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Moving away slightly from the usual road or car pictures, -  
isn't it heartwarming to see a mother teaching her little  
babies how to fly.

PLEASE NOTE THIS WILL BE YOUR LAST NEWS LETTER  
IF YOU HAVE NOT REJOINED THIS YEAR

*November News 2020*

# Ron's Ramblings



Well almost another year has passed and what a different world it has been, in short, a disaster. No shows, two tried but it did not work as we know it, the one we tried to visit was Groombridge Place in Sept, but there were so many restrictions we didn't even bother to go in. We turned round in the car park and headed home over the Ashdown Forest so at least we had one run out. Other than that, nothing!! What a nightmare this Covid problem has become, and no one has any idea when we can ever be back to normal, I have my doubts whether it will be in the near future even next year at all.

Which brings me to the future of many clubs like ours; it's natural that as many of us are getting older we lose interest or just cannot be bothered or even give up driving. My real concern is at the last committee meeting it was noted that the membership has reduced from 140 to 70 in just this year. This trend alone will place many clubs under severe stress and many will not survive, reasons for this are obvious, with no close contact and nothing going on many members will consider is it not worth renewing membership. I don't blame them, but my plea is please be patient and continue to support the club and our new chairman Colin, hopefully things will be back to some sort of normality soon.

Under new leadership and ideas and even government legislation, things will possibly be different, but please give the new committee a chance. It's not going to be easy if the club is to survive.

On a lighter note I now have a blue badge parking disc! Wow, after 70 years I can park in most places Free; I'm not so sure as the trouble is worth it but it's going to be a great help. I must confess my ability to walk more than a few hundred meters gets to be painful so age has finally caught up with me???

Talking of age, I went to see Dave Fletcher on his birthday Oct 6<sup>th</sup>. He is now 99 years old. I have known Dave for 65 years, and he has supported me at the FOT and Hooe; we used to go M/C trials riding for many years and set out on many South Eastern group trials and restored many cars and M/C's together. Many people ask about him, but unfortunately he is not so good these days, his memory is now poor and he does not get around very well, but he sends his best wishes to everyone.

Another great club member Terrance, I'm sure you will remember him for the great renditions with Pauline at the Christmas parties, plus he was part of the E & F marshals with Pauline, has now had his licence taken away and has

never really recovered from his fall back early in the year.

**His MG ZR 1400 IS FOR SALE it's 2004 reg. Red, lovely condition.**

**£2000: contact him if interested on 01323 728129**

For a run out we went to the Gatwick air museum (When we finally found it !) Apparently the council will not allow them to put a sign up, sounds typical. Just a small museum with a selection of aircraft plus an interesting exhibit I had not seen before, a Shackleton, now a rare ugly beast with contra rotating props. Mainly used for long distance submarine detection see pic and details below.

Well as I retire, I would like to Thank all those that have supported me for the past 20 years, we have had a great time and have run one of the best one day shows in the South East. When all this covid business is over I just hope we will be able to continue.

**A VERY HAPPY CHRISTMAS & NEW YEAR**

**Our very best wishes to everyone Ron / Jean**

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The **Avro Shackleton** is a British long-range maritime patrol aircraft which was used by the Royal Air Force and the South African Air Force. It was developed by Avro from the Avro Lincoln bomber, which itself had been a development of the famous wartime Avro Lancaster bomber. Duration flying time was 14 hours.

The Shackleton was developed during the late 1940s as part of Britain's military response to the rapid expansion of the Soviet Navy, in particular its submarine force . Produced as the primary type equipping RAF Coastal Command.

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***ALSO, - I hope to organise a new year's morning run; please email or phone me to book in if you are interested. Nothing special, a run staying in our cars, bring your own drinks and we will stop somewhere for a distanced natter, not more than 20 miles, enough to cook the spiders in the brake drums.***

*Of course this depends on take up, so let me know please & watch the club's website events for further details .*

*Ron W*

A WINTER'S TALE. Or 'It was a dark and stormy night .....

One stormy winter's night in the late seventies I was due to attend a meeting at Hooe's Old Motor Club of which I was then secretary. My everyday car at the time, a Morris 1000, had misbehaved itself on the way home from work and had failed to start that evening. As time was pressing it was decided to use our only other car, a 1924 Talbot 10/23 saloon for the cross country journey of 36 miles over the Kent and Sussex weald from Ashford.

As we left home a south westerly gale was blowing and starting to rain hard. It soon became obvious it was going to be a difficult journey; with only 6v/24w headlamps and a lone small windscreen wiper failing to have much effect against the rain lashing the windscreen. Fortunately there was little other traffic on the road on such a wild and dirty night, with the wind buffeting the car and at times trying to blow it off its intended course! As the wind and rain increased it became necessary to open the top half of the screen in order to see the road ahead, which of course meant the rain blew in straight into our faces !!

Crossing more exposed parts on higher ground the storm increased, twigs, small branches and other debris were now battering the car as well. Up to this point we had been driving flat out in top gear around 25mph! The head on blast now slowed us down to about 15mph which could only be maintained in 2nd gear (three speed gearbox). When we eventually arrived at our destination, The Red Lion Inn, we found the journey had taken 2 hours 40 minutes, normally a run of 1 hour 30 minutes in the old Talbot.

A few hours later when the meeting had finished, the rain had stopped completely and the sky clear, with a bright full moon, but the gale force wind had not abated. As we set out for home with the blast full behind us we appeared to have suddenly acquired a lot of extra bhp and we had an invigorating and much more pleasant drive home. At one point on a long level stretch of road I put her out of gear and managed to coast 1.5 miles, only slowing by 5mph before slipping back into top.

It felt like being in a galleon in full sail before the storm. We completed the homeward run in 1hour 8minutes. A drive I shall never forget.

*Dave Coltham*



The Talbot at an early Hooe rally during a wheel changing competition

## *Colin's Comments*

### **2020 T.W.T.Y.T.W**

2020 That was the year that wasn't !

A virtual Spring/ Summer/ Autumn and possibly Winter?

2020 will go down in history as a time of great struggle and consequence. The fight against this pandemic is an epic human endeavour, but we need to brace ourselves for the battle ahead for the economy.

Difficulties have been encountered latterly with confusing and sometimes contradictory advice whilst trying to extricate ourselves from the lockdown. My view is until children are back at school and Grandparents are allowed to shuttle the Grandchildren back and forth, nothing like an economic recovery is possible. Nearer to home however, the year has seen car shows cancelled and although some relaxing of advice, due to social distancing most events of all kinds are cancelled for this year. Who knows what will happen at Christmas, which is traditionally a great family time, with shows starting to be cancelled.

Working from home seems to be the in thing in 2020, whilst staycations have been recommended due to overseas holidays being in disarray. The upside of the pandemic is the lack of traffic on normally congested routes which has led to a drop in air and noise pollution, especially for people living along flight paths to airports. Unfortunately with a slight loosening of going out, litter has returned in volume which although visitors bring most of it with them, they fail to take it home. Is this due to a lack of personal pride or car owners not wanting the smell and rubbish in their vehicle or a lack of rubbish bins. This puts costs on local authorities to clear the rubbish. Fly tipping increased due to DIY taking over at the same time Council Tips were closed.

So we look forward to 2021 in which we hope life will pick up and return to something approaching normal. Let's hope a vaccination will be found to combat the pandemic. I wonder how many people will line up for the "jab" given that trials usually last 10 years for new treatments and this will be done in 9 months. I for one will not be first in the queue.

So the committee is looking to try and provide a full program for next year starting possibly with the annual coach trip, and a variety of speakers throughout the year with dinners and of course the club's much appreciated annual car show.

I will also take this opportunity to reiterate my plea for more feedback from members regarding topics for our meetings, and for actual voluntary help to run the various activities that may be arranged; just call or email me or any committee member, you will be welcomed with open arms!

However, it must be emphasized that anyone not having renewed their subscription will no longer receive a magazine, for although we are unable to have club nights, costs are still having to be met in keeping the club going e.g. magazine printing and postal charges which now all magazines have to be posted have increased the club's outgoings..

Despite all the gloom and despondency discussed above, please enjoy your Christmas and a Happy New Year.

*Colin Lake* (Chairman)

# st michael's hospice

24 September 2020

Dear Mr Wanmer and all at the Hoes Old Motor Club

Thank you so much for your overwhelmingly generous donation of £500.00 in memory of Christopher Barrington Hone (Chris). What an incredible gift which will enable the hospice to continue to support many more people. As you may know our services are provided free and we are reliant on the kindness of people like you who give so generously so that others may also benefit from the support we are able to offer. On behalf of the team at St Michael's Hospice, thank you. Your generosity is heart-warming.

Every penny makes a real difference to the care and support we provide to over 1,700 people a year with life-limiting illnesses, and their families, and we are most appreciative.

I hope it will give you comfort to know that Chris' name has been inscribed in our 'In Memoriam' book, which is held in the Hospice reception. Once this current situation has settled, we would be delighted to welcome you to the Hospice to look at this book and be able to thank you in person.

Yours sincerely

*Pedrie*



## How to move furniture.

I have found photographs of my first A50 which I bought from a colleague at work for twenty pounds. We are back in 1973. I was earning (and being paid) fifteen pounds a week and living in a small flat with little furniture and at first, no refrigerator and no television. Having spotted an advertisement for a used three piece suite, went to look and agreed to buy



it, for five pounds. So, now the problem – how to move it? The seller lived on the seafront of St Leonards On Sea in a basement flat with steep steps. I enlisted the assistance of one of my brothers, posing in the second photograph, and we struggled to get it to the pavement. The hire of a van was beyond my reach financially and I recall that the things had to be moved that day. I had the A50 and used that. Yes, really.

Three items meant three trips, eh? No, let's do it in two. Right, armchair in the boot and the sofa???? Let's put it on the roof. Some rope was found and the settee tied on. It slid about at first as the rope had only been placed through the



back windows. To solve that problem, more rope was put through the front doors and tied after we had got in. The route home, about two miles, included a hill that was a mile long but we didn't lose the settee from the roof or the armchair from the boot. At the other end, the items then had to get to the second floor of a

large Victorian house. Due to the layout, that involved four sets of stairs but we managed. What it is to be young, fit and strong. The furniture lasted about five or six years. The car didn't do so well, being replaced by a Triumph Herald.

*N. Strickland*

## The Poetry Corner

Covid 19 has been such a pain  
It's nearly driven us all insane  
Nurses and doctors have been under strain  
Let's hope Covid doesn't come back again

Boris told us to stay at home  
But Dominic Cummings just had to roam  
He refused to stay in the London zone  
Now Dominic's cover has all been blown

The two metre rule means queues are slow  
Worse still if you've got kids in tow  
No cash, it's credit cards you have to show  
When will it all end, I just don't know

But wait - stores are open one metre please  
Don't crowd or push or cause a squeeze  
And all your friends just don't appease  
Cover your face if you're going to sneeze

The schools are open just don't cough  
Education is back face masks must doff  
But teachers don't agree they scoff  
We like it at home, we're staying off

You can now buy toilet paper, just a few  
Up until now we've not known what to do  
To us oldies this is nothing new  
Cut up newspapers and place in the loo

For months the barbers have been shut  
You've not been able to get your hair cut  
For us men it means being in a rut  
You should see my unruly messy nut

The bars are open both far and near  
You can now go down and get a beer  
But as you sit, there's little to cheer  
Can't stand at the bar until next year

Now we can meet our family, create a bubble  
Round the table we can distance hubble  
Just don't abuse it, or you're in trouble  
The cops will be down on you at the double

The Government has got a plan  
Even though the economy's going down the pan  
Sunak's giving us all 500 quid when he can  
Whoopee we're off to Spain, top up our tan

We know this virus is something new  
Around the world it just grew and grew  
All the experts just haven't got a clue  
It's probably just the bloody flu!

*Gerry*

A man walks into a showroom and sees two cars stacked on top of each other, with the larger one on top. He's wondering what it's all about when a salesman asks if he can help. The man says "Yes, why is one car on top of another?" The salesman replies: "Our manager wants us to concentrate on selling certain models. This week the Focus is on the Fiesta".



Two pics of my lovely primrose yellow mark one Frogeye Sprite (also overleaf) which I purchased last year with the intention of showing it this year..... the rest is history.

When I bought the car it had a normal windscreen as in the picture with the hood, however there was something very strange about the screen. The whole centre section of the screen was distorted and it took me a while to work out what was going on because when I drove the car and looked to the left or the right I kept thinking I must make an appointment at Specsavers. Included with the car on purchase were the set of aero screens in the other photograph so I decided to fit these and see how I got on with them. On a warm sunny day they were great however early in the morning or late at night was chilly to say the least. I must be getting old. When I had a Frogeye before age 21 the car didn't have a serviceable hood so I drove that for the three months I had it alfresco in October November December without a problem. Hence I purchased a new conventional screen from Moss and spent an afternoon on the kitchen table wrestling with the frame and rubber and and to my pleasant surprise managed to fit it into the frame without breaking it.

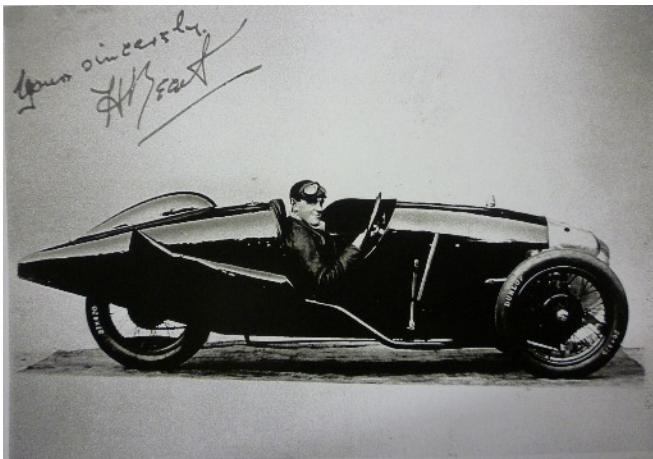


So which looks better.....the Aero screens or the conventional one? I must confess to buying two Frogeyes last year as I purchased the green one with the hardtop first because it had the mods I was looking for, mainly Frontline Developments parts, five-speed gearbox, telescopic adjustable shocks, discs, brake servo tuned 1275 engine, 1¼ inch carbs, original steel bonnet et cetera. However I then came across the yellow one and couldn't resist the colour and this one had all the mods of the green one except the five-speed gearbox and adjustable shocks. However Steve at Ninfield Restorations soon fitted the shocks. It is substantively quicker as it has a 1340 cc engine with Cooper S head and a much hotter camshaft yet apart from the visible servos under the bonnet both cars look just as they left the factory.

So this year I kept the hardtop on Kermit and used the tonneau on the other because if it looked like it might rain we took Kermit, if was going to be good all day out came yellow. I don't have a name as yet for this one however Custard Tart is under consideration because Custard nails the colour and Tart is me buying it because I liked the colour. Roll on 2021 and I can't wait for the car show. We live 200 yards from the Green on which it is held!

*David Lees*

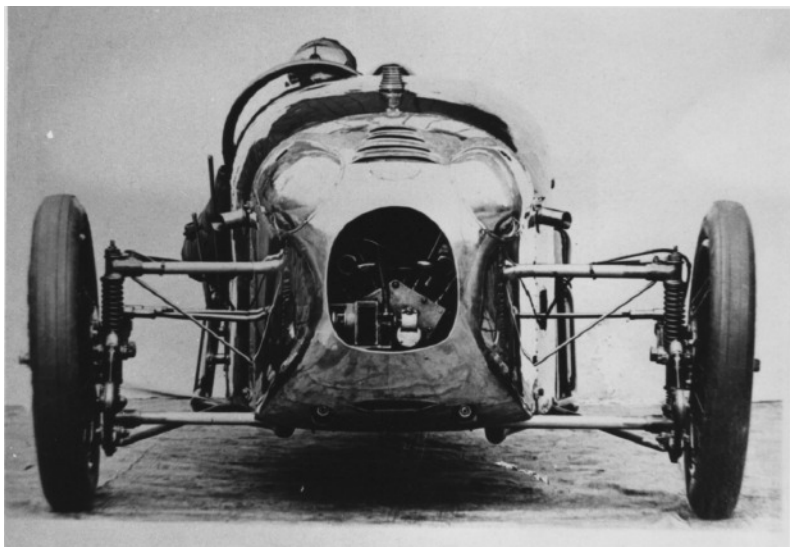




This Morgan was built by Morgan agent Harold Beart, specially for racing and record attempts, with a stronger chassis, and a lightweight streamlined body. In 1925 104.68 M.P.H. for the flying kilometer was achieved. and was stated to be the fastest non-supercharged car in the

world under 1500c.c. This was with a Blackburne engine of 1098c.c. In 1926 a switch was made to J.A.P. engines, and every record in class K, 4 to 8 hours 95-98 M.P.H. In 1928 further modifications took place including lowering the chassis and fitting stronger shock absorbers and mountings. 8 records were taken using a 750cc J.A.P. engine, including 50 miles at 82,57 M.P.H. After this little is heard about this Morgan, until the chassis without its body turned up with a Morgan agent in Ealing, in 1948. It was sold and a more normal Super Sports body was fitted, a photo in this state exists, taken at a club sprint in 1955. Two years later a club member buys this different looking Morgan to break for spares. But there was very little of use that would fit a standard car, so it lay in his garden for a few

years before it was rescued by another club member, and its history was discovered due to a 1928 Light car magazine being found. Again it languished in a shed for another 30 years, when it was offered to me as a restoration project in 1998.





I got started on it straight away, and had a rolling chassis after 3 years, but then other things seemed to get in the way, although I did manage to collect bits and pieces to help out for later on.

Two other major projects were building the replica of the 1909



prototype Morgan, then a couple more for others, then the 1913 four wheeler experimental Morgan. Just to add to the problems, my 1976 Morgan 4/4 was hit by a Range Rover, so that was another two years work I had not really planned. So we are then into 2020, and with having to close the shop and museum I was able to get on with lots of maintenance jobs and back to work on the Beart special body, I have just about finished the wood frame, and the engine is ready for final assembly. Then of course there will be the panelling, and the front streamlined cowl. some of which will be down to someone more expert than me. I would like to think that the rebuild will be completed by Hooe next year.

If any members feel like a drive out, The museum is now open as normal, 10am to 5pm, closed on Sundays.



*Chris Booth*

## BRUCE'S WORLD OF WHACKY MOTORING

True stories from the pioneering days of motoring, written by Bruce Moore.

### Article one "JARROTT'S JAUNT"

The 1902 Gordon Bennett Paris to Vienna race.

The early days of motoring were indeed pioneering, and motorists relied heavily on their ingenuity, often improvising in order to complete their journey and cross the winning line! And today's whacky story is about a car race which started in Paris on the 26<sup>th</sup> of June 1902, finishing in Vienna, some 990 kilometres away!

The starters were made up of some famous cars and wealthy drivers in the veteran motoring world of that period, such as brothers Louis and Marcel Renault, founders of the Renault marque, driving Renaults, (no surprise there). Also, American driver William K. Vanderbilt who drove a Mors. (his nickname was "Willie K", the "K" unfortunately stood for "Kissam", I bet he got some stick at school).

Another colourful character on the starting grid was the flamboyant and extremely rich Count Eliot Zborowski driving his favoured Mercedes. (He was born in New Jersey USA of Polish stock, but made it big-time when he married into the Astor family, --smart boy! He moved to England, became a "Brit" then in 1903 was killed while doing a hill climb, --not so smart boy!)

Bringing up the rear in his "modest" 13.72 litre Panhard (with pistons the size of flower pots), was the famous English hero Charles Jarrott, with his mechanic George Du Cros, who proved to be an asset "extraordinaire" as we shall soon see!

(Author's note: - I hope you are keeping up with me, there will be a test in the next edition!)

Away roared the 148 competitors amidst smoke and dust, and the hundreds of spectators hurriedly boarded a special train for Belfort, to witness the end of the first stage!

Reader, just imagine the chaos, French bread snapped in half, spilt wine and squashed cheeses, but what dedication! At one stage of the journey the railway ran alongside the road, and spectators were amazed to see Henri Fournier's car

The Gordon Bennett Trophy



Charles Jarrott



speed past at nearly 80mph, (no 12-mph max speed as in Britain, we must have been the laughing stock of Europe!)

I didn't mention Henri before, and I'm not going to mention him again because he broke a drive shaft, and had to retire, as did countless other competitors.

The second day saw the intrepid drivers charging through Switzerland (the Swiss authorities hated cars), eventually tackling the 5,912-foot Arlberg peak in Austria and arriving in Vienna on the fourth day on the 29<sup>th</sup> June, after various mishaps and crashes, the race being won by Marcel Renault, in his remarkably small 16 hp Renault.

The reader needs little reminder (but I'll do so anyway), of the fact that the early cars were made of copious quantities of timber, just ask a man who owns an American Brush! Even the axles were made of Hickory.

Poor old Louis R was hit from behind by a Mercedes while waiting at the Salzburg control point which smashed several wooden spokes. (Mercedes have since improved their braking systems). With no spare wheel, Louis's mechanic whittled some replacement spokes using nothing more than a sharp knife (no doubt a Swiss Army pocket knife, there's never an AA man about when you want one!)

But the heroes of the day must surely have been **Jarrott** and **Du Cros** in their mammoth Panhard. On the second day out, the car's wooden chassis collapsed short of Bregenz in Austria. In the true spirit of improvisation, they managed to find a drill and bolts but searching for 4 strong pieces of timber proved fruitless. Settling down for the night in their hotel, Jarrott had a "Eureka" moment when his eyes fell upon a bedside table and realized the legs were exactly the members required for the chassis repair.

Reasoning that it was too late to ask the hotelier (quite right too), they proceeded to dismantle the legs and drilled 4 holes in each, ready for installing in the morning. (Perfectly reasonable.) Du Cros decided to drill against the wall for support, but brought down a quantity of plaster in the process, and then tried the other wall and damaged that too. (Well, it evened up the décor I suppose!)

At this point Jarrott ran the drill through his arm necessitating ripping up bed linen for bandages! He said later "I hate to think what must have been the expression on the Proprietors face when he discovered what had taken place!"

(I bet the air was blue and did nothing for Anglo-Austrian relations!)

Dawn rose on a silent town, save for two suspicious figures awkwardly scurrying around the corner of a hotel carrying wooden beams hidden down their trouser legs! By 7 o'clock they had mended the car and reached Salzburg in time to scotch a rumour that they had been killed in an accident.

But they weren't out of the woods yet! (Out of the woods, hah, no? Oh, please yourself!) Leaving Salzburg, they proved the strength of their chassis reinforcement; however, with just 3 miles to Vienna, Du Cros had to lie full length along the bonnet and seal a leak with a towel wrapped around the water pipe. Then the gearbox, aggravated by stress from the distorted chassis, finally gave up the ghost, scattering lumps of metal along the road. (Would you believe it!)

Now, dear reader, at this point most of us would have thrown in the towel, stretched out on a comfortable embankment with a fine bottle of vino, and contemplated one's navel and inevitable fate. But not Jarrott and Du Cros, who were made of much sterner stuff!

Jarrott commandeered a bicycle and pedalled off for help only returning later to find the resourceful Du Cros had enlisted a horse drawn cab which was towing the car towards the finishing line. (We are now down to one horsepower!)

Jarrott was furious, and refusing defeat on the last knockings slashed the tow rope and took the wheel. As the car excruciatingly chugged away belching smoke and water, the exhaust box parted company with the car (couldn't take the embarrassment I suppose). With a final heroic gesture, the car free-wheeled across the finishing line and finally expired, unable to move another foot. Against all the odds Jarrott and Du Cros had completed the Paris to Vienna race. He finished eleventh, a magnificent achievement of ingenuity and improvisation. Those guys were truly "tough as old boots"!

*Footnotes:* **Charles Jarrott** went on to become England's first successful racing motorist, his exploits earning him legendary status, revered by many, including Sir Stirling Moss. He saw service with the Royal Flying Corps during WW1 and was appointed the OBE in 1918. He wrote many articles about motoring, including a "classic" book in 1906 entitled "Ten years of motors and motor racing".

He died in 1944, the very same year and month, as William K Vanderbilt.

As for **du Cros**, his story could make a 10-page article in itself! Born and educated in Dublin the son of the founder of the . When he was only 16, in 1891, George du Cros went to the US and showed Americans how to make the first pneumatic tyre manufactured there...

## Happy 40<sup>th</sup> Birthday.

This year the Fiat celebrates 40 years of a utilitarian Italian Icon.

The Fiat Panda was first revealed in 1980, when the best selling single in the UK was “Don’t stand So Close To Me” by the Police, the world was knocking it’s brains out with the Rubic cube and every one found out who shot JR.

The Fiat was the inspiration of Giorgetto Giugiaro of Ital design, and sat on a brand new front wheel drive new platform with styling cues of robustness and utilitarianism.

Inside saw a simplistic dashboard and seats resembling hammocks attached to metal frames, bringing the exterior feelings of robustness to the interior, whilst it’s ethos was to be easy to maintain and inexpensive to own and run.

The name Panda was a late decision and was in honour of Empanda the Roman goddess and patron of travellers. At launch the Panda range consisted of a single 4cylinder 903cc, 45bhp engine ( carried over from the 850 range)with a four speed manual gearbox in one standard trim level . It had independent front suspension but rear semi elliptical cart springs in the rear, making the ride less than perfect. When it went on sale in the UK it was priced at £2860.

Increased trim levels went on sale in the following years including the Panda

4x4 with more rugged styling and four wheel drive system developed by Steyr-Puch in Austria.

1986 saw a face lift to the Panda and updated rear

suspension to be independently sprung made the ride significantly more comfortable. Styling revisions included smoothed out body work, wraparound bumpers and single piece door glass without quarter lights. The dashboard succumbed to a major redesign and the 1000 and 4x4 trims received significantly improved seats . Two new and improved engines were also introduced, named Fully Integrated Robotised Engine (FIRE) with options of either a 4 speed or 5 speed manual gear box. Increasing comfort all versions except the 4x4 had revised Omega shaped suspension to improve ride quality. Throughout its 14 years on sale in the UK, the Panda produced some iconic





limited and special editions, the most famous two being the WWF logo of a Panda (the Animal) and the most famous one arrived in April 1990 ~ the Panda Italia 90 special edition based on the 750L, it celebrated Italy's hosting of the 1990 Fifa World Cup with special features including all white paintwork, body coloured grill and bumpers ( don't they get fogs in Italy?) and wheel trims to look like footballs.

The Panda disappeared from the UK market in June 1995 after it had been in the country for 14 years, although was still sold in other countries until 2003 when it's replacement arrived, the Panda 11.

The third generation of Panda went on sale in the UK at the beginning of 2012 and is still on sale currently and the newest entrant to the Panda range is the Panda Hybrid, launched this year (2020).

So I think the Panda will be with us for a few years yet.

*Colin Lake*

And for all those who have ever said "I can remember when...." - An advert from Practical Motorist 1936

**SOLDERING IRON**



8d. and 1/4. Electric 1/11

**TAPPET SPANNER**



9d. pair

**SOCKET WRENCHES**



4 sizes 1/6 set  
6 sizes 3/11 set

**HACK SAW**



1/3 Blades 2 1/2 d.

**SPANNERS**



12 sizes 2/6 set

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**VALVE COTTER GRIPS**



Austin 7 3/9  
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**VALVE LIFTER**



O.H.V. 3/6 8/6

**SPRING LEAF GREASER**



8/6

**PLUG TESTER**



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3/6

Drills from 2d. each.

**GUDGEON PIN TOOL**



4/6

**MAGNETO TOOL**



1/4 and 2/9

**PLIERS**



Range of 6 from 9d. to 1/3

**PUNCHES**



Set 5 1/-

**BLOW LAMP**



8/9

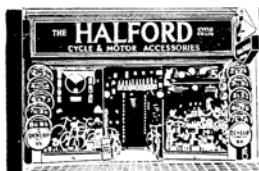
**ADJUSTABLE**



1 1/2 in. 2/6

VALVE GRINDING PASTE 1 1/2 d.—1/9: Powder 6d.

Obtainable at all Halford Depots or Direct from Head Office



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## THE BSA SCOUT



The BSA was my fourth car , the first being a MG F Type Magna, the second an NA Magnette and the third an Austin 7 special .These were typical of their day, totally knackered old heaps that had somehow survived the war and been run into the ground , still they gave

us all a start in motoring! Having finally disposed of the Austin special, I was once again looking for a car, my friend Philip came to the rescue. He had spied over a garden fence near his house in Brentwood a tarpaulin stretched over what appeared to be an open car.

We went round and knocked on the front door and duly heard from the owner that there was indeed a car under the tarpaulin and he then told us the story of how he had taken the car as security for a loan from a fighter pilot in 1939. The pilot had not returned and the car had been under the cover ever since (it now being 1957/8).

When we pulled off the tarpaulin we found what we later discovered was a 1936 BSA Scout two seater sports car, it was of course rather tired but completely intact, a change from previous cars! The owner was an engineer and had kept the engine free. He agreed to sell it to me for £25. A day's work later we had the engine running with a borrowed battery and I drove it home on its pre war tyres.

On driving it I quickly became aware of its lack of lock; its turning circle was well over 40 feet and its extraordinary gear lever which extended from the floor between the brake and clutch pedals (or was it the throttle and clutch) and then cranked across ones left knee towards the centre of the car, it wobbled around alarmingly, it also had only three speeds.

When I got it home I was able to examine this extraordinary car in more detail, the design was based on the BSA Three wheelers of the early 1930s with front wheel drive. The front suspension was by 4 quarter elliptic springs on each side .The drive shafts came from under the gear box which was mounted in front of the engine. They had fabrics UJs and at the outboard end there were the most primitive bronze joints inside the hubs, there were 8 grease nipples per side! There was only one front brake this was inboard on the near side and was an open drum so in any wet weather was useless. (Mind you I was quite used to useless brakes and I was always looking for a place to run off the road to avoid a collision ).

The most worrying thing was that this weird front suspension was worn out, every one of the 8 springs had a broken leaf ,and the bronze UJs were completely knackered.

In the usual depths of despair over obtaining spares for this obsolete car and of course the cost I had a phone call from the vendor to say he had forgotten to give me a load of

bits and pieces that came with the car, when I went to collect them I was delighted to see a complete set of new springs all neatly wrapped in greased hessian, new bronze UJs and many other bits that no doubt the pilot was going to fit in 1939; I soon had the parts on the car and on the road we went.

The body though shabby was very sound and styled on similar lines to the TA MG midget, the car became very useful, the idiosyncrasies of the design I got used to, but the constant need to be ever greasing the front suspension was a bit of a pain but had to be done as the grease was so soon flung out of the UJs.

I took the car on my honeymoon first to Saffron Waldren and then to the West Country where it performed well, it was good to be young in an open car.

The lack of lock could catch you out; Porlock Hill hairpin bend on the 1 in 4 slope was a case in point, fortunately there was always a crowd of onlookers waiting for trouble, in my case they lifted the back end of the car whilst the front driving wheels scabbled round the bend!

The engine was a big disappointment compared with an MG; it was a 1200 cc side valve producing about 32 Bhp, but the car was light and could do 65 mph in a following wind. As with my previous cars I should of course refer to the celluloid side screens that were used in those days, they went yellow or orange with age, cracked and got scratched so were almost impossible to see through; so unless it was torrential rain most people drove sports cars without the side screens thus it was always necessary to drive in a big water proof coat during inclement weather.

I had by now moved to the country to the village of Pleshey, from where I drove the BSA to Brentwood every morning for about two years. The car would never start in the cold even on the handle, so I used to park it in a field entrance on a hill about quarter of a mile away. In the morning I would push it out on to the road, get it rolling, and struggle to get in as it gathered momentum, drop the clutch and hope it would fire by the time we got to the bottom of the hill, it was touch and go every day.

Eventually it became even more difficult to start even running down the hill and I needed something more reliable. I sold the car in 1962 and returned to MG and bought a 7 year old TD Midget .

However I have very fond memories of the BSA Scout and its strange idiosyncratic ways, I hope it may have survived, but without even its registration number I will never know.

One last recollection, ( and I am not making this up) I was driving alone one beautiful summer's day in Cambridgeshire when I had the distinct impression that there was someone with me in the car .... and was that the shadow of a Spitfire on the road in front?



*Tony Aspinall*

