

# Hare & Hounds

Classic Vehicle Club



FEBRUARY 2023 | EDITION 373



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The Club meets at the Conservative Club, High Lane  
on the **THIRD** Wednesday of each month @ **8.15pm**

Annual Club Subscription - £20

Subscription Payments by Bank Transfer

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## Upcoming Events...

### February 2023

Weds 15th February – H&HCVC Annual General Meeting (there are rumours of a free hotpot supper too).

### March 2023

Sun 12th March – Spring 'Mystery' Run – Route will be set by Andy Robinson. Start from Legh Arms (Adlington) @ 10:30 (Breakfasts served from 09:00). This will be a scenic route, possibly passing the odd National Trust site, so bring phones/cameras if you want to take photographs. Destination will be the Bleeding Wolf (Scholar Green, nr Stoke, ST7 3BQ).

Weds 15th March – Club Night – Rocker Box Racing (see Steve D's 'Tips from a Champion' in the Dec-22 magazine and Ed Burke's note & specifications in this edition).

Sat 18th March – Knowldale Car Club 'John Clegg Mini Miglia' event. See Andy Robinson's piece in the Dec-22 magazine, the KCC website or contact Andy on 0161-430-7010

### April 2023

Weds 19th April – Club Night – Visit and discussion with 'Digi-Folk' regarding computer, phone(s) and other 'tech' issues. Any questions to Steve D beforehand or on the night.

Sun 23rd April – National 'Drive It' Day – Route to be set by Richard Burnham. Details, destination & venue to be confirmed.

### May 2023

Sat 27th, Sun 28th & Mon 29th May – Smallwood Vintage Rally – Smallwood, Nr Sandbach, Cheshire.

### June 2023

Sat 3rd & Sun 4th June – Classic & Performance Car Show – Tatton Park, Nr Knutsford, Cheshire.

Sun 18th June – Peaks & Dales Charity Run – There will be one route (no greater than 50mls). Prebooked cars & crews will be £17 or £20 on the day. Full details of venue(s) and final destination to be confirmed.

### July 2023

Sat 1st & Sun 2nd July – Stars & Stripes American Vehicle Show – Tatton Park, Nr Knutsford, Cheshire.

### August 2023

Sat 19th & Sun 20th August – Passion for Power Show – Tatton Park, Nr Knutsford, Cheshire.

### September 2023

Sun 3rd September – Annual Club Show – Brookside Garden Centre. Garden Centre.

### Please Note – Annual Club Subscription – Please Note

The 2023 annual subscription (£20) for membership of The Hare & Hounds Classic Vehicle Club is due with effect from 1st January 2023. Please note that all subscriptions should be paid over no later than Wednesday 15th February 2023 – the date of the Club's AGM

Features John and Margaret Garlick's rare and immaculately presented BEDFORD KD Truck. Read more about this commercial vehicle survivor further on in this issue.

Keith Yates

I would firstly like to welcome everyone to the February 2023 edition of this, our Club magazine. David and I hope that you enjoy reading it and that you may find yourself smiling or even find it thought provoking as you turn the pages.

Now, a warning. I'm about to go into 'grumpy old man' mode so you may want to skip this section and join me again later. Can anyone tell me why it is that the UK motorist is, and always has been, given such a raw deal? It probably started with the 'Red Flag' act and has continued, unabated, ever since. In my own lifetime I've seen successive politicians queuing up to greedily extract as much money as possible from long suffering motorists or creating endless laws to restrict us in so many ways. If you buy a new vehicle then you pay a thumping great wad of money to the Treasury – we've been hit by Purchase Tax, Special Car Taxes and VAT etc over the years. Of course, it doesn't end there as we then get hit with RFL (very little of which actually funds the roads), Fuel Duty, extortionate parking charges, MOT costs, repair/maintenance bills and, of course, VAT is charged on everything. The list goes on and then,

after all of that, we're told that we're responsible for polluting the planet, covering the countryside with tar-mac, being totally inconsiderate towards pedestrians, cyclists (aka MAMILs) and all forms of animal life and, if all else fails, that we drive far too fast for anybody's good. I suppose that there are some positives though. A lot of the billions extracted from motorists do go towards the funding of other important aspects of our society. I've also noted a more recent shift away from the political belief that, seemingly, UK motorists are the goose that keeps on laying those golden eggs. Chancellors seem less inclined to keep increasing motoring taxes and are even (supposedly) looking to ease the burden by, for example, extending MOT date requirements and, shock and horror, even looking to tax those EV motorists. Come on you EV guys, you use the roads as much as I do; time to get your hands in your pockets and shoulder some of the burden.

Welcome back if you skipped the last bit; I hope you enjoyed your brew and a biscuit. The mention of biscuits reminds me, Aldi seem to have stopped selling 'Chunky' chocolate biscuits – anyone know why?

As you read through from here, you'll hopefully notice that there are a couple of pieces that tell the stories of two vehicles that were both saved from the scrapyard and the jaws of the crusher. Both of these vehicles are, in simple motoring terms, as different as chalk and cheese but they do, however, share some common themes. Both had lived a life, had created memories for people and had seemingly reached their ends. Both were saved by dedicated restorers who, single-mindedly and with absolute dedication, brought them back from the dead, turned them into fine machines with further lives to live and to give pleasure and memories to countless other people. I don't know of any other object or possession that can do this other than a motor vehicle. How many times have we been out and about, or at a car show, only to be told "my Dad/Mum had one of those", "I learnt to drive in one of those", "I drove one of those in the army" or "I had one as my first car" etc, etc? So, these vehicles have not just been saved and given pleasure to their restorers and/or owners, they live on to revive many old memories that can be retold and, of course, create new ones too.

It was good to hear that the 'Online Austin Seven Club' is taking up the challenge and trying to stimulate interest in pre-war cars etc. A dedicated pre-war show certainly can't be a bad thing as we're talking about interest in motoring history here. The sad thing is that these motoring gems are becoming less and less relevant to the younger generations. As an avid watcher of 'Bangers and Cash', the decline in interest and values of pre-war cars is becoming much more to the fore. It seems to me too that the 'classic' car brigade can't be smug about this. Younger people drive cars that are seen as disposable and have every possible creature comfort. So, for how long will a 1960's Ford Zephyr (with a column change), a 1970's Austin 1800 Landcrab or a 1980's Vauxhall Nova be of relevance to a generation brought up on the simplicity of driving an EV?

I was reading recently that a group of very significant Lotus Elans were all coming up for auction at a February sale. One of these cars (SJH 499D), a 1966 model, had been used by the late Dame Diana Rigg in the 1960s TV series 'The Avengers'. The unforgettable character, Emma Peel, could be seen driving the Lotus

Elan in no less than 19 episodes of the much watched (cult even) and ground-breaking series. The pre-sale guide price is £80-£120K but, because of its history and great condition, it's expected to break the previous record Lotus Elan sale price of £112K. It's funny how time and passing years can change your perspective on things. If, 40yrs ago, I'd been given the choice of a good night out with Diana Rigg/Emma Peel or her Lotus Elan, well, I think the night out would have easily won

the contest. Now, I'm looking at a picture of the famous Lotus Elan and wondering what body parts I could sell to enable me to buy it. Hey-ho and se la vie.

Time I drew these ramblings to a close. The Editorial Team hope that you're all looking forward to the March edition of this magazine and that the advent of Club Runs give us all the opportunity to enjoy some trouble free 'classic' motoring throughout 2023.

**“I have a BMW, but only because it stands for Bob Marley and the Wailers”**

**Bob Marley**

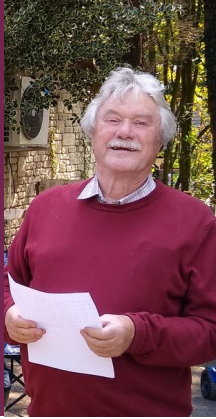
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# CHAIRMAN'S CHAT



## HALL OF FAME AWARD RECIPIENTS

2012 - Chris Parr  
2014 - Bob Plant  
2015 - Ray Etchells  
2016 - Fred Dean  
2020 - David Bowden  
2022 - Jane Harrop

Now that Spring is just around the corner the weather should be getting warmer but, as I get older, it seems to me to be getting colder and for longer. And of course, keeping the house heating on for longer means having to put your hand in your pocket to pay for it even more!

For the front cover of this issue our editorial team have featured a picture of John Garlick's Bedford KD truck, seen at many shows. To refresh your memory, John is also the owner of a very nice, yellow, Vauxhall Victor estate car, also seen at shows, that was the subject of a feature several issues ago. As I said previously, John must have been wearing those pink lensed glasses when he bought the Vauxhall (the glasses we have all unfortunately worn at some time or the other) but all his hard work paid off well. John's Bedford has a very interesting history and is the subject of an article in this issue.

One tip I learned, which seemed to work, is regarding defrosting your car on a cold and frosty morning – that is unless you

own a Ford, or a Range Rover from the Ford ownership days, with a 'quick clear' front windscreen. The tip is that when you blast slightly warm air over your windscreen you pull the sun visors into a horizontal position to push the air back down again. This seems to work.

I know I have been harping on about why doesn't the DVLA keep drivers informed about changes to the rules affecting us? I have read about getting a new driving licence when you are 70 and making sure that you can still drive the vehicles you could when you were 69 or, potentially, be fined a lot of money. Also, other matters concern new rules about pulling caravans and the like and the weight of same in relation to the weight of your car. It seems too that the Police are now using the Welsh Police tactic of concealing speed cameras in builder's trucks and the like parked by the roadside. The list is endless but as I have said before, the DVLA should tell us about these changes. A friend of mine popped in to see us on Christmas day, then called on



his daughter in Marple Bridge, stopping the night and went home to Newark on Boxing Day. That morning his car would not start so he phoned the AA. Sorry Sir, we cannot help you as your MOT expired in October. I was able to help him get it to start with the aid of some jump leads. So, he won't be renewing with them and again, why don't the DVLA tell us that your MOT is due, like they do with road tax?

I read that there is a discussion about changing the rules about the MOT testing period. This may be extended from once a year to every two years. Additionally, new cars may have their first MOT test extended from the third year to the fourth. We wait.

We had a good turnout of members for the Chairman's Quiz Night. I must report that we had two joint team winners in the Andy Robinson camp and, once again, the Mike Coffey team. Thanks to all of you that took part. Again, I have to say that the increase in turn-out is most welcome as events take a lot of work and the support from you all is much welcomed.

For the next meeting we have our annual AGM so I had better get my speech written. Any similarity to that from last year is purely coincidental.

The annual Peaks & Dales Charity Run is well in hand and planned for June. However, and as I have previously stated, the con-

cluding venue will not be at Buxton this time but it will be at Bakewell. The exact place is yet to be finalized but the application forms will be available soonest. There are a couple of changes to the format in that only one route will be given out (of not more than 50 miles) and the charge, as for several years, will remain at £17 per car/entrant. You will still be able to get the route etc on the day but the cost will be £20, due to the amount of change needed.

The rumble carries on about electric cars and more so now with the collapse of British Volt, intended makers of batteries for these cars. I do not understand why so much emphasis is put on acceleration and top speed rather than and more to the point, how far the vehicle will travel with lights on, wipers running and heated seats operational before a re-charge is needed. When I was at college in the 1960s, we used to test DC series wound motors which, I presume, are fitted to the modern electric vehicles. These were amazingly quick to reach the top speed of around 3000rpm but the length of time they would run for was relatively short and despite our best efforts we never managed to blow the motors up.

And so, that is all from me for this issue and I await seeing you all at the AGM. Did someone mention a complimentary hot pot supper?

Steve Diwall

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*Graham Scattergood*

Hi Gang

Well the Chairman got us, and 2023, off to a cracking start with his now infamous New Year Quiz. This year was a more bruising test of knowledge which, for the most taking part, was perhaps more a lack of knowledge. However, and yet again, the outcome was the same with the Limestone Cowboys of Mike, the two Daves and Steve in the winning enclosure. Creeping up on the rails though, this year the Cowboys were equalled by Andy Robinson's team so maybe the tide is turning and the Buxton quartet's grip is loosening. As I am writing this I am looking forward to the New Year's Run out from the Fickle Mermaid pub. Here's hoping for some decent winter weather, dry and salt free, though whether the MG is raised from its slumbers I will have to wait and see. February brings forth the Club's AGM, a never to be missed spectacle of ... A pathy G oing M ad. So, come on guys, its your club. Make your views known with what and how you want YOUR club to progress.

On a sad note. For us in the MG fraternity and also our Triumph, Classic Mini and MX5 colleagues too, it was upsetting to see the passing of a dear friend, or so it had become to a lot of us, with the closure of the Moss Spares shop in Stockport's Cheadle Heath; it had been founded some 40 or so years ago by Barry Stafford. So now we, like most of Britain, are having to resign ourselves to the fact that we will have to order our parts and accessories on line (bah) and not just toddle over to the shop and grab that much needed part to get us underway. I have been informed that a far ranging number of things contributed to the Moss organisation closing the shop. I will shortly be having a coffee with those in the know to try and find out the truth behind it all – I believe a new and over complicated computer system was probably the final nail in the coffin.

Anyway, in the meantime, lets hope 2023 is good to us all !

Toodle Pip for now.



# MOTORWAY DRIVING STANDARDS & SMART MOTORWAYS

*THOMAS WARDLE*

*Hopefully, regular readers of this, your favourite Club magazine, will recall the October 2022 article that contributor Thomas Wardle put together on the Daimler SP250 'Dart'. Just to remind everybody that Thomas is not only a regular contributor to the H&HCVC magazine (eg summary of 1955 Mille Miglia) but has also made various contributions to a wide variety of motoring journals to give his thoughts, ideas and feedback on articles he's read or perhaps seen on television. The following are two pieces that Thomas submitted during 2022 and which he copied to me for consideration and for possible inclusion in our own Club magazine. They both raise a number of, what I believe to be, very interesting, valid and important points. So, what do you think? The Editorial Team would really appreciate hearing your views on these subjects – or other aspects of motorway driving. Send us an email or have a word with me at one of the Club Nights.*

*(Ed.)*

■

Before retiring I used to deliver cars, mostly new, on a trailer that was towed by a 4x4. Whilst using the motorway system, one of my biggest issues was with 'middle lane hoppers'. In one extreme example I recall following the driver of a Ford Fiesta from Knutsford Services all the way to Hilton Park, a distance of 49 miles, and that car NEVER strayed from lane two all of

the way. Whilst climbing up to Stoke Services a truck, that the Ford was following, was struggling to over-take another truck and even though lane three was empty at that point the Ford still stayed in lane two and followed the truck. That was just one incident but I encountered similar ones several times a day.

We now have a further problem with this type of driver. Many miles of the motorway network have now been widened to four lanes, giving these people a dilemma. Do they sit in lane two or lane three? Judging from what I have seen to date, the jury seems to be out on this question. Whilst driving down the M6 recently the motorway was plagued with its usual set of problem; lane one was mostly trucks, so no change there then, lanes two and three were taken up with drivers content to stay in the same lane for their entire journey so, that meant that cars wanting to overtake were funnelled into lane four. This is exactly the same as when the motorways were three lanes and they were funnelled into lane three. All those extra miles of tarmac and what have we gained, very little.

Some five/six years ago, a person driving a small works van in lane two on the M62, south of Leeds, was stopped by the Police for not using lane one. He was taken to court and fined about £850

and given five points on his licence. If this incident had been broadcast on all the TV channels for about 24 hours can you imagine the impact it would have had?

About 6mths ago, a Channel Five programme, made in conjunction with Cheshire Police, was broadcast and one part of this really made my blood boil. A Police Traffic Officer was on the M6 and was following six or eight cars all hogging various lanes. It was only when a Mercedes driver was undertaking these people did he jump into action and pull him over. Let me state here and now that I am not condoning the Mercedes driver's actions because he was undertaking and speeding at the same time. However, what made him take the action that he did? Probably total frustration at other road users who do not understand the basic rule of the road – in the UK we drive on the LEFT! So, the message that, in my opinion, the mindless, middle lane hogs would have taken from that would be that they had done no wrong, the Police car had passed all of them and so, smugly, their own standards of driving must be fine.

Whilst it is not necessarily the job of the Police to educate drivers, this problem and others, have reached such epidemic proportions that something has to be done. Earlier I mentioned the case of the van driver near Leeds and the probable

impact it would have had on drivers if it been put on National TV.

Why not make a TV programme about bad driving habits? Lane hogs, diving in front of other vehicles with their brake lights on, forcing their way into lane one at the hundred metre marker to exit the motorway for example? I'm sure readers can think of many more. Use unmarked Police cars to film these incidents, take the drivers to court and tell the viewers how much they were fined and how many points they received on their licences. Also, how about a film of a Police officer, driving an unmarked car, and showing how it should be done?

You don't have to prosecute everybody, just a few and make sure everybody knows about it.

■  
So called 'Smart' Motorways; a sizeable number of people seem to hate/detest them without, in my opinion, a logical reason.

What is the difference between a smart motorway and a dual carriageway? Very little really and yet I haven't heard anybody complaining about dual carriageways.

Both types of road are basically the same. The dual carriageway has two lanes (usually), where as the smart motorway has four (usually). Both types of road have a 70MPH limit (usually), so no real difference there. Neither has a hard

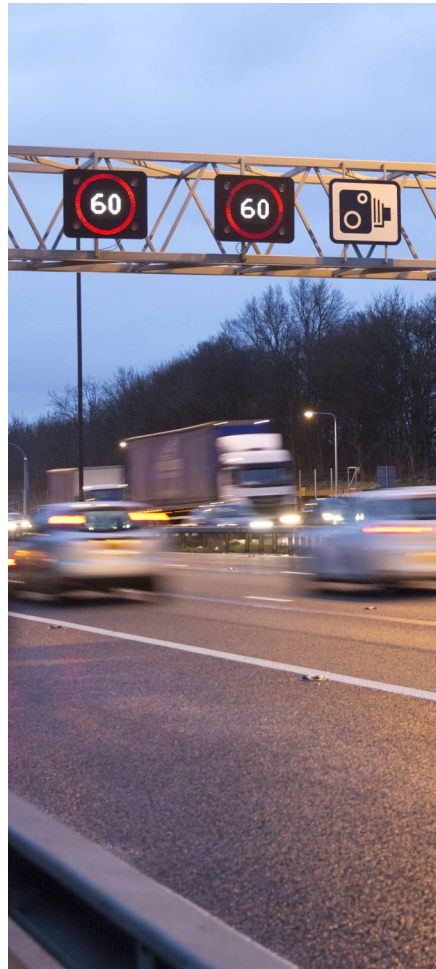
shoulder, so no difference there either. The dual carriageway also allows agricultural tractors, moped riders, cyclists and learner drivers, all of which increase the hazards, yet smart motorways are "dangerous" according to some people. Perhaps it is the lack of available refuges in the event of a breakdown?

When I was working for a living I used the A50 dual carriageway between Stoke and the M1 several times a week. On the 40 mile stretch of road between the roundabout after you exit the 40MPH limit from Stoke, to the roundabout just before you reach the M1 there are four lay-bys, three roundabouts, 12 exit roads and one service area. A total of 20 points of safe exit off the carriageway. On a 40 mile stretch of smart motorway there should be, by law, between 40 and 53 refuges in case of breakdown and/or emergency – potentially, double the number of exit points compared to the average stretch of dual carriageway.

So, the smart motorway has four lanes, as opposed to two, potentially double the number of refuges and no learners or cyclists etc, so why are they considered dangerous by many people?

My opinion is this. Over the past sixty years motorways have become safer places to drive. They have central barriers, better lighting

and signage etc and we have become used to the fact that the road ahead WILL be clear because of the hard shoulder. This is an attitude that we do not take with us when driving on dual carriageways. Perhaps we should all realise that when a motorway becomes "smart" a different driving attitude should be taken.





## Pre-War Vintage Car Show 2nd April 2023

*A case of "calling all cars" with this one – or pre-war cars anyway. Jane, the Club's digi-meister, was sent the following email (text copied below) which is clearly aimed at members with pre-1940 cars. If you are interested in this, as a participant or just a visitor, then please contact me (details at the back of the magazine) and I will forward the actual flyer to you. Pre-war motorcycles and commercials are also welcome.*

*This is going to be a ticketed event but tickets will be free. Voluntary charitable donations will be raising money for the Lions charity. If successful, a bigger event is planned for September 2023.*

The Online Austin Seven Club is organising a car show solely for pre-war cars. Currently, many car shows are "Classic Car" Shows, nothing wrong there, but often pre-war cars are in the minority, so we have chosen to invite pre-war cars only, and we hope that some of your members who own a pre-war car will be able to join us. The attached flyer gives pertinent information.

Hammerwich is midway between Lichfield and Burntwood, Staffordshire, and is approx. 20 miles north of Birmingham. Their Cricket Club (WS7 0JQ) is an ideal venue because it has all the necessary facilities.

Many thanks in anticipation.

Best wishes,

**Alan Billington**

Events Secretary

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## The H&HCVC International Rocker Box Racing Championship

The H&H International Rocker Box race night will be held on Club Night, Wednesday the 15th March 2023. For anyone not familiar with this debacle, for one night only we throw away all the normal genteel club night behaviour and become children again.

All you need to enter is a child's skateboard with an engine rocker box nailed on. The more adventurous can build their own chassis and wheels etc. which may take many hours. This year we are going to run an additional "for fun" class using, instead, a Block or Smoothing Plane from the old woodworking shops. There are quite a lot of these still around, unlike the British rocker boxes which are now drying

up. We award three sought after trophies each year - one for the fastest, one for the best dressed racer and a bad luck trophy.

We also award the piston broke trophy. This is not as sought after because it is awarded to a club member who, during the show season, has endured some bad luck with their classic car etc. We have a couple of members who are way out in front but you may know of someone more deserving so please make one of the committee aware and grass them up.

Cheers for now

*Ed Burke*



## H&H CVC Club Regalia

Light Grey Sweatshirts (with embroidered Club logo) – Size Large - £12.00

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# ***BEDFORD***

## **1940 KD Truck**

**John Garlick**

*with words by Keith Yates*

John Garlick, serial vehicle restorer and owner of this rare and now immaculate Bedford KD commercial survivor.

I suppose that it's fairly obvious really, commercial vehicles are 'work horses' that tend to be worked very hard and/or abused. That being the case and generally speaking, the life expectancy of a commercial isn't very long and cer-

tainly has a far lesser chance of long term survival than a 'pampered' private car. So and bearing that in mind, it's always great to see an ageing commercial vehicle that's in fine fettle and being well cared for by its owner. Even more the case when such a vehicle has been brought back from the automotive graveyard and given a whole new lease of life to enjoy and to be enjoyed by everyone. Like so many classic vehicles, the story



behind this particular Bedford is an interesting one but it's only because of John's hard work that it's still here to relay it.

Firstly, here's a brief history lesson for you. Vauxhall Motors was initially well known for very prestigious and sporty cars but, just over 20yrs from being founded (in 1903), it got into financial difficulties. In 1925 the company was bought out by General Motors and, as a consequence, in 1931 it was decided to create a new commercial vehicle division that would be distinct from Vauxhall's car making business and which itself would be reinvented from a prestige to a more mass-market manufacturer. The name given to this new commercial division was Bedford; a nod to the county town of the Luton factory's Bedfordshire base. Manufacture of Bedford commercial vehicles was eventually moved to Dunstable, a previous wartime factory, during the 1950s and the name Bedford was finally consigned to history during the early 1990s.

John's Bedford KD was purchased in the belief that it was a 1938 model. However, some research has established that the truck was actually manufactured in 1940 but wasn't 'first registered' with the licensing authorities until 1946. So, an unaccounted for gap between 1940 and 1946. There is

no definitive proof at this time but it's almost certainly very safe to say that the Bedford rolled off the production line and went straight into military service as part of the war effort.

Technically, the truck has a Bedford/Vauxhall chassis but, because of the GM connection, the engine is a 3519cc, 6 cylinder, petrol Chevrolet unit that was also used in the Vauxhall Cresta saloon and, of course, Chevrolet trucks too. John can recall mooching about a classic vehicle show and hearing, what he thought was, his Bedford being started up by someone. He rushed back to find that it was actually an American Chevy that was being started but its engine was the same (and sounded the same) as the Bedford's.

Back to the story and timeline. The truck was 'first registered' with the Midlothian authority and was allocated, so far as John can establish, with a 'SY' (Midlothian) registration number. Sadly, the DVLA refused to allow the use of the original number when the restoration had been finished. It now has the number 764 XUT that is a Leicestershire plate and of no significance to the vehicle's history. The ways of the DVLA must remain a mystery to us all. Anyway, John has established that his Bedford was put to work in a timber-yard. It

sported the Scottish flag colours of a white roof and a blue cab and it seems to have remained with the yard, working, until 1972. At that time, and perhaps during a long distance delivery trip to Manchester, the truck broke down and (my speculation here) being 32yrs old was probably seen as being uneconomic to repair and/or get back to Scotland. Incredibly, it then sat in Walker's Scrapyard (Droylsden) for 14yrs (to 1986) when it was purchased by a joiner who, full of all the usual good intentions, planned to 'do it up'. By the late 80s/early 90s the Bedford was in bits, the chassis had been sand blasted (taking all of the paint layer history with it) and the task was almost certainly beyond the capabilities of its owner. Enter John, stage left.

John had been told about the Bedford via Arthur Baker, the owner of a frequented local shop, who knew that John was into and a restorer of old vehicles. Introductions were made, a deal was done and John became the proud owner of a

huge pile of Bedford bits and pieces large and small. The task was a significant one but one that John was well qualified to take on. The Bedford was finally completed and re-registered during early 2010. It is resplendent in its red/orange and black 'A. Houghton Removals & Storage' livery. This was a family run haulage business, run by John and his brother, that was well known across the Stockport borough.

As a footnote to this story, John and his Bedford won the Commercial Vehicle first prize at the 2022 H&HCVC Club Show. Given the quality of the restoration, a well deserved win I think. And finally, John has recently uncovered a photograph, taken by the previous owner during the strip-down, and it shows part of the chassis coloured in what John describes as a real 'RAF blue'. It would be fabulous to know what this marvellous Bedford was doing during the War and to have that history with it.



## TULIP NAVIGATION

For those of you who are put off by the thought of doing a car club run because of "Tulip Navigation", here is a brief and hopefully helpful description of TULIP NAVIGATION.

Tulip Navigation has nothing to do with flowers but is named after the international Tulip Rally (Tulpenrallye) which was first held in Holland in 1949. A method of navigational instruction was decided which could be followed by any nationality without translation, and has been used in competitive and non-competitive events to the present day.

The TULIP or BALL & ARROW navigation is very simple to follow: If you imagine your car is the BALL and that is where you have come from and the ARROW indi-

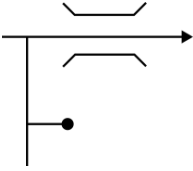
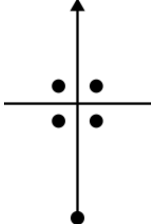

cates where you are going to, with mileages usually given in tenths of a mile between instructions.

The TULIP Road Book is usually divided into 5 sections per example below with the following headings. Don't forget to set your trip, if you have one, at the start of the run and then after every instruction. If you have no trip, then take your start mileage and add the mileage between instructions and this should agree with cumulative mileage on the sheet.

I hope this has not confused you too much and will help you on any of our runs in the future.

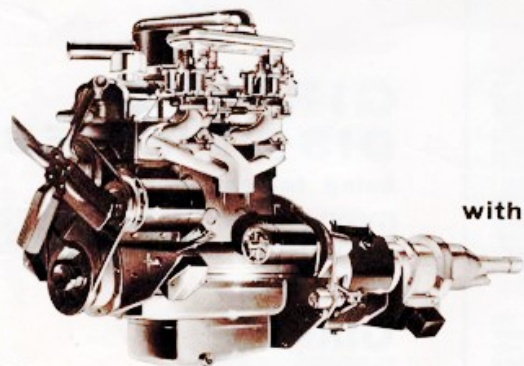
Don't forget, your car is ALWAYS the BLACK BALL and the ARROW is the next instruction at the mileage given.

*Andy Robinson*

TULIP			ILLUSTRATION	INSTRUCTION
TULIP No.	TOTAL* MILES	INTER MILES		
1	0.0	0.0		START – Hazel Grove Station REST TRIP at car park entrance
2	0.8	0.8		Traffic Lights
3	2.4	1.6		Give Way



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## SUNBEAM-TALBOT 90

Now then, here we have a recent photograph of a rather nice 1952 Sunbeam Talbot 90 that certainly looks in fine fettle.

Very nice, but so what? I hear you asking. Well, the obvious thing here is that it's white and is clearly being used as a wedding car. The more keen eyed of you though may well have clocked the registration number (PLG 609) and thought it familiar or even recalled it as being an ex-club car. Yes, it

gives me real pleasure to confirm that this is Graham Weaver's car, the one that he spent so much time restoring to a very high standard, which is now back on the road and living in the Bristol area with a family that really cherishes it.

Back in early January, Steve Weaver (Graham's son) contacted me and passed over some recent photographs of his late dad's car. He and his family, who all have some great memories of Graham's



Sunbeam, are thrilled to bits that the car is being kept in such good condition and being so much enjoyed by its latest owners. Steve and I both agreed that Graham would have been well chuffed at the way things have turned out for this lovely old car.

Sadly, when Graham passed away last August, Steve and his brother had to come to terms with the fact that the Sunbeam would have to be sold. Unfortunately, it had had to be laid up for quite some time due to an electrical problem that Graham had been unable to repair because of his failing health. An advert was placed with the Sunbeam Owners Club from which, shortly after, Steve was contacted by a couple called Mark and Kathryn who live in Bristol. They explained that they had been looking for and struggling to find, the right car and that, based on the photographs, they thought Graham's could really be the one they'd been looking for. Despite the 170mils distance and the Sunbeam being off the road, arrangements were made for a visit and a viewing of the car. It was exactly what they'd been looking for, the deal was agreed and another trip, with a suitable trailer, was arranged so that the car could be transported back to Bristol.

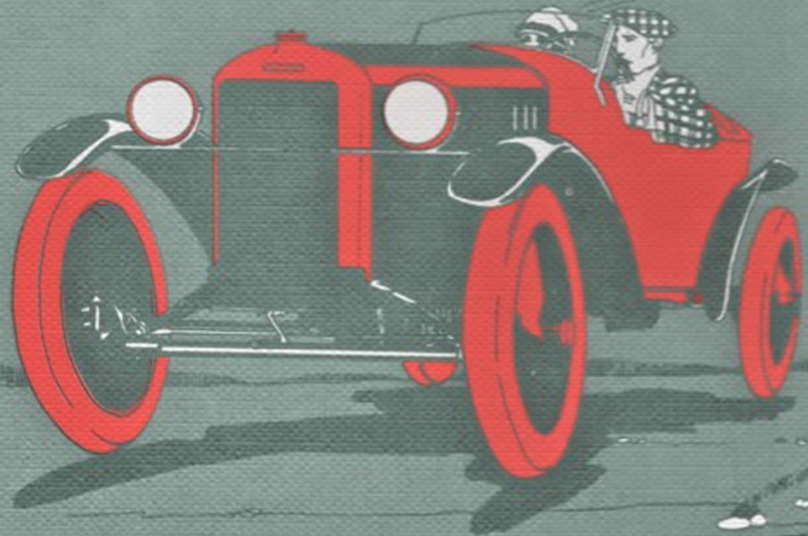
Mark and Kathryn have kindly kept in touch with Steve, letting

him know how the Sunbeam has been getting on. Shortly after purchase, Mark had the electrical problem sorted and informed Steve that the car was back on the road and that he and his wife were taking it on a trip around Devon. The most recent photographs were taken at the couple's daughter's wedding where it was used as the bride's car.

So, an old classic car that had seemingly had its life but which, all those years ago, was saved from the scrapyard by Graham and which lived on to create many happy memories for him and his family. Now it's living a new life, with new custodians, and creating more happy memories for even more people. That can only be a wonderful thing, can't it?

*Keith Yates*





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