



I.



Newsletter time once more, but I'm afraid they are gradually becoming more infrequent. The main reason for this is lack of material from members, as it is not worthwhile producing a newsletter unless it is of reasonable size and content I must therefore attempt to gather and produce enough material myself and this inevitably takes time. If you enjoy the newsletter and would like to see it appear more often pick up your pens and start writing. The answer lies with you.

D.C.

A.G.M.

The club's annual general meeting took place on the 2nd of April starting off with reports on the previous activities by the Chairman, Secretary and treasurer.

During the Chairmans speech Wyndham stated as many of us already knew, that he would not be standing for re-election.

The committee then stood down and the new committee was duly elected being, Chairman; Derek Thorpe, Secretary; David Hance, Treasurer; Peter Honisett and the two members Chris Booth and Dave Coltham completing the committee.

It was then proposed that the club have a President and the post be filled by Wyndham our retiring Chairman. The motion was then unanimously carried. The secretary then presented the ex-chairman with a ships decanter on behalf of the club. I'm sure I speak for all members in thanking Wyndham for his past services and hope this does not mean we shall see any the less of him at future meetings.

2.

Congratulations to Derck on being elected our new Chairman we wish him all the best and can assure him of our full support and co-operation.

Altogether one of the quietest A.G.M's we have had.

THE HOPE RALLY 1976.

This years rally is being held on Sunday 16 th August. The committee have the organising well under way led this year by a new rally secretary Dermot Bainbridge. As rally time approaches more help will be required from members, I'm sure you will all readily make yourselves available when called upon by Dermot to help make another successful rally.

Lets hope we can manage a completely fine day this year.

SUMMER TREASURE HUNT.

Another treasure hunt is being organised this summer, probably sometime in June. Further details are likely to be available at the next club meeting.

Last years event was most enjoyable with four or five proper cars taking part, although one retired with rear axle failure and another competitor finished up at the wrong 'Royal Oak' some ten miles or so in the wrong direction. All great fun.

MAY DAY SILVERSTONE.

An extremely enjoyable day was had by all who went on the club outing to the V.S.C.C. race meeting at Silverstone. The estimation of travelling time was precisely worked out beforehand by Dave Hance our driver who ably steered us through Londons traffic and Manchester United supporters down for the F.A. cup. A short break was called for at the northern end of the Edgware Road, we then thundered on up the A.5 passing a beautiful

little 1924 Austin Seven and later one sporting Lagonda which proved a little more difficult to get by. A few miles from Silverstone we all stopped for a 'quickie' at an appropriately named inn 'The Old Talbot' where another Lagonda had parked with the same idea. As the circuit was approached the roads became thicker with old cars making their way to the track. Once inside the car park was found to be full of interesting machinery, one could easily spend the day just drooling round the parked cars.

The only thing to spoil the day was a cold wind that always seems to haunt Silverstone and an overcast sky, but the racing more than made up for this. The first event was a 40 minute high speed trial with everything having a go from 1929 Hispano Suiza to a 1925 Trojani. The paddock was full of goodies and the atmosphere about as near to Brooklands as one could get I should imagine.

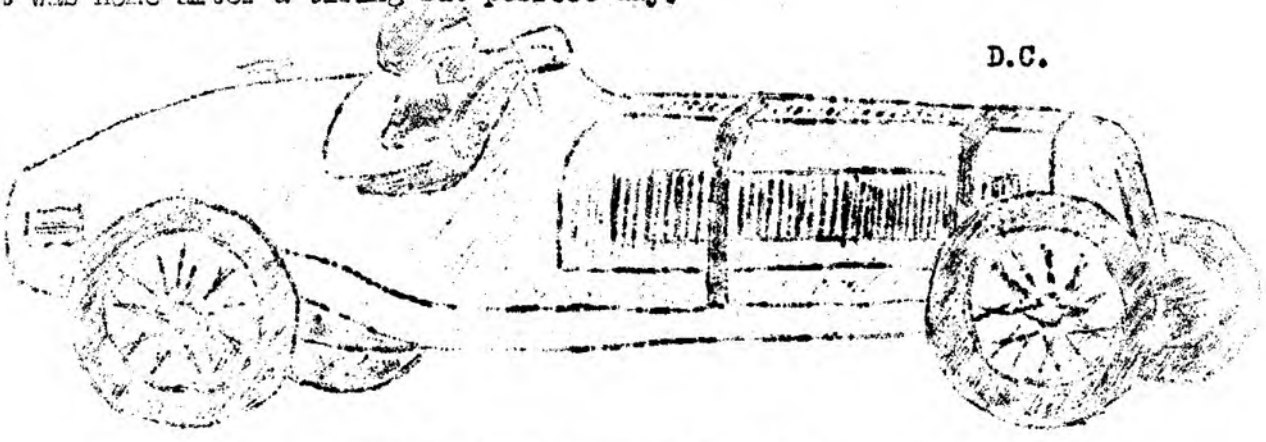
During the nine events we saw and heard racing such machines as the 1908 Itala, 1914 T.T. Huber, 1918 Staker Squire, 1924 Alpha Romeo, numerous Bugatti's and one race had no fewer than eight E.R.A's entered including Romulus in its first race since 1946.

Some of the more unusual cars to be seen in the parking area were 1924 Aston Martin, 1922 G.N., 1925 Talbot Simms, circa 1926 H.E. with dutch clog three seater coachwork, an early Holesley ten tonner that looked an every day car, a 1929 Hillman I4 tonner and a massive mid vintage Daimler sleeve valve limousine.

An added bonus on the way home was the sight of several historic commercials on their way down to London for the run to Brighton the following day. Amongst these was a Solid tyred open topped double decker circa 1920 in London @ general livery. So back through the metropolis and more Manchester United supporters looking now somewhat

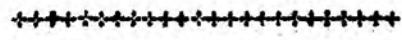
proved. As darkness fell another stop for liquid refreshment and then it was home after a tiring but perfect day.

D.C.

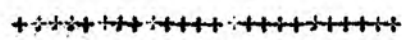


NEWSLETTER HATTERINGS

Congratulations to Chris and Marion Booth on their new arrivals, a baby girl Clare Samantha 8lbs 13ozs and a new Morgan 4/4.



Dave Hance has had a re-insurgence of enthusiasm for old vehicles after accompanying Francis Fowler on the commercial London to Brighton run in his Patterson. Dave is now putting all his energy into his Bedford lorry and after the way he enjoyed Silverstone, who knows we may see it competing against Bugatti's next year.



Our new chairman Derek Thorpe is nearing completion of the restoration of his Austin 12/4 and hopes to have it on the road this season.

Congratulations also to Dave Thornton, now councillor Thornton after the recent local elections. No doubt we can all look forward to free parking in the near future for vintage transport in the Hastings area.

Penshurst this year was the best yet. The weather was perfect the cars superb. The announcement that this will be the last pageant at Penshurst is a little sad as another venue will have difficulty in being as perfect. The only other thing to mar the day was the beer tent running dry by mid afternoon. There was a good turnout of club cars with at least five in the cavalcade itself.

There are some nasty rumours going around as those of you who read Motor Sport will be aware that some people in government circles are contemplating bringing in legislation, that all vehicles whether used on the road or not shall be road taxed, irrespective of being in roadworthy condition or on private property. Presumably the motive behind this is to catch tax dodgers. Bureaucracy gone mad again we shall all be doing a spell in prison soon to make up for criminals who do not get caught.

A SAD Storey

Ibornden Manor at Biddenden, which is alas no more, was once the hub of a large estate in this picturesque Kentish village. The estate is now split up and all that remains is Ibornden Park and nearby Ibornden Farm. You may wonder what all this has to do with the pre-war motoring scene, well read on and all will be revealed.

During the early years of this century Ibornden was the palatial home of the Storey family who manufactured motor cars from their London and Tonbridge factories. The peak production year was 1920 when some 1,700 units were made and around 50 more from 1921-30.

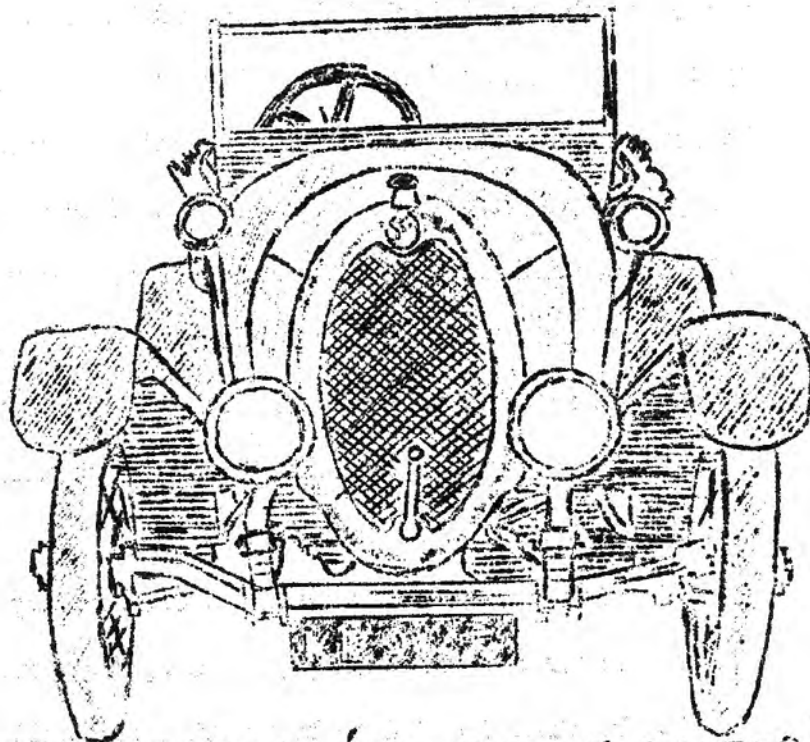
The Storey was an exceedingly handsome machine and not an assembled car. Nearly everything was made their selves including radiators and engines from mid 1920. The radiator really made the car stand out in good looks being oval in shape, similar to the Chenard-Walcker but taller. This was set off by a long bonnet and elegantly shaped scuttle. All models had Rudge-Whitworth wire wheels with optional discs dust covers. Two models were produced 14.3 and 20 h.p. with four body styles. The Tonbridge saloon a six light saloon with oval rear window and two doors

positioned midway along the body providing both front and rear access. This was built mainly on the 20 h.p. chassis.

Then there was the London coup'e, a fully closed coachbuilt 2/3 seater again with oval rear window and two seater dickey, a four piece vee windscreen as also had the saloon.

The Kent touring , a spacious five seater open tourer this time with two piece vee windscreen and full weather equipment.

Finally the Kent two seater with single piece adjustable screen hood and two seater dickey. All models were luxuriously upholstered . Headlamps were carried low on stirrup brackets mounted on the dumb-irons and the large sidelamps were mounted high on the scuttle. The company slogan was 'The prettiest in the world, as good as they are pretty.'



1920 STOREY 'KENT TWO SEATER'.

Now that your appetite is whetted, I hope perhaps we had better go into this tale more deeply and start at the beginning with the motoring connections of the Storey family.

Previous to 1912 the firm of John H. Storey and co; manufactured machine tools at Hatcham. John Storey's two sons Will and Jack, showed a keen interest in motoring experimenting with a De-Dion engined hybrid and producing a few steam cars. In 1912 the firm moved to New Cross and changed their name to 'The Storey Machine Tool Co;' and part of the works were set aside for experimentation with a view to future car production. However in 1916 John Storey died and the start of the first world war put a stop to a Storey car for present.

At the start of the war munitions were made but towards the end of war in conjunction with Napier's they cut gears for the famous Constantinesco synchronising mechanism which enabled machine guns to be fired through propeller blades. They also managed to get contracts for aero engines and those manufactured included Gnome and Le Rhone. In 1917 the company became associated with the Kingsbury Aviation Co: The New Cross works were now becoming too small for all the work load now coming in and they started thinking of expanding to larger premises. A bank loan of £20,000 was obtained but before new premises were found the war ended and like many other firms they found themselves geared for full production and now nothing to produce, with the acute shortage of private cars the decision was taken by Will Storey to go into motor car production on fully automated mass production lines.

Experiments were made with a five cylinder air cooled rotary engined car but soon abandoned. After compensation payments by the government for cancelled contracts the firm decided to buy a site and build their own factory from scratch. The site chosen was at Tonbridge by the

river known as old town mills and was bought in May 1919. Work went ahead straight-a-way and by September half the production bays and the foundry were complete. Meanwhile back in London the prototype was ready. The engine was an i.o.e. 14.3 h.p. Coventry Simplex unit and the car went on show in Messrs Percys' showroom in London.

When the first production cars began to roll off the line at the beginning of 1920 they differed from the prototype, having a Clapius Dornier engine instead of Coventry Simplex. Rear springing was now by long cantilever instead of semi elliptic. The back axles were overhead worm driven and the three speed gearbox incorporated with it. The gearbox was operated by two long operating rods carried along side the torque tube. A Ferodo lined cone clutch was used and the carb; was a Zenith. All cars were fitted with self starters but did not have the usual hand throttle on the steering wheel. The first cars were produced solely at the London works but by early spring of 1920 the Tonbridge factory started full production.

Will Storey believed in good publicity and used full page advertisements in papers and journals including the Kent and Sussex Courier. Caffyns Ltd; were made sole agents for Sussex, Pembroke and Slater for Middlesex. Appointed distributors for Scotland were the Caledonian Motor Engineering Company.

By mid summer things were going well at Tonbridge, orders were coming in thick and fast and where other firms were having difficulties due to strikes etc, Storey's had laid in stocks of steel covering over an acre. Towards the end of the summer Storey's were making their own engines, the Kent Two Seater now had a 12 h.p. engine instead of 14.3 and kept its gearbox in unit with the worm drive axle while the

other models now had spiral bevel back axles and the gearbox in the normal position although not in unit with the engine. The prototype had had a gravity feed petrol tank but all production models had the tank at the rear.

At the 1920 Motor Show at the White City Storey's displayed all their models on stand 438, which all had Solex carburettors instead of Zeniths.

In late 1920 a mini depression started after the complete dearth of private cars in 1919, with the numerous firms starting car manufacture this demand was soon satisfied and many were going under or getting into difficulties. However Storey's prospects were good they still had plenty of orders coming in and had no trouble supplying cars on time. Their overdraft was being reduced by a considerable amount monthly and the banks money was safe enough the freeholds of the two factories the plant and Ibornden manor itself held as securities. However the bank was getting very nervous with many other firms going into bankruptcy, Storey's good order books held no sway with them and they called in the overdraft stating it could not last. Desperately Will Storey tried to raise enough money to repay the bank but on the 20th of December 1920 when they were just over £4000 short a liquidator was appointed.

Storey watched helpless as the new factory with the latest machine tools and presses was torn down. Completed cars were sent to the Kingsway showroom and sold at give-a-way prices. Unfinished cars were broken up and sold for scrap with the spares. The machine tools were auctioned off cheap, the market already glutted with bankrupt stock and Will Storey's Kentish Manor, Ibornden went under the hammer. He had lost everything, in all £2,250,000.

While all this was going on , Will's brother Jack unable to let everything go to waste, unofficially smuggled from under the nose of the receiver as many car parts as he possibly could with the firms fleet of twenty Kelly Springfield lorrays. With these Clandestine night convoys up the A21 , Jack managed to stock his property and home at Claph am with engines gearboxes axles chassis and bodies, also saw machines. Some were reputedly hidden down a well.

In 1921 Jack Storey formed Storey Motors and started assembling Storey cars from the rescued parts. He also ran a spares and service depot for existing Storey owners. By 1925 engines began to run out and a limited company was formed, they concentrated on three sports models with bought out engines a 10/25, 14/40 and 17/70. Several makes of engine were including Meadows. All back axles were now spiral bevel the worn drive ones also now used up. These three models were available until 1929 when for the 1930 season a special sports model was listed with modified chassis and choice of three engine sizes. This was Storey's last fling no more cars were made after 1930 and only about 40 cars were made from 1921 - 1930 as compared with 1,500 during 1920.

No Storey's are so far known to survive which is a great pity, it would seem too incredulous that one may still be lurking in shed or hedgerow in the Kent/Sussex Weald near to its birthplace, but I suppose there is always a chance, miracles sometimes do happen. After all Kent still hides the remains of two Angus-Sandersons of the same vintage, a make very similar to Storey's in many ways except that the former was a car completely assembled in Durham, but both cars had the same output and life span similar size models and peak production years (1920). The only connection Angus-Sandersons had with our part of the world was the gearbox made by the Sussex firm of Tylor, but then

Wants another storey, sorry story.

D. C.

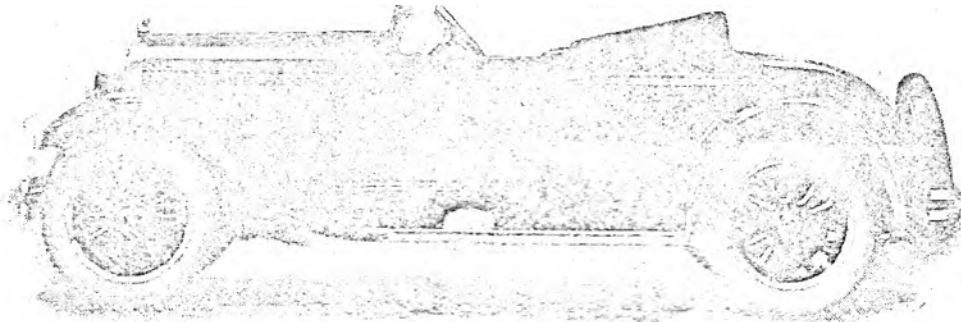
TREASURE HUNT POSTSCRIPT.

The date for this years treasure hunt is Sunday 27th. June.
Starting point is Chris Booth's place at High St; Rolvenden, arrive about 2 p.m. for 2.30 start. We will be finishing up in the Uckfield area with tea kindly supplied by Derek Thorpe and his wife.

These events mean a considerable amount of work to organise so please try and support this event, in a proper motorcar if possible.

The new style front cover with reproduction advertisement on the back plus the four page supplement from a 1910 edition of Commercial Motor has kindly been reproduced for this issue by Ken Cooke.

Kens latest purchase in the vehicle line is a 1937 Austin Goodwood, But personally the most desirable car in his stable is I think his Armstrong Siddeley a 17 h.p. model of mid thirties vintage an extremely handsome beast the styling of which could be several years earlier . It is also a fast machine the engine having plenty of poke.



The Two-Seater
(with die-cast seat)
£495

Coupe £575
Imperial Saloon £625
Crown Imperial Saloon . £635
Brougham £595
Phaeton Touring Car . £465
We shall be pleased to arrange for deferred payments.

Chrysler "Six" Features that give Results never before achieved

The Seven-bearing Crankshaft

In the Chrysler "Six" vibration is not smothered. It is eliminated, this way—

The crankshaft—which is the seat of vibration—is 1 7/8 inches in diameter. Big enough, this, for a 2-ton car. This makes crankshaft "whip" at speed, quite impossible.

That is not all. The crankshaft is mounted on seven main bearings. With

so little distance between the crank support "whip" is out of the question. And into the two thousandths of an inch between the bearing and the polished chrome nickel steel shaft a constant pressure pump forces a film of oil. This, and the floating of the connecting rod bearings in the same way cuts out all metal-to-metal contact.

The same soundness of construction, the same thorough application of old and new scientific principles that are behind the vibrationless seven-bearing crankshaft are to be found in every detail of the Chrysler "Six." Principles that have literally amazed motorists accustomed to the old standards, and have lifted the Chrysler "Six" high above its fellows.

The oil filter, for instance, that protects the engine against damage and a shortened life caused by impure and dirty oil, and cleans out the crankcase every 25 miles or so.

The air-cleaner that allows only clean and dust-free air to pass

into the carburettor and cylinders making de-carbonising less frequently necessary.

The six-cylinder engine itself that, rated at 21.6 h.p. by the R.A.C. develops 68 h.p. and a speed of well over 70 m.p.h. on a petrol consumption of 20 miles to the gallon.

The hydraulic, four-wheel brakes, the efficient springing, the roomy body-designs with their luxury of upholstery and appointment, the balance and completeness of the instrument board—at every turn you find superiority expressed in the Chrysler "Six." And so forcefully expressed as to make the Chrysler competent to offer

to its owner, amongst others, these things:—

Total elimination of vibration and crankshaft "whip."

Road stability—with no side-sway. A speed of over 70—and this after 25,000 miles of continuous driving.

Complete four-wheel brake control.

A total weight of but 2,650 pounds with the stability of any 2 1/2-ton car.

In short, everything that motorists have dreamed of in cars, built into it, and every part working in complete and effective harmony with its neighbour.

That's the Chrysler "Six."

Maxwell-Chrysler Motors, Ltd., Maxwell Works, Mortlake Road, Kew Gardens, Surrey.
Wholesale Distributors & Service Depot for London Area: Maxwell Sales Co., Ltd., 213-214, Great Portland St., W.1.
Wholesale Distributors & Service Depot for Manchester Area: Wm. Grimshaw & Sons, Prestwich, Manchester. Wholesale Distributors & Service Depot for Irish Free State: F. M. Summerfield, Ltd., Maxwell House, 138, Lower Raebod Street, Dublin.
Wholesale Scottish Distributors: Alec. Robertson Motors, Ltd., 301, St. Vincent Street, Glasgow.

The Chrysler Six