

# THE VINTAGE SPORTS-CAR CLUB

## LOOK AT ST CHRISTOPHER THEN GO ON REASSURED



# VSCC



# NEWS SHEET

15 October 2020

## A WARM WELSH WELCOME (AND SOME GIN)

Well, despite all the darkness going on in the world it appears that the central topic of conversation here at TOPO for the last seven days has been Piston Gin. Our dear Colette is only just recovering from discovering that the discount code wasn't working and it seems it has also warmed the cockles of more than one or two of our members; apparently, it comes in many different flavours. This week, Tania Brown looks back at the challenges of the past six months at the helm (any perceived segue between the aforementioned beverage and our esteemed Club Secretary is purely coincidental and should not be open to misinterpretation....).

Thoughts turn to the peaks and valleys of Wales on what should have been yet another sadly missed VSCC weekend; the new proprietors of The Radnorshire Arms introduce themselves and reassure the VSCC that we will always enjoy a warm welcome.

A special treat as we rifle the Library shelves and explore Bulletins of years gone by, thanks to the efforts of volunteer Librarian, Ian Sykes, and we also take a look at the new temporary exhibition at the British Motor Museum, 'When Jaguar Bought Daimler'.

### THE VINTAGE SPORTS-CAR CLUB

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PRESIDENT: Paul Tunnicliffe CLUB SECRETARY: Tania Brown

**Bonhams**

AUCTIONEERS SINCE 1793



**Octane**



# BALLADE OF IMPENDING REPAIRS

The best Bugatti hasn't any brakes;  
The 20 Rolls is slower than a snail;  
On hills the blown Mercedes merely flakes;  
The Grand Prix Salmson has a droopy tail;  
12/50 pinch bolts have been known to fail;  
My wife is getting tired of mocking stares;  
I wish my car was driven by a sail;  
What happens when I find I needs some spares?

Those Bentley drivers look a lot of rakes,  
I wish they didn't make me feel so frail;  
I fear I shall never have what it takes;  
To be a really tough aggressive male;  
And yet they really make me wonder where I fail.  
Perhaps I ought to do my own repairs?  
Or bounce a cheque? Or do a spell in jail?  
What happens when I find I need some spares?

The slightest bump, and Granny gets the shakes  
The poor ole lady's looking rather pale  
I sometimes think, for all the children's sakes,  
We ought to do our travelling by rail.  
I dare not put the hood up in this gale,  
The fact is it's already full of tears,  
And hoods and sidescreens make the air so stale.  
What happens when I find I need some spares?

## *Envoi*

Prince Henry, do please listen to my wail  
Have you still got your General Motors shares?  
My 30/09 is far from hale.  
What happens when I find I need some spares?

Peter Hull

See Further On For Bulletin No. 61 Winter 1958/59





# THE RADNORSHIRE ARMS

Yet again, a weekend passes when thoughts turn to what should have been, and last weekend it was the turn of the iconic Welsh.

Sadly, the 81st anniversary of this annual VSCC pilgrimage, which marks the swing of the seasons from summer racing and speed to winter rallies and trials, was not to be - but the VSCC continues to be assured of a warm welcome in years to come as the new manager of the Radnorshire, Adam Dufort, introduces himself.

*You have recently taken over management of this hotel which is an icon to VSCC members. What are your plans for its future?*

The future for The Radnorshire Arms Hotel is extremely broad. Especially after this pandemic, we'd love to see The Radnorshire Arms bringing communities back together. It's such a shame that, by the way things are going, it won't be as soon as people would like it to be. Our plans for the future will involve hearing what the locals and guests advise, and just seeing what people want.

*Were you aware that the hotel has played such an important role in the events calendar of the VSCC when you took the hotel on?*

Every week we have a dozen or so people asking about the VSCC this year. This came apparent to us that The Radnorshire Arms Hotel has become one of the centre points for this event every year.

*What does it mean to you to be part of such an historic event?*

To be involved in the VSCC is wonderful. It definitely helps the hotel with character.

*We are very much looking forward to visiting you again in kinder times; please tell us about yourselves and why you chose to come to Presteigne.*

Allworks Properties decided to come to Presteigne. They have many other hotels scattered in places such as Warwickshire, North Wales etc. But for myself, I was raised in Presteigne. Seeing the hotel shut for a long period, not just myself, but I think many of the locals as well found it very sad and depressing. This hotel is a massive part of Presteigne with a huge and endless amount of history.



Spot The Current Comps And Club Secretaries!



Photos Courtesy Of Paul Tebbett



# THE NORTH COAST 500

## A MESSAGE FROM MIKE HOLT

I am involved in the pre-planning of a social tour of the Northern Highlands some time in 2021, or more probably considering the current Covid pandemic, 2022, possibly in May to avoid the worst of the invertebrate wild life. Currently, I live in Glasgow, but for many years, the Far North was my home. The plan, as it is at present, is to tour for several days, using loops that include parts of the North Coast 500.

I was up in Sutherland in July, the weather was kind, the midgies profuse, and the ticks savage, so don't walk through the bracken! Sadly, the popularity and promotion of the NC 500 has resulted in making it far less suitable for vintage cars than it was, it is thick with cyclists, motor cyclists, motorhomes and ordinary cars, some with caravans, as well as the normal traffic.



There is also the North East 250, which is less well publicised. Rather than just doing the whole of the NC 500, basing a tour in the Far North, in two or three different locations, and doing daily loops would mean we can visit more interesting and less congested corners of the Highlands. Try looking on Google Maps for Glen Loth for example. There are miles of roads there with grass growing down the middle, rather a contrast to the cyclists trying to make the record fastest circuit of the NC 500. In July, on one 25 mile stretch there, we saw no other traffic at all! If this excites anyone, please let me know, and mention it in your virtual pub meets, and I will have a chance to examine the likely take up. Under MSUK rules we would be limited to 12 cars to avoid the need for permits.



Contact Mike Holt at [bugattistel@me.com](mailto:bugattistel@me.com)





# SIX MONTHS AS CLUB SECRETARY - DURING A PANDEMIC

*This Week Tania Celebrates - We Hope - Six Months As Club Secretary Of The VSCC. For All Of Us It Has Been Six Months Like No Other But Of Course As The New Club Secretary There Were Plenty Of Extra Challenges*

A little over seven months ago, the process of recruiting a new Club Secretary was underway. I jokingly mentioned my interest to the President and was sharply informed that if I was serious I better get on and throw my hat in the ring. At a time when COVID was just beginning to spread into Europe, someone more sensible than me would have probably run out the door with that hat. Instead I carried on and, after a rigorous selection process, emerged successful from a shortlist of four final candidates. Within a week of my appointment being announced, Motorsport UK had suspended motorsport permits and a national lockdown was looming, By the time I actually started on 9 April, we were all working from home with Stay Home, Stay Safe ringing in our ears. What had I done? I moved into the job with no handover, just two full time members of staff to help with everyone else furloughed. Swiftly followed the news that our 2018 accounts needed to be restated and the possibility of an AGM in person was unlikely. Time for a deep breath and to remember why I had gladly thrown my hat in the ring instead of exiting stage left at the first opportunity. I have marshalled for the Club in one capacity or another for 30 years, I had been a member for 27, served as a Director for seven. I knew the staff, I knew the members and I knew the Club.



If not me, who? If not now, when? If I was not prepared to step up to the task when the Club was facing the biggest challenge of recent years then I had no right to talk about how I loved the Club and all it has done for me in the past. Now was the time to put my shoulder to the wheel. And so I did. I will always owe a debt of gratitude to the staff who have welcomed and supported me and I am sure none of them will mind me singling out Andrew Tarring for special praise in this regard. As Non-Speed Secretary he was now doing the newsletter, Eligibility, general membership enquiries, helping answer my myriad of questions and generally keeping a smile on his face.



# SIX MONTHS AS CLUB SECRETARY - DURING A PANDEMIC

## *So Six Months On, What Have We Learned?*

What have I learned? Despite all the restrictions we have been subjected to, we have put on a successful track day at Prescott and a fully subscribed race meeting at Mallory, our friends at the Midland Automobile Club and Bugatti Owners' Club also ran hill climbs on our behalf, both of which I marshalled at as a volunteer. Our IT systems have been undergoing a huge amount of work and whilst not perfect, they will help the staff be more efficient and help members manage much more of their own information. Many forget we were among the first clubs to offer online entries, we have now also had our first online AGM, we have regular table top rallies on the web site, we have a digital weekly news sheet (which I really enjoyed putting together until Liz returned from furlough and promptly showed me up by making it much better!). We had a weekly, and often fiendish, Facebook Live quiz. We are not perfect by any stretch but we have always tried to offer our members more. I always knew how passionate members are about the Club and every day brings me new surprises, the people ringing up about a Westfield competing at the Pom 20 years ago and did I know which Stretton was driving it (not straightaway but I did find some photos of it) to the people who want to confirm that they will pay the full subscription next year to the people that want to say thank you for the events, the news sheet, the newsletter, the Bulletin, the stories, the fun, the online pub quiz. 2020 has given us plenty of reasons to be negative, and it has certainly had its challenges, but to me it has shown what The Club is truly about, working together so we can all (safely) have fun with our motor cars.

## *That Brings Us Nicely On To 2021*

Will it be a normal' year? Almost certainly not but we plan to run the majority of our events, some may need to change, some may well be postponed, some may make a thrilling comeback to their heyday, there should be something for everyone from the Pom to tours to trials and hopefully the return of the Natter and Noggin. I am also very keen to increase the social element of the Club (even if we do have to socially distance!) and we will continue looking at ways we can do that as we move into 2021 and the future.

*Tania Brown*  
*Club Secretary*





# WHEN JAGUAR BOUGHT DAIMLER

The British Motor Museum Is Hosting A New Temporary  
Exhibition: 'When Jaguar Bought Daimler'

## ICONIC DAIMLER

**The Daimler Motor Company was formed in 1896 to manufacture motor vehicles in Great Britain. It can be regarded as laying the foundation stone of the British motor industry.**

**The first Daimler Company was formed in 1890 by Gottlieb Daimler in Germany. Daimler had developed a small and high speed internal combustion engine that was suitable for a wide variety of applications.**

Frederick Simms, a German born British businessman and close associate and business partner of Daimler, set up 'The Daimler Motor Syndicate Ltd' in 1893, and acquired a license to manufacture Daimler Engines in Britain.

Henry J Lawson, was a company promoter, who set up the British Daimler Motor Company in 1896 after buying Frederick Simms's Daimler engine patent rights.

A former cotton mill on a 13-acre site at Sandy Lane in Coventry was purchased to begin the manufacture of the first British Daimlers.



In 1904, a new company was formed called the 'Daimler Motor Company' to consolidate the growth of the business. The floor space and manpower at the Coventry works was increased.

On 1 September 1910 it was confirmed that BSA and Daimler were discussing an amalgamation of the two companies. The 1904 Daimler Company was wound up and replaced by a new company whose shares were held by BSA. BSA assumed responsibility for Daimler's liabilities.

Continuing demand saw the development of a new factory at Radford from 1912 as Daimler increasingly made buses and commercial vehicles.



HERITAGE TRUST



# WHEN JAGUAR BOUGHT DAIMLER

'When Jaguar Bought Daimler' is a new exhibition at the British Motor Museum, from the Jaguar Daimler Heritage Trust (JDHT), telling the story of when Jaguar bought the Daimler Company from BSA in 1960.

Most people know very little about the early history of the Daimler Company in the UK, or when it became part of the Jaguar Group, and the 60th anniversary of Jaguar's purchase of the company from BSA provides the ideal opportunity to tell the story.

'When Jaguar Bought Daimler' will run from 10 October 2020 to the end of January 2021.

It starts by detailing Sir William Lyons' requirement for additional factory space, which fortuitously coincided with BSA's desire to divest themselves of the loss making Daimler Company. It explains the background behind the deal that was struck between Sir William and Jack Sangster of BSA, without the knowledge of Jaguar's own board of directors. This is exemplified by the opening headline of the exhibition: "While shaving on May 26th 1960, Jaguar Engineering Director, William Heynes heard an announcement on the BBC radio news that Jaguar was to buy Daimler from BSA. This came as a complete surprise to Heynes and the rest of the Jaguar Board."

The exhibition covers 100 years from the Daimler Company's beginnings in 1896, its history of Royal patronage, superb engineering, efforts supporting both World Wars and then Daimler's 'post Jaguar' life. A series of period advertisements provides an insight into Daimler's social history.

The following Daimlers from the JDHT Collection are included in the exhibition:-

- 1897 - Grafton Phaeton (registered AD 1897) - the oldest surviving Coventry-built Daimler
- 1907 - TP 35 (DU 541) - a sister car to the Daimler that set fastest time of day at the Shelsley Walsh hillclimb
- 1911 - TA23 (DU 1) - owned by a serial inventor who was responsible for many of the innovations that made pneumatic tyres practical. (The car wears registration number DU1, the first one issued by Coventry).
- 1950 - DE36 'Green Goddess' - one of only seven built - bought in New York by James Melton - 'America's Favorite Tenor'
- 1963 SP252 Prototype (LHP 307F) - Sir William Lyons' proposal for re-styling the Daimler SP250 Sports Car
- 1964 Majestic Major Limousine (AHC 815B) - the standard limousine of the 1950s and 1960s - powered by the 4.5 litre version of the Edward Turner designed, Daimler V8 engine
- 1966 V8 Saloon (FTA 848D) - Daimler version of the Jaguar Mark II compact saloon
- 1995 Double Stretch Limousine (M95 JRW) - built for Sir Nick Scheele
- 1996 Corsica (P300 COR) - built by Jaguar Special Vehicle Operations to commemorate Daimler's centenary

*The exhibition is included in the normal Museum admission. Museum entry is £14.50 for adults, £12.50 for concessions, £9 for children (5-16 years) and under 5s are FREE\*. There is also the option to Gift Aid or donate your entry fee and get an Annual Pass in return, at no extra cost.*

*To find out more information about this exhibition please visit the [website](#) or call 01926 927823.*

*(\*I am hoping to get us a discount which will be in next week's News Sheet if successful!)*





# STORY OF A PUB MEET

Recently, long-term Club member, David Barker, contacted me to tell me he had taken over the reins of his local pub meet once again after a short absence. Well, I had noticed that 'Barks' often has quite a lot to say on the Forum so I said: 'Why don't you write about it, David? I suspect you're rather an entertaining wordsmith'. So he did, and he is...

I wonder how every one else's Pub Meets are going? I know that ours has changed a a lot over the years. I have been running it for at least thirty years and attended the original meetings at The Nags Head at Castleton back in the 1950s! Back then we didn't have the drink drive laws or the horrendous traffic we have now and as lads we used to belt out to Castleton, have a great time with our heroes like John Vessey who had a half share in a P3 Alfa, down a few pints (never more than six) and whizz off home again and not one of us ever had an accident. Then I had a spell away from the Club, marriage put paid to old motors for a bit! But in 1983 I returned with Christine, my second wife, and apart from a year out as a protest against the way the club was being run by the then "C.E.O" I have been a member ever since and even when I was "Out" I still ran the Pub Meet!.

During that time it has changed quite a bit in fact thirty years ago the meeting got so big we split in two, and we still have the two meetings round here and some people go to both (we had the good sense to have them on different days!). In our group we had a fair number of folk who were competing regularly, and winning sometimes! Quite a number of us competed in the Rallies and it wouldn't be fair to mention names but we won a decent number of awards every year, and if we weren't competing we were organising, in those days the Northern Rally 's venue alternated between Derbyshire and another place somewhere across the Pennines or into Yorkshire. When it was Derbyshire's turn there was Tim Cork and Tony Costigan in charge and half a dozen of us as Chief Marshal, Chief Timekeeper, route checker and all that sort of thing. Our wives, usually known as "the Sisters of Mercy" for some unknown reason, did the signing on and taking in the route cards at the end. On one famous occasion one of the "Sisters", without looking up, said to the competitor: "You are a member aren't you?". "I think so, in fact I'm the President!" said Peter Glover. There was a lot of camaraderie and craic, never a dull moment! Then there was the Trials Gang, and they won lots of pots too, there one or two who were the ones who set the pace and several more who were there or thereabouts and a couple of them still appear. In fact pretty well the whole team who organise the John Harris Trial are part of our mob. The hillclimbs weren't overlooked either, I competed from 1989 to 2014 and had a great time, even won the odd First and Second! Many of us did plenty of marshalling, some of us even ended up as Club Steward a few times.



# STORY OF A PUB MEET

Then well before this bloody virus hit us, things changed and the meeting is now, by popular request, held at lunchtime and without being too rude to my fellow attendees, the average age has gone up considerably and the number of competitive people has gone down in proportion. I think we only have one member who still competes, he knows who he is, and it's great that he still does the Measham and the odd hillclimb. Well done T.C.!

Now the Covid thing has put a real damper on things, during the total lock down we had to cancel, then when we were allowed out again all sorts of rules made things difficult but during the summer we were lucky that our Pub has a big garden so we could still gather and chat. Unfortunately, now we are not suppose to organise any indoor meeting and have sit at tables of no more than six at least two metres apart. No more going to the bar when we arrive and greeting each other and kissing the ladies and chatting to our mates and for everyone, not just us, it will be table service and wearing a mask when you go in and out or to the toilet. So I have had to send them all an E Mail saying; "THE MEETING IS CANCELLED UNTIL FURTHER NOTICE" luckily most of them are so used to going to a certain hostelry on a certain day at a certain time that I am willing to bet if Christine and I turn up there, having booked a table as you have to do, that there will be a few faces we recognise scattered around!



For a mystery prize (I don't know what it is yet) can you identify the two nephews of the inventor of the Trojan and collapsible camp bed - and name the inventor? Answers to David!

In normal times, David's pub meet takes place at The Crispin at Great Longstone, Nr Bakewell, DE45 1TZ on the third Wednesday of the month at 12pm

Email is: david.barker5@icloud.com; phone numbers 01246 278995 and 07483 244165





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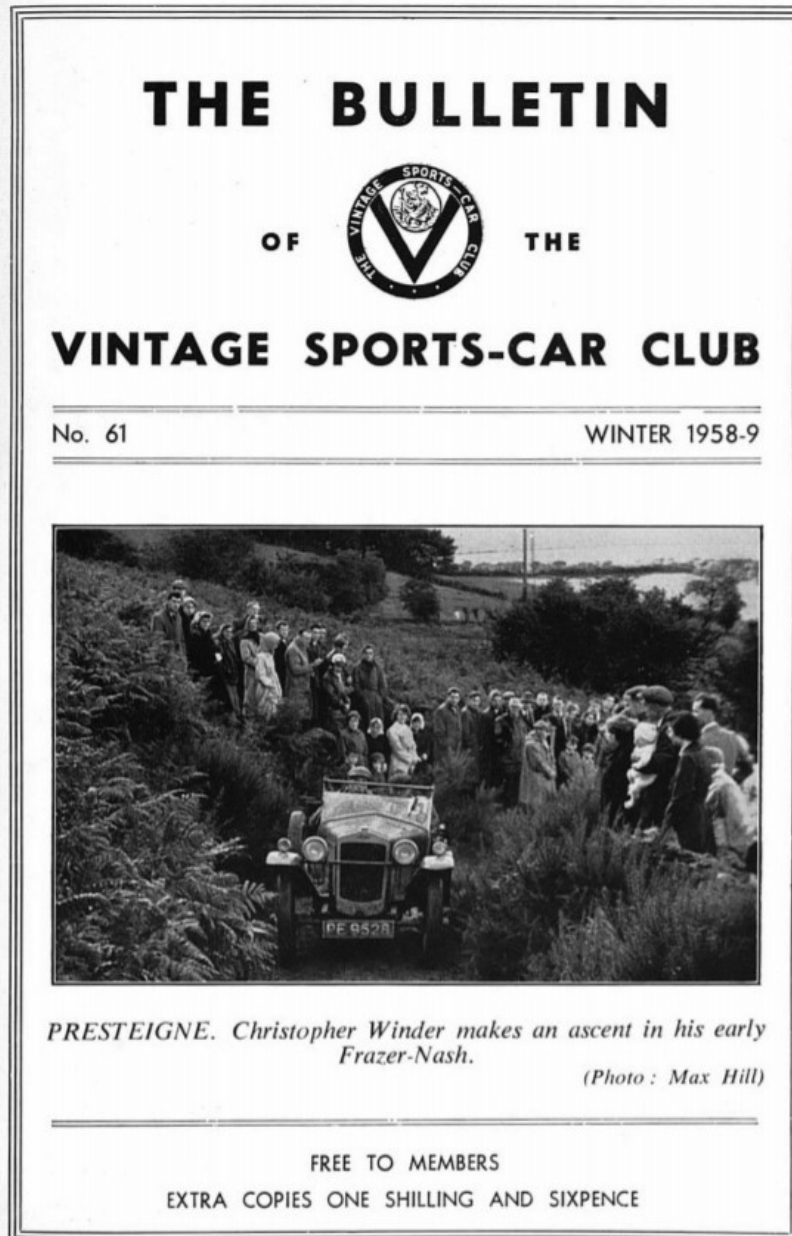


# THE BULLETIN

At The Beginning Of Lockdown Volunteer Librarian, Ian Sykes,  
Discovered A Cache Of Treasure Lurking At Home - A Back  
Catalogue Of Bulletins Dating From The 1930s

Originally, The Intention Was For The Library To Charge For Access But In  
The Spirit Of Lockdown Ian Uploaded Each Edition To The Website For  
Members To Enjoy For Free

You Can View These Bulletins At Any Time, But We Will Be Featuring  
Editions In The News Sheet Through The Coming Months.  
Click On The Image To Browse And Enjoy





# WINTER FETTLING

The impending repairs are beckoning as a severely curtailed events calendar dwindles almost to a halt; it's already time for thoughts to turn towards the garage.

If you have any garage projects this winter please share your stories, photos and video with us!  
Please send them to [liz.fox@vscc.co.uk](mailto:liz.fox@vscc.co.uk)  
I look forward to hearing from you

## Available to order now VSCC Christmas Cards

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# SCENIC CAR TOURS

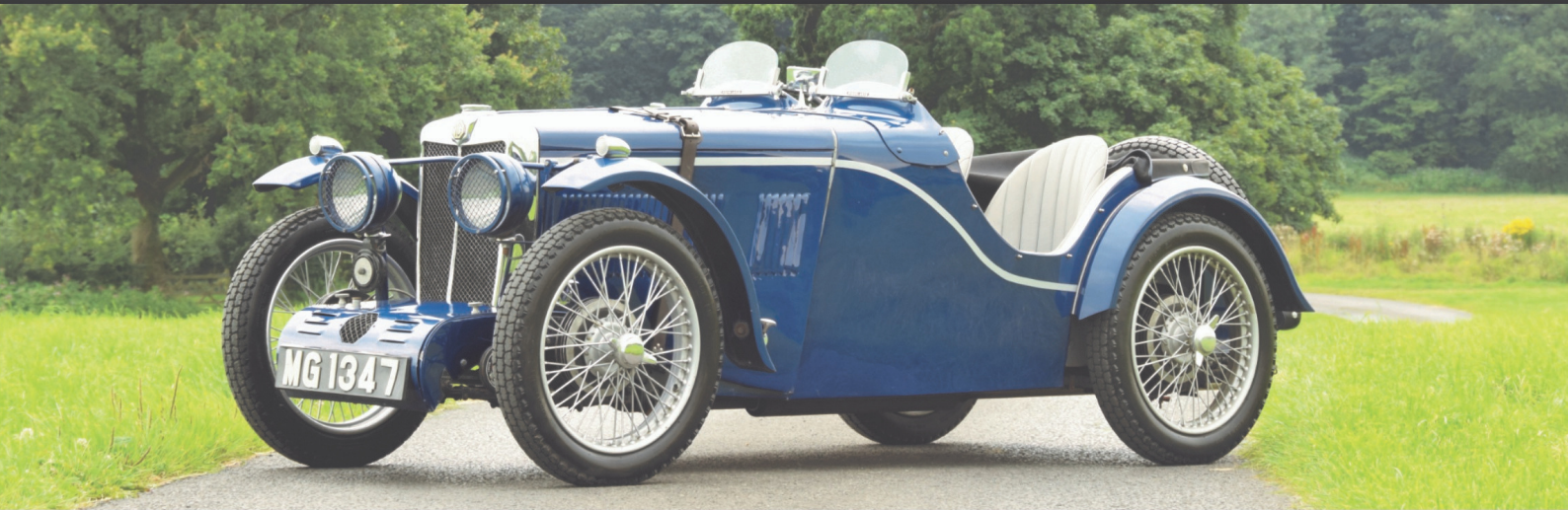
Looking forward to a brighter 2021, you may recall that in Life Before Lockdown we featured some of the social tours organised by Scenic Car Tours. I am happy to report that SCT are back on the road again and taking bookings. The VSCC is not organising any tours and are not involved in any way but members wishing to book independently can still use the VSCC discount code VSCC50 to receive £50 off their booking.

Vintage Sports-Car Club members are entitled to a £50.00 discount off of any tour above the value of £250.00 per person. You MUST quote 'VSCC50' to obtain this discount or enter this code when making a booking online. This discount ONLY applies at the time of booking, and cannot be applied when coming to pay a balance. It also cannot be used against a ticketed event.



Autumn colours in the fresh air, theirs simply nothing better that a pre-war motoring on an sunny autumn day or early evening. Life is all about the memories, make them good ones.

Contact 01200 538866 fo more info on how to acquire either of these two. *Stay safe my friends*



1931 MG D type supercharged. £28,000

[Find Out More Here](#)



1925 Amilcar C4 Petit Sport.

£28,000

[Find Out More Here](#)





# V S C C R E G A L I A



## This Week's Interesting Links

For A Full Write Up Of VSCC At The Welsh In Classic & Competition Car Click [Here](#)

For The Welsh 80th Anniversary Click [Here](#)

For 1975 Click [Here](#)

....And For 1962 Click [Here](#)

*Enjoy!*