

YORKSHIRE

It is with sadness that the Yorkshire Area has to report the death of two of our long time members. Many older MVT members will remember Tony Paling, who sadly passed away at home. He had been ill and absent from our events and meetings for some years now. He was a real character and full of dry humour and loved by all in the MVT and beyond, a really nice guy who has helped and entertained many of us, especially in the early years of our MVT membership. Our thoughts go to his wife, Bubba and family who will undoubtedly miss him very much.

Secondly, we have the sad news of the passing of Colin Jepmond, who died quite quickly after being diagnosed with cancer. Colin was another long-time member of the MVT and, while not being as active with vehicles as Tony, did spend a lot of time at events up and down the country as well as a couple of foreign events, in places such as Normandy and Belgium. He was a very knowledgeable chap and was always on hand to give ideas and advice on some very technical subjects. Both will, of course be sadly missed by their friends and family and their friends and families, and our thoughts and sympathies go out to them.

Looking back to the autumn, Steve Balding reports that his local pub, The Blacksmiths Arms at Naburn near York, hosted a charity event on October 2nd that included a small WW2 vehicle display to raise funds for Help the Heroes. MV Depot and members of the Persuaders WW2 re-enactment group

displayed their vehicles we are all members of the MVT which got a mention in dispatches.

Despite the bad weather we raised a substantial amount through donations and the sale of HTH wrist bands. Olly and Rex are soldiers in the British Armed forces and displayed and demonstrated a large array of deactivated WW2 weapons.

Member Steve Carr got involved with Remembrance Day commemorations. He writes: "Several MVT members were invited to bring vehicles to the Seaham, Co Durham, memorial on both November 11th and 14th for the Remembrance services. The Thursday service was a smaller affair, but we were lucky to have a dry, moderately warm sunny day.

Around a couple of hundred people gathered for the short service. The four Jeeps

were parked two each side of the memorial, with the Dodge close by, next to the WW1 Tommy memorial. Both on the way to Seaham and after the service, I called in to visit seven other memorials at villages on the route.

Remembrance Sunday, was a colder, more misty day. The military vehicles led a convoy of veterans on motorcycles from a nearby industrial estate to the memorial. It was a much larger service, with parades by veterans and uniformed organisations and over 1,000 members of the public turned out to pay their respects."

In early December, the Yorkshire Area held its meeting and Christmas party and had a reasonable attendance of 25, still down on pre-Covid numbers, but getting back up there! It was a good evening and everybody seemed

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pleased to meet up for a chat and a catch up. We raised a glass and a moments silence for absent friends Tony and Colin. The proceeds from the combined takings for the pies and raffle etc amounted to which was donated to 'Crisis', a charity for the homeless.

Steve Carr has been busy with his Dodge WC51 which, after 13 years of shows as a Flying Control truck, has been converted back to a standard WC51. He moved to a new house last February and was lucky to have a large garage that would store the Dodge and two Jeeps. He discovered that the standard garage doors weren't big enough, but raising the lintels would allow the Dodge to fit. He booked builders and waited and waited and by mid-September, with the weather turning towards winter, he really wanted the Dodge indoors. With still no word whether the builders would turn up, Steve decided that if he couldn't modify the garage to fit the Dodge, he'd modify the Dodge to fit the garage!

On September 16th, he stripped the wooden body off the Dodge and removed the radios. By the end of the day, the Dodge was indoors and paint stripping could begin. It wasn't a complete rebuild, just stripping the black and white emulsion chequers off, sanding the olive drab underneath to key it, before priming and repainting. There was a bit of sheet metalwork to repair, particularly on the back of the front fenders and a few areas where I found the olive drab straight onto bare metal with no primer at all. After a month and a day of hard work, the Dodge was complete enough for a local test drive in the new colours. There were still a few little bits to finish, such as painting the spare wheel and some nuts, bolts and screws to touch up, but the drive was like having a new vehicle again.

At the time of writing members of the Yorkshire Area are looking forward to a run out and lunch between Christmas and New Year and, of course, anticipating the 2022 shows and events.

John Carroll

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