shell is complete. There was minimal rust but a weak join between b-post and sill needed addressing. Once the shell was straightened out the roll cage was fitted and all the doors were hung so that the shut lines could be adjusted. The shell is now ready for paint prepping. There are a few dents that need teasing out before it gets primed and painted in two-tone turquoise and white. An engine has been sourced which is currently being stripped down ready for machining.



*continued from p1.*

## VOLVO HISTORY UN-EARTHED

the PV544 to win 8 out of 10 races for back to back class championship titles. In the 1972 season John claimed a win at Pine Grove, Pagoda and Camp Shand where he achieved the FTD (fastest time of the day) and the first overall fastest time for a Saturday drive. I believe 1974 was the last season John drove the PV, claiming 3 wins, bettering his class record at Duryea and claiming another FTD.

John Flannery retired the PV544 for a Volvo 142. The car was stored until 1992 when Craig Danks, another Pennsylvania hill climber bought it. Craig carried out some work to the car and continued its hill climbing career for another 10 years achieving yet more wins. Fast forward to 2007 and the car was up for sale again. It was imported to the UK where we bought it and immediately began preparing the car for a new career as a historic touring car. The Volvo required a small amount of welding, where rust had gotten the better of it, before we could carry out a very sympathetic paint job. All of the original stickers were retained and carefully masked around for the exterior paint job. We left the interior as is to retain the patina that we love so much in a historic racing car. The mechanicals were all rebuilt with a new B18 engine to bring the car up to spec. It now puts out a very credible 200bhp and weighs just 920kg. The PV544 has continued its success with class wins at Brands Hatch, an outright win at Snetterton and 3rd overall in the St Mary's Trophy at the 2008 Goodwood Revival. What is amazing is that we've been driving this car for years with no knowledge of its historical successes. Perhaps it's good luck, perhaps it's good drivers but either way this Volvo is used to winning and long may it continue to do so.

Thanks again to Ron Mann of the Pennsylvania Hill Climb Association (PHA) [www.pahillclimb.net](http://www.pahillclimb.net)

This Volvo PV544 will be available to hire for the 2012 HRDC Touring Greats season. To discuss rates contact Shaun Rainford.

01825 733060  
[info@cckhistoric.com](mailto:info@cckhistoric.com)

# LENHAM

Lenham Motor Company East Sussex

## LENHAM AT SNETTERTON FOR HRDC GRAND FINALE

Sunday October 2nd saw the final Grand Touring Greats race in the HRDC calendar at Snetterton. Our day didn't start too well after an oil cooler hose blew on the Lenham SS1800 during qualifying. However, after only 1 flying lap our very own Shaun Rainford still managed to qualify 6th on the grid. A quick start from Shaun took the Lenham up to 3rd place and second in class where he remained till the finish with a fastest lap of 135.259. First place went to the very quick Lotus Elite of Brian Arculus. Ian Burford did very well in his Lenham Le Mans finishing 7th over all with a time of 139.026. Unfortunately the 3rd Lenham of David Stubbings did not finish. All in all a good day for Lenham.

Photos courtesy of Jeff Bloxham and Kelvin Fagan.



## NEW LENHAM WEBSITE

We now have a brand new website for Lenham Motor Company Ltd which includes regular news updates and an online store where you can view and purchase Lenham products. You can find the new website at [www.lenhammotorcompanyltd.com](http://www.lenhammotorcompanyltd.com) and email us at [info@lenhammotorcompanyltd.com](mailto:info@lenhammotorcompanyltd.com).

## LOTUS ELAN HARD TOP

Lenham is to re-introduce the original Lotus Elan hard top for S3, S4 Elans. The original Elan hard top has been out of production for many years and Lenham being the only manufacturer to supply the hard tops in period has meant they have become very rare and highly sought after. We will be using the original moulds and will make every effort to match the original item. We are currently building a prototype of the product and aim to have them available to order early in the new year. The hard top will be available as a finished product but may also be available as a kit or component parts. Email Daniel at [info@lenhammotorcompanyltd.com](mailto:info@lenhammotorcompanyltd.com) if you wish to be added to the waiting list and receive regular updates.



## HIRE CAR BUILD PROGRESS

The Lenham Le Mans hire car has made steady progress over the Autumn. The basis for the car is a Sprite racer we prepared for Tim Rhodes to win the MGCC Midget Challenge Championship in 2005. We have removed the front end and the outer skins from the rear before making a few small repairs to the boot floor. We've made a new Lenham bonnet and Le Mans rear which are now waiting to be fitted to the car. Once finished the car will receive our full preparation service and be ready to hire next season for the HRDC Grand Touring Greats.



## LENHAM MOTOR CLUB

The recently established Lenham Motor Club is open to owners and enthusiasts of Lenham sports cars and products. Whether you own or race a Lenham, watch them from the grandstand or just have a particular interest in 1960's GT conversions you are more than welcome to join. Membership is £25 annually. Members will receive an anodized aluminium membership card, quarterly newsletters and an invite to an annual Lenham event. There will also be opportunities to follow Lenham throughout the racing season with event ticket giveaways. For more information and how to join visit [www.lenhammotorclub.co.uk](http://www.lenhammotorclub.co.uk)



## LENHAM CAFE 60th ANNIVERSARY

The Roadhouse Café is not a retro-café, an Ace Café, or a revived icon of the past. It's the real deal. Mugs of tea and omelette and chips have been served here for the past 60 years. Rough and ready, take us as you find us, things haven't changed much at The Roadhouse, certainly not the three egg omelettes or it's sense of good down to earth value. There are rally plates around the walls including some from one of the heroes of the golden era, John Sprinzel. There is also a large selection of black and white photos of rallying in the 1960's including the Monte Carlo. The Roadside Cafe at Lenham plays host to many Rally crews stopping on their way to Dover for a cup of tea before crossing the Channel. The most recent was the 2011 Winter Challenge in November and in January 2012 the crews of the London to Cape Town Rally will also be stopping off.

Next year the cafe will be celebrating it's 60th year! Its not certain how this anniversary will be celebrated but Lenham Motor Company Ltd will be there to support the cafe and help celebrate the continued success of a business which has offered its humble support to motorsport for so many years.

The cafe is located on the A20 just East of Lenham, Kent.



[www.lenhammotorcompanyltd.com](http://www.lenhammotorcompanyltd.com)

## MARCOS HERITAGE LTD

Another busy year ahead for the Marcos side of the business. We are still offering a complete range of fibreglass GT body panels as well as wooden chassis repairs. We have templates to build any part of the wooden chassis. 1800cc Volvo engines are one of our specialities along with our very own straight cut close ratio gearboxes. We will again be looking after two Marcos 1800 GT's next season which will be competing in various races throughout the year. Please feel free to get in touch with any of your Marcos 1800 GT needs.



## Preparing for next season?

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# ROLLING ROAD



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### FOR SALE



**LENHAM AUSTIN-HEALEY** frogeye shell. Fully restored. Ready for Lenham body of your choice. £P.O.A



**LENHAM** Le Mans barn find project. No engine/gearbox. Needs restoration. Includes GRP fastback Le Mans roof and Sebring bonnet. £1400



**FROGEYE SPRITE** race car chassis, no engine or running gear, full roll cage, some GRP panels. £800



**MG MIDGET** race car project, needs restoration, complete, includes roll cage, engine and box. £2000



**MGB GT 1973.** road ready. new MOT. New brakes. Just had full service by CCK. Perfect first time classic. £1600



**MGBGT 1967.** For restoration. Very good shell. A lot work already completed. Perfect rally car. £

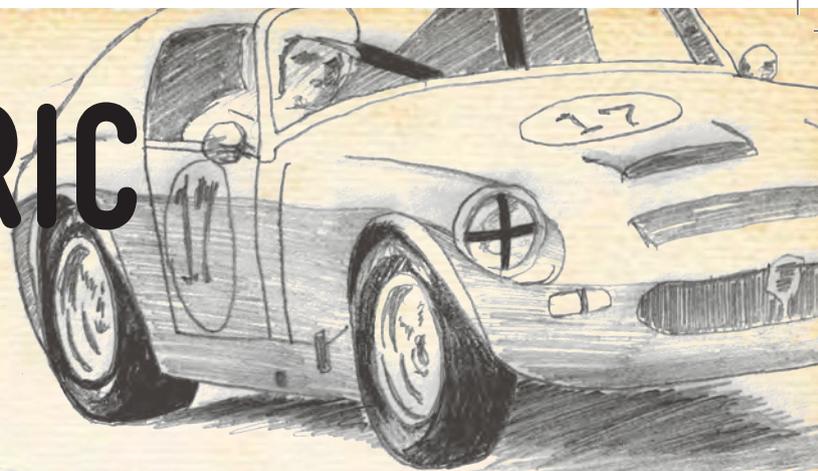


**Scimitar GTC.** Barn find, Essex V6, manual overdrive box. £offers.

[www.CCKhistoric.com](http://www.CCKhistoric.com)

# CCK HISTORIC NEWSLETTER

Vol. 1 No. 1 October 2011



## MG 1100



After spending the last few years in the museum the HRDC has given us a great excuse to dust off our MG 1100 race car. The new TC63 race series was set up by the HRDC for early Gp. 2 historic touring cars with the exclusion of homologation specials. It will be a great opportunity to see some very competitive driving in some less than typical historic touring cars.



Our 1100 has undergone a full prep this week. The A Series engine and gearbox had to come out as the car had a tendency to pop out of 2nd gear under deceleration. The gearbox was rebuilt with a new selector arm and the engine had a re-fresh with new bearings and piston rings. The harnesses were out of date so a new set was acquired. The whole car has had a thorough going over and a quick session on our rolling road to ensure the engine is performing at it's best. Shaun will be piloting the car for the inaugural TC63 race this weekend at Snetterton.

### LENHAM RACER FOR HIRE

We are currently building a Lenham Le Man racing car which will be available next year for hire. The basis of the car is one of our existing Austin-Healey Sprite racers. This Sprite is a proven race car winning the MG Midget Challenge Championship in 2006 driven by the legendary John Rhodes' son Tim Rhodes. The car will receive the usual treatment and will be expertly prepared and ready to race. It will be available to hire on a race by race basis with transportation and full race support provided by CCK Historic.

### TC63 MINI UNDERWAY

We have a new project for next year's TC63 Series. Currently underway in the CCK workshop is a 1963 Austin Mini. The car is in the usual state and will require extensive welding, especially to the floors and sills. The shell will be stiffened and fitted with a roll cage before being paired with a fully tuned small bore 998cc A Series engine to comply with the HRDC regulations. This will be an interesting and unique little Mk1 historic racer and should provide plenty of entertainment on the track.

### WHO ARE CCK HISTORIC?

Classic Cars of Kent was started 27 years ago by Shaun Rainford. Shaun started the business by offering service and restoration for MG's. His career as a racing driver lead him to championship wins in his MG Midgets and Austin-Healey Sprites. Over the years Motorsport became a larger part of the business, with the huge rise in popularity in Historic Motorsport the company has grown to be a fully comprehensive one stop historic racing specialist.

*continued on p2.*

[www.CCKhistoric.com](http://www.CCKhistoric.com)

continued from p1.

We now offer the complete package including complete ground up restoration, panel fabrication, body repairs, re-spray and painting, lettering and sign painting, machine shop, rolling road tuning, corner weighting, suspension setup, engine building, car storage, car haulage and recovery, race support, race cars for hire and much more. Furthermore, all of this can be found under one roof.

We actively take part in the HRDC events with our own cars. Notably Shaun Rainford's Lenham GT SS1800 and our well known and very quick Volvo PV544. We specialise in building historic race cars from the ground up, many of which you will have seen at the Goodwood Revival and Festival of Speed.

We are located near Uckfield in East Sussex. You can reach us on 01825 733060 or at [info@cckhistoric.com](mailto:info@cckhistoric.com)



## VOLVO Ready to Race After Mallory Park Malady!

During a wet day of racing at Mallory Park our 1958 Volvo PV544 was involved in a spin and some paint rubbing with the armco. The cause of the incident has yet to be determined but the damage was significant. First the chassis had to be straightened before the quarter panels could be repaired. Repairs were also needed to both nearside wings, nearside door, bootlid, steering and suspension arms plus a replacement wheel. Unfortunately the car was leading the race when the incident happened and would have won. Our 544 is a very quick car with a proven race history, and having been a race car since new it has never been registered on the road. We bought the car in 2007 and have since had class wins at Brands Hatch, outright at Snetterton and 3rd place overall at Goodwood Revival in 2008. The suspension and the engine were set up here in CCK workshop. The 1600cc Volvo block was bored out to 1800cc and features all steel internals, a special cam shaft, modified head and twin SU's. It puts out 180bhp at 6500 but will go to 7800rpm and at 920kg makes for a very competitive car. Since the accident the car has been thoroughly examined and repaired. It has been given the all clear and is once again ready to race and available to hire. If you are interesting in driving this car please call 01825 733060.

### TECHNICAL SPEC

1958 Volvo PV544

Engine	1800cc
Power	180bhp at 6500rpm
Torque	182lb-ft at 5000rpm
Trans	4-speed, straight cut LSD
Brakes	discs front, drums rear
Wheels	15in steel
Weight	920kg
0-60	5.7sec
Top Speed	124mph



### CCK Cars on the HRDC entry list

CCK Historic have 2 cars competing this weekend at the HRDC Grand Finale at Snetterton. Both will be driven by Shaun Rainford and supported by the CCK Team.

#### LENHAM GT SS1800

Built in 2007 as a recreation of John Britten's original this Lenham is very quick. It runs a 1380cc A series block with our very own CCK Special Camshaft, through a straight cut box and LSD. Shaun has driven this car to many pole positions and wins as well as a 2nd place finish at Goodwood Revival in 2010.



#### MG 1100

The MG 1100 was built by CCK in 2004. It was driven by John Rhodes in 2005 at the Goodwood Revival and had a brief career sprinting in 2009. Its been fully prepped this week by our in house mechanical expert Graham Smeeton including an engine refresh and rebuilt gearbox. Looking forward to seeing this one driven in anger.



### IN THE WORKS

**Nash Metropolitan.** We have a little Nash race car being built for next years HRDC Touring Greats. The Metropolitan was built by BMC for the American market. It featured Sprite underpinings and a B series engine. As far as we know nobody's ever built a race car out of one before. It has been fitted with a cage and is currently awaiting bodywork and paint.



**Plymouth Barracuda.** Also underway is our 1966 Barracuda Formula S. Being built as a recreation of Richard Petty's Trans-Am car. It has a live rear axle with LSD and 273ci V8 up front. The car will be painted petty blue as a tribute to the great American driver. The car has been fully seam welded and is currently in primer awaiting paint.



## Cooper MkX at Goodwood!



Our Cooper MkX took pride of place in the GRRC enclosure at the Goodwood Revival this year along with a selection of other 500cc cars. Our Cooper is the car that Jim Russell drove throughout the season to win the 1956 Formula Three Championship. Over the Whitsun weekend in 1956 Jim raced in Formula Three events at three different circuits over the Bank Holiday. He won in front of his home crowd at Snetterton on Saturday, took victories in his heat and the final at Brands Hatch on Sunday, and then drove to Goodwood to win again on Monday. The car is part of the CCK collection which is open to public viewing.

### TECHNICAL SPEC

<b>Engine</b>	500cc Manx-Norton
<b>Gearbox</b>	4 speed
<b>Suspension</b>	Leaf spring with telescopic dampers
<b>Brakes</b>	Drums front with single inboard disc at rear
<b>Wheels</b>	Cooper 3" x 13" Magnesium wheels

### Road Going Modsport Midget

When one of our customers approached us with an idea of converting his Modsport MG Midget into a road legal monster we couldn't pass it up. The car came in as a well used Modsport race car with 10in wide wheels, slicks, rose jointed suspension, fibreglass bodywork and a full race 1460cc engine running on split weber 45's. We stripped the car down and welded some repairs in the floor and scuttle. A new GRP fastback roof and bootlid were fitted along with a new fibreglass bonnet made here at CCK with custom arches to fit over the 10in wheels. A custom dash was put together along with a wiring loom to accommodate indicators, horn, headlights and all those bits required for an MOT. The whole car was painted in electric blue and is currently in the workshop being assembled by the CCK team. The search for road tyres to fit the rims finally came to end with a set of 235 section Kumhos. This vehicle will soon be bothering Ferraris on a road near you.



## LENHAMS in action!

The Lenhams have had plenty of action this year most notably Ian Burford's class win in the HSCC Historic Road Sports Championship. Ian came 3rd overall in the red Lenham which is currently being prepped by CCK Historic for the HRDC Grand Touring Greats at Snetterton. Also in action were the Lenham Le Mans of Mike Haigh, the GT Coupe of David Stubbings and the Lenham Spitfire GT driven by Darryl Davis. Of course our very own Shaun Rainford has had a good year in his Lenham GT Coupe "SS1800" including a win at Brands Hatch in April, 2nd at Mallory Park in May and started on pole at Silverstone at MG Live in June. We are looking forward to seeing the Lenhams compete this weekend at the HRDC Grand Finale at Snetterton.



### MINT MINI

Our paint and body specialist Ian Goodwright has a very special mini indeed. Ian acquired the Mk1 Cooper back in 2000 and spent the following 4 years restoring it in meticulous detail. This smoke grey mini is surgically clean and built to such exacting standards. It features a virtually full race 1380cc block with a modified cylinder head, a CCK special camshaft and straight cut box. The car is fully prepared for rallying with full cage, harness and timing clocks, and was in fact rallied by a previous owner.



# Preparing for next season?

Get the most out of your race car on the CCK

# ROLLING ROAD



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LENHAM Le Mans barn find project. No engine/gearbox. Needs restoration. Includes GRP fastback roof and Sebring bonnet. £1450



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AUSTIN-HEALEY SPRITE 1966, on the road, MOT, hand painted blue, perfect first time classic. £2000



FROGEYE SPRITE race car chassis, no engine or running gear, full roll cage, some GRP panels. £800



MG MIDGET race car project, needs restoration, complete, includes roll cage. £2000



TRIUMPH Spitfire 1500. £800



MGB GT 1973. road ready. new MOT. New brakes. Just had full service by CCK. Perfect first time classic. £1600

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