



The end of another rally season is now upon us and for the club one of our most successful years, no doubt our super summer helping considerably.

Apart from the usual club meetings with regular special evenings to entertain us, we started the season off splendidly with a visit to Silverstone for the V.S.C.C. race meeting. Then in mid-summer on the hottest day in living memory we held our now annual treasure hunt which turned out to be one of the best with many of the right sort of cars taking part. A few of them (including mine) protested at being exercised on such a day by boiling on steep hills and when running at low speed in the lower gears, a great day.

Then the main event of our calendar, the Hope rally. Unfortunately I missed this years rally (lazing on a Suffolk beach admiring rather different types of chassis) , but from what I've heard from members , entrants and spectators it turned out one of the best.

We have yet more planned, a visit to Brian Thonsons private museum of vintage cars and agricultural machinery at the end of this month and in the new year a club dinner and film show is being planned, details of these later.

All in all the club seems to be thriving, membership remains fairly static around the forty mark, a few new faces turn up and some of the older ones are not seen so frequently. For a small friendly club ours seems to be doing very well. But there is one thing of late the club is very bad at. You've Gussed it, NEWSLETTER MATERIAL !

Those of you who happen to be travelling in East Anglia in the Great Yarmouth area with an hour to spare, might care to pay a visit to Caister Castle Motor Museum. The price of entry is 60p inclusive of the 15th century castle, which was built of brick, one of the first large medieval structures to be built of this material in Britain.

I had always thought Caister a small private collection but their are well over 100 exhibits ranging over the whole motoring spectrum. Apart from two replica's made for the film 'Chitty Chitty Bang Bang' the vehicles are mostly in very original condition. A few of them still with original paint in good order. Among some of the rarer machinery are an L.S.D. three wheeler, a 1927 M.G. 14/28 saloonette and a very attractive 14/45 Rover of 1925 vintage with vee screen saloon body with division.

Well worth a visit.

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CLUB VISIT TO BRIAN THOMSONS PRIVATE MUSEUM.

We are very fortunate indeed to have this opportunity to see this private collection of early cars and agricultural machinery, implements etc: Those of you wishing to come on this event are asked to meet at the shopping precinct car park in Staplehurst at 3p.m. on Sunday 24th October, the club will then leave en bloc to Brians museum. For those of you who happen to be late or miss the car park the address is, Brattle Farm, Staplehurst, Kent. Travelling south through the village on the A229, past the church on your left, then at the second turning right half a mile past the church, another half mile fork right a quarter of a mile and the farm is on the right.

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In the last newsletter on the article about Storey cars, I said said the sussex firm of tylor made Angus Sanderson gearboxes when infact it was the engines they made.

REMOULD VINTAGE TYRES.

As those of you who are also S.T.D. members will know, a firm known as Watts Tyre and Rubber, of Church Road, Lydney, Glos; specialize in the remoulding of early tyres. They apparently remould a wide range of tyres including beaded edge. Example prices are 4.75 x 21 £8.95, 5.25 x 21 £10.20. I shall be making inquiries for 4.00, 4.50 and 5.00 x 19 prices for my own benefit, if any of you are interested in having any of your tyres remoulded perhaps you can let me know the sizes and I can find out prices in one foul swoop. If there are enough of us we can possibly arrange for suitable cases to run up to the firms London depot in Northall.

TO BELT OR NOT TO BELT.

As many of you are probably aware, the proposed compulsory seat belt legislation will now not go through this session of parliament and probably not the next session either. Although this might not have effected pre-war cars, at least we may have another summer of freedom driving our younger machinery. There is also still the chance it may be shelved for good with a bit of luck I suppose, depending on ones point of view.

DINNER @ FIMS.

Details of the clubs dinner and film show are not at hand at time for this newsletter, but definite details should be available at the November club meeting. At which there should also be a film show on the veteran and vintage drive into Europe, which marked Britains entry to the E.E.C. The way things have gone since perhaps it would be a good idea for someone to organize a drive out of Europe.

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SURVIVORS.

Its nice to know that Lagonda isnt dead a new model has been announced and is on show at present at the motor show.

We have lost many good old motoring names in the past, Wolseley and Jensen being two more recent ones. But we still have some famous sporting marques left, Aston Martin, Lagonda and M.G., although the latest M.G. B has been detuned to sell on the American market, with suspension raised and large heavy shock absorbing bumpers fitted to the detriment of handling, and cannot be classed as a sports car anymore. But on the brighter side, Jaguar are back on the racing grid once more.

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FOR SALE.

WOLSELEY HORNET SPARES.

DAVE COLTHAM.

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