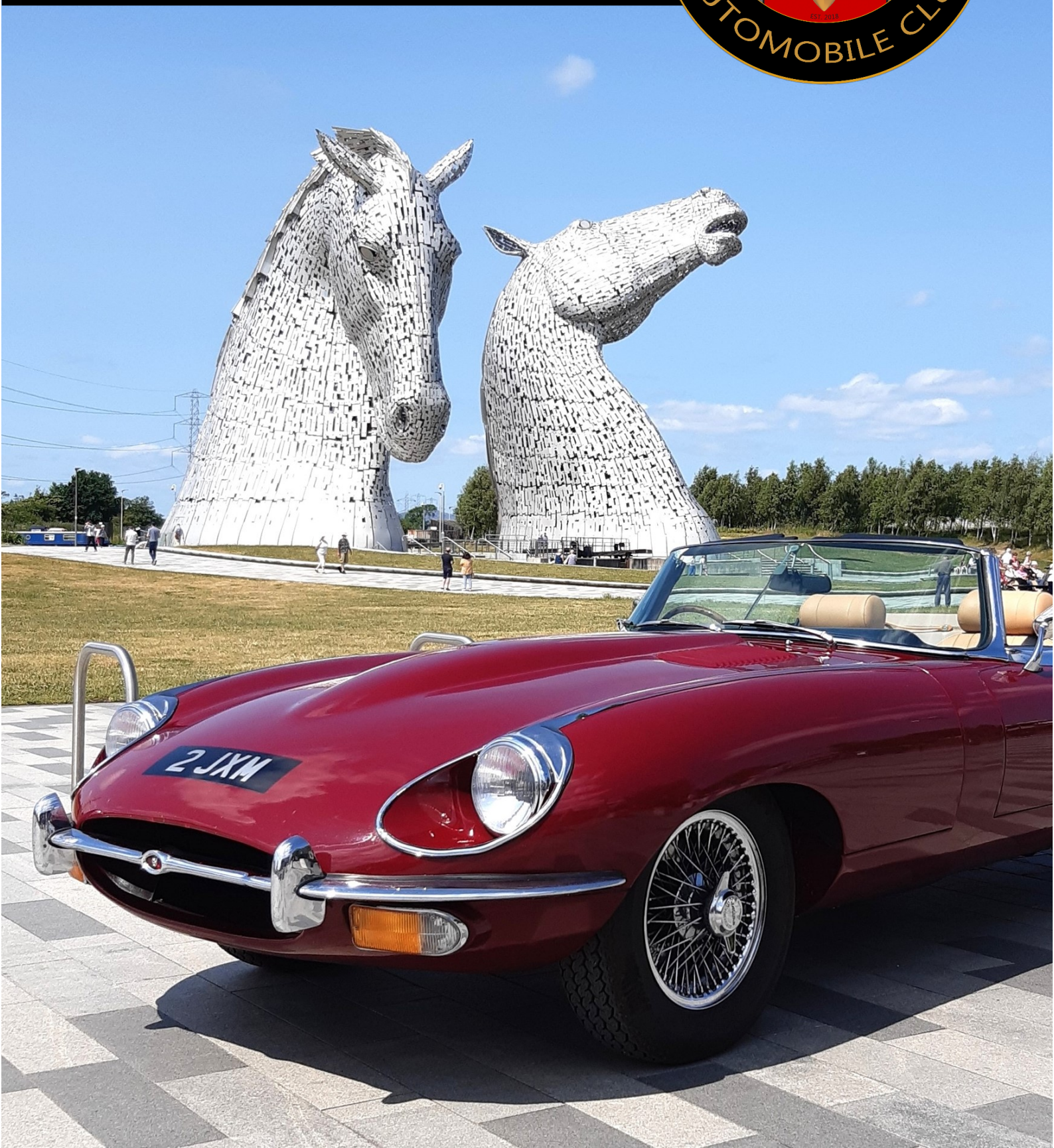


**Lincolnshire Automobile Club
Magazine May 2024**



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Editorial

Welcome to LAC magazine issue No 35. Our first two events of the year are now behind us. The visit to Wickenby Aerodrome and our Drive it Day to Thorpe Camp. Reports on both events included in this issue.

The feature article in this issue is Pam Maddison's article on Pam and John's trip around the Scottish coastline in their Jaguar E type, great scenery, epic journey and meetings with locals and fellow tourists prompted by the E type presence. The report is part one of their journey featuring the drive from Lincolnshire to Durness on the far tip of North East Scotland. Well written with great photos, well worth a read.

Michael Taylor's article on a Florida holiday touring in a Plymouth-Caravelle is included, Canoeing on the Suwannee River and travelling down the fast flowing Ichetucknee River on tyre inner tubes. Magic.

Further articles on the Triumph 1300, one of my favourite cars from the 1960s / 70s, The 1969 Motor Show featuring the Ford Capri and Austin Maxi and an account of my purchase of a Rover P4 60.

Tom Anthony has kindly sent in a report on the September Grasby Show with information on this year's event, a show with a difference this one with parking on people's drives in the village, a great way to meet people and talk about cars.

New for this issue is Members corner with jokes (just the printable ones) and short articles sent in by members, please keep them coming they provide a new worthwhile addition to the magazine. Cut off date for entries to the July magazine is June 21st all inputs very welcome.

Welcome New Members

Chris Pearson
Robert Cox

Front Page

Pam and John Maddison visiting the Falkirk Kelpies

My first effort as Chairman of our club, Sue has done a fantastic job of taking the club from small beginnings to a thriving local club. Membership is now stable at around 90 members, the Heneage Coffee morning and Rock Café lunch provide regular meetings all year round for members to keep in touch and enjoy each others company.

Under Brian’s stewardship we have our best ever events programme, old favourites such as Thorpe Camp, Caistor Market Place, East Kirkby, Wolds Railway and Cadwell. Added to these are Drive it Days and an Annual Show at Grimsby Rugby Club. We hope large numbers of our members will join us at these events and make this the best ever events year.

We have a committee that has all the skills to take the club forward and improve the elements that give members value for the annual subscription money, the events programme will be under constant review, we will try to improve communications and involvement of members, above all we will not loose sight of what is most important, that is, a friendly atmosphere and inclusion of all members. The show season is underway, get the car ready and enjoy.

Events May / June

May	Sun 5th	Heneage Coffee Morning
	Sun 5th & Mon 6th	Papplewick
	Sun 5th	Caistor Market Place
	Fri 10th	NT Shaw Louth Open Evening
	Sun 19th	Sutton on Sea - Drive it Day
	Wed 22nd	Rock Foundation Café
	Sun 26th	Lincoln Castle Rally
June	Sun 2nd	Heneage Coffee Morning
	Sun 2nd	Louth Show
	Sun 9th	Great Limber Show
	Sun 23rd	Gringley On The Hill
	Sat 15th	Cadwell Park
	Wed 26th	Rock Foundation Café
	Sun 29th	Sutton on Sea Vintage festival

Events Summary

Entry Forms and Contacts

Entry Forms have been emailed out for the following events:

Louth Classic Car Show - Sunday 2nd June

Sandtoft Gala Day - Sunday 28th July

Papplewick Steaming Day - Sunday 5th or Monday 6th May

Please send completed forms direct to event organisers. Replacement forms available just contact me at alanclassiccars@yahoo.com.

For Caistor Market Place - Sunday 5th June

Simply email Jayne at jayne109a@gmail.com giving name and car details (make model reg number) OR text 07791704216 for quick reply.

For Great Limber Show - Sunday 9th June

Send vehicle info to Bas at caretakerglvh@gmail.com

For Grasby Show - Saturday 14th September

To book contact grasbymotorshow@gmail.com or tel Claire 07896003157 with car details.

For Greenfield Dirt Track Racing (Aby) - 21st/22nd September

Contact Paul at paulokeeffe@btinternet.com

Members Attendance Lists

Collecting numbers and car details for the following events:

NT Shaw Louth Open Evening - Fri 10th May (need numbers for NTS)

Sutton On Sea Drive it Day - Sun 19th May

Gringley On the Hill - Sunday 23rd June (Let Brian know after applying)

Cadwell Park VSSC - Saturday 15th June (info needed for car passes)

Sutton on Sea Vintage Festival - Sun 29th June (Alison collecting info)

East Kirkby Show - Saturday 6th July (Pay on day group area arranged)

Motorbility Stickney - Sunday 14th July (Block booking by Brian)

Wolds Railway Picnic - Sunday 21st July

Grimsby Rugby Club (Annual Show) - Sunday 4th August

Boston Show - Sunday 11th August (Block booking by Brian)

Please let Brian know if you are attending any of these events so that group areas can be organised brianking2016@icloud.com

Wickenby Aerodrome

Our first outing of the year, Wednesday lunch at the aerodrome on the 10th of April. A blustery day with rain beginning just after lunch, the weather was no deterrent to the participants with an eclectic mix of classic cars. An excellent choice of venue with photo opportunities in front of the control tower and jet aircraft exhibit. Very good food and nice surroundings. The small museum dedicated to the Lancaster squadrons who flew from this airfield in WW2 situated on the first floor provided a reminder of the sacrifices made by the men who flew from here and the debt owed to them. Many thanks to Sue for organising and Steve and Chris for the photos.





Events 2024 Calendar

May	Sun 5th	Heneage Coffee Morning	Members
	Sun 5th & Mon 6th	Papplewick	Information
	Sun 5th	Caistor Market Place	Information
	Fri 10th	NT Shaw Louth Open Evening	Members
	Sun 19th	Sutton on Sea - Drive it Day	Members
	Wed 22nd	Rock Foundation Café	Members
	Sun 26th	Lincoln Castle Rally	Information
June	Sun 2nd	Heneage Coffee Morning	Members
	Sun 2nd	Louth Show	Information
	Sun 9th	Great Limber Show	Information
	Sun 23rd	Gringley On The Hill	LAC designated area
	Sat 15th	Cadwell Park	Members
	Wed 26th	Rock Foundation Café	Members
	Sun 29th	Sutton on Sea Vintage festival	Information
July	Sat 6th	East Kikby Show	LAC designated area
	Sun 7th	Heneage Coffee Morning	Members
	Sun 14th	MDCC Motorabilia @ Stickney	LAC designated area
	Sun 21st	Wolds Railway Picnic	Members
	Wed 24th	Rock Foundation Café	Members
	Sat 27th	Club Drive it Day	Members
	Sun 28th	Sandtoft Gala Day	Information
August	Sun 4th	LAC Annual Show Grimsby Rugby Club	Members
	Tues 6th	Fulstow Village Hall Classic Cars	Information
	Sun 11th	Boston Show	LAC designated area
	Sun 25th	Watersedge	Information
	Wed 28th	Rock Foundation Café	Members
September	Sun 1st	Heneage Coffee Morning	Members
	Sun 1st	Lincolnshire Wolds Hillclimb	Information
	Sun 8th	Minting Village Classic Car Show	Information
	Sat 14th	Grasby	Information
	Sun 22nd	Motorbike races	Information
	Wed 25th	Rock Foundation Café	Members
	F/S/S 27/28/29	Norfolk Group Tour	Members
October	Sun 6th	Heneage Coffee Morning	Members
	Wed 23rd	Rock Foundation Café	Members
November	Sun 3rd	2025 Events Presentation at The Heneage	Members
	Wed 27th	Rock Foundation Café	Members
December	Sun 1st	Christmas Dinner at The Heneage	Members

Triumph 1300 - 1965 to 1970

Alan Bentham



Introduction

The Standard Triumph Company had been taken over by Leyland Motors in 1961. Under the management and stable finances of Leyland Motors Triumph had become a thriving and successful business. Their range of cars included the Herald, Spitfire, TR sportscars and the Triumph 2000. There was however an obvious gap in the saloon car range between the Herald and the 2000. To fill this gap Triumph developed the all new Triumph 1300, styled by Michelotti and introduced at the October 1965 Earls Court Motor Show. It was an immediate success with the public and motoring press, more importantly for Triumph it provided the basis for the Dolomite range of cars which continued in production until 1980 and included the ground breaking Dolomite Sprint.

Engineering Design

In the first half of the 1960s Triumphs main rival was BMC, they had introduced the 1100/1300 range of front wheel drive cars in 1962, with Austin, Morris, Riley, Wolesley, Van den Plas and MG variants they had become the best selling range of cars on the UK market. Triumph wanted to

emulate this success and so the new 1300's design brief included the adoption of front wheel drive. Rather than copy the transverse engine, with gearbox in sump layout of the BMC cars Triumph went down their own design path. The engine was mounted longitudinally with a separate gearbox underneath. The engine was shared with the 13/60 Herald, it was an overhead valve engine of 1296cc using a single Stromberg CD150 carburettor, power output was 61bhp. The gearbox was a four speed all synchromesh box. Performance figures were quoted as 85 mph top speed and a 0 to 60 time of 18.5 seconds.

The front suspension was independent using twin wishbones with combined coil spring and damper operating on the top wishbone. Rear suspension was also independent using semi trailing arms combined with coil springs and telescopic dampers. Disc brakes were used at the front, drums at the rear. Steering was by rack and pinion.

Bodywork and Styling

Unlike the Herald the 1300 body was of unitary construction, it was of conventional "3 box" design with short boot. The car was only ever produced in four door form. An unusual feature for the time was a front hinged bonnet which nonetheless gave excellent access to the engine bay. Styling was by Michelotti, an Italian design house that had been used by Standard Triumph since the late 1950s. There were two problems facing Michelotti firstly to overcome the disadvantage of the engine and gearbox profile and to provide a strong family resemblance to the larger Triumph 2000. The resulting styling totally met the design brief, a well proportioned car that was instantly recognisable as a smaller Triumph 2000.

Equipment and Interior

Triumph had decided during the design phase to position the car as a well equipped luxury model with a high standard specification. In line with this the interior was well-appointed with full instrumentation in a wooden dashboard, wooden door capping, adjustable steering column, thick carpets and comfortable seats with ventilated PVC upholstery. Both front seats could be moved forward and backwards and the driver seat had height and rake adjustment. Window winders and door handles were spring loaded and recessed into the door, the instrument panel had a speedometer, fuel gauge,

temperature gauge, ammeter and a comprehensive cluster of warning lights arranged in a circular dial, a feature that was to be used on all upmarket Triumphs through the 1970s. Completing the specification was an air-blending heating and ventilation system.

The 1300 TC

In 1967 the 1300 was joined by the 1300 TC model, the same specification as the original but now using a more powerful engine. The improvement was achieved by increasing compression ratio and the use of twin SU carburettors on a new manifold. The new power output was 75bhp at 6000rpm, top speed was now 90 mph and 0 to 60 was achieved in 16 seconds. The only other change was to include a brake servo in the standard specification. As with the original the TC was well received by the motoring press and buying public resulting in the expansion of the sales potential of the now two car range.

Summary

Production ended in 1970, the 1300s were replaced by two variants, one taking the car upmarket the other downwards. The downward move was the Toledo, this used the short boot version of the bodyshell, the underbody form was however changed to accommodate a conventional rear wheel drive arrangement with beam axle, interior fittings were downgraded and the car pitched closer to the Herald, indeed it was thought of as a Herald replacement (in the event both cars carried on in production). The upward move involved using the 1300 front drive configuration with a 1500cc engine, achieved by increasing the piston stroke of the 1296cc engine, body modifications comprised of providing a longer, larger boot completing the move upmarket.

When production ended a total of 148,350 cars had been produced, 113,008 1300s and 35,342 1300TCs. A useful number for a niche product. The car was undoubtedly a very attractive vehicle well appointed, comfortable and capable, these same attributes still apply today and they are an excellent choice as a useable classic. Prices of good used examples have not risen out of all proportion and £6000 should buy a very good example. Speaking personally these are one of my favourite cars and high on my list of cars I would like to own. Maybe one day soon.

Grasby Show Report

Tom Anthony

The 4th Annual motor show was held in Grasby Village on Saturday 9th September 2023. The uniqueness of the show is that the exhibits are parked on driveways around the central point of the village, maps available to direct visitors to the exhibits. The village hall was the hub where live entertainment was provided by local musicians, refreshments were enjoyed in glorious sunshine, stalls were in the village hall.

Winners of the Stuart Hutchinson Memorial Trophy for best bike in show was awarded to Graham Robshaw on his Honda Valkyrie Rune, the best car in show was awarded to Simon Burnett with his Westfield Lotus Eleven. Replica trophies were awarded to last years winners Richard Marshall and Tom Anthony.

First Grasby Scout Group ran the tombola and with a raffle and donations over £500 was donated to the Lincolnshire Emergency Blood Bike Service.

This years show is on Saturday 14th September 1:00 to 4:00 with a closing parade around the village, for further information contact grasbymotorshow@gmail.com or find us on Facebook or contact Claire on 07896003157.



Introducing The NC500

The North Coast 500 is a 516-mile (830 km) scenic route around the north coast of Scotland, starting and ending at Inverness Castle. The route is also known as the NC500 and was launched in 2015, linking many features in the north Highlands of Scotland in one touring route

Working clockwise, the route starts at Inverness and runs via Muir of Ord, Applecross (including the Bealach na Bà), Gairloch, Ullapool, Scourie, Durness, Castle of Mey, Thurso, John o' Groats, Wick, Dunrobin Castle, Dingwall then back to Muir of Ord and Inverness. In 2015, the route was named fifth in the "Top 5 Coastal Routes in the World" listing by Now Travel Magazine. It has been described as "Scotland's Route 66"



The following article is Pam Maddison's account of their epic trip around the Scottish coastline in their Jaguar E type, taking in the NC 500 as part of the route, they in fact followed the whole Scottish coastline covering over 2000 miles in all. Their epic journey is serialised in two parts. Part one takes us to Durness in the far north of Scotland, half way on the grand tour.

E Type Escapades

Pam Maddison

Setting Off

Sitting by a roaring fire last November, my husband, John, suddenly announced “I think we will do the NC500 next June in the E-type”. My eyebrows shot up under my fringe “in the Jag?”. “Yes, why not?” Now, having toured round the coastline of Scotland in the 1960s in our courting days with my mother and father in my father’s Hillman Minx towing a caravan and hardly meeting any traffic, there was the incentive to see how different it is now.

John began planning an anti-clockwise route, heading up the east, along the north and back down the west coasts, taking in a visit to a relative on the Isle of Mull. It was all planned in a series of fairly short hops so we could include interesting diversions. He began booking accommodation. Even in mid-November some hotels and bed and breakfast places were already getting booked up for 2023. Prime considerations for the trip were suitable overnight parking and the availability of E5 petrol, he produced a list of petrol stations offering E5 with the possibility of having to top up with E10 on the west coast. The plan was to take about 3 weeks over the trip but being retired it could be longer.

Packing for a three week holiday with unknown weather conditions was a bit of a logistical nightmare. As any owner of a drophead E-type will know, the boot space is very limited but we managed to fit it in, plus a few essential spares and a can of oil that were tucked neatly in with the spare wheel.

Lincoln to Inverness - Exploring the East Coast

The morning of 3rd June dawned partly cloudy but ideal temperature to tackle the motorways and dual carriageways with the hood up. We headed north for a 220 mile journey and a 2 night stay in a friend’s mobile home at the Borders Gliding Club at Milfield in Northumberland. Favouring the A19 rather than all the way up the A1(M), John had booked a pass to take the car through the Tyne Tunnel. Entering the tunnel we suddenly remembered we needed to switch the car’s headlights on! None of this modern automatic stuff in a 1969 model car. Arriving safely at Milfield, our friend was there to greet us and announced he had booked us in for a meal at the local pub which was most welcome.

Next day, being a “free day”, we decided to visit an old friend who lived some 5 miles from Milfield. Off we went, top down in the lovely warm sunshine, we

could hear the birds singing, smell the country air and wave to people admiring our classic car. Idyllic, what could possibly go wrong. Well, it did. Leaving our friend's house, we had just turned into the village road when there was suddenly no power as the accelerator pedal went down to the floor. Lifting the bonnet, we expected to see a broken throttle cable but that was all intact. Further investigation indicated a malfunction in the accelerator pedal box. Time for a bit of innovation. "Have you got any string?" he asked. "Yes" and I produced a piece of string about 2ft long out of my handbag. "That's no good, not long enough". He stuck his head in the boot and came out with 2 lengths of trainer laces. He fixed one end to the carburettor, threaded the lace through the louvres in the bonnet and the other end through the driver's window. Effectively a hand throttle. It worked. We tentatively made our way back down the narrow Northumbrian lanes to Milfield. John removed the box and found the culprit to be a broken spigot weld. Don't ask who did the weld! Luckily one of the gliding club members had a welding kit in his van. Weld repaired and the box refitted, we were all systems go.

With a full tank of petrol we headed off the following day for the Falkirk Wheel, a rotary boat lift which raises boats 35 metres between the Forth & Clyde Canal and the Union Canal. Visitors are able to take a boat trip onto the Wheel, up through the tunnel illuminated by coloured lighting and into the windings where the boat turns round, travels back through the tunnel and down on the Wheel to the visitors centre. A 55 minute boat ride which is well worth the experience.



The Falkirk Wheel

Continuing our journey north, we made our way through Perthshire with its roadsides swathed in yellow gorse flowers, to our first Scottish overnight stop in Scone at the Murrayshall Estate Hotel. The hotel did not disappoint, lovely room overlooking the garden, part of the golf course and the Perthshire hills. John was ages fetching the bags from the car so I went to investigate. He was chatting to three gentlemen who were admiring our car

We woke to a lovely sunny morning and after an excellent breakfast set off on quite a lengthy journey up through the beautiful mountainous scenery of Glen Shee and the Cairngorms. The tops of the mountains were shrouded by cloud. We were on The Snow Roads, the highest public roads in Britain. Dropping down into Braemar



The Snow Road

the warm sunshine returned. Passing Balmoral Castle, we took the B976 just before Crathie to join the A939 Old Military Road up to Grantown on Spey for our overnight stop. The human satnav (me) missed the turn to the hotel but we eventually got there having done a grand tour of Grantown on Spey.

From Grantown we headed up towards Inverness and its castle, the official start of the NC500. The idea was to take a picture of our car outside the castle but when we got there, the castle was covered in scaffolding and tarpaulin which was really disappointing. We took a photo despite this. Several people approached us whilst we were there and asked if they could take a picture of our car. Must admit, it did look smart gleaming in the sunshine. Having already covered almost 500 miles since



Inverness Castle

Inverness to John O'Groats - East Coast leg of the NC500

Leaving for the next leg I got us lost in Inverness and we found ourselves going in a clockwise direction on the route, instead of the anti-clockwise route we had planned. I was not the most popular person in our car but eventually we were on the A9 heading north over the Moray, Cromarty and Dornock Firths to Helmsdale and the Navidale House Hotel for a two night stop so we could explore the back roads of the area. It was along Glen Loth that we came across a herd of some 30 or so deer, happily grazing near to the road. One or two eyed us with suspicion but did not seem too fussed by our presence.

Before we left Navidale, John decided to top up the engine oil. The contents of the car boot piled in the hotel car park he was approached by six German motorcyclists admiring our car and taking pictures. One poor chap was having trouble starting his motorbike and he asked if we had any jump leads. Fortunately John had put some in the boot and was able to help him get his bike started.

Top down in the warm sunshine we were bound for John O' Groats taking in a few interesting detours along the way. A good coffee stop is at Laidhay Croft Museum and Tearoom. This Croft is a 250 year old rush thatched Caithness long



Latheronwheel Harbour

house and interestingly was occupied by the Bethune family from 1842 until 1968. A little further along the road is Latheronwheel Village Harbour with quite a steep descent on a narrow road but well worth visiting. We also took in Duncansby Head before reaching a slightly breezy, overcast John O'Groats.

John O' Groats has expanded a bit since we visited in the 60's. As far as I can recall back then there was the signpost, the hotel, a house calling itself "the first and last house" and a shop calling itself "the first and last shop" and not much else. We parked up but before we could even get out of the car we were surrounded by people taking photographs and asking questions about the car. Even more photographs were taken when we were given permission to park it next to the famous signpost.



John O'Groats

John O'Groats to Durness - Across the top of Scotland

Turning onto the North Coast we drove to Mey and a two night stop at a comfortable B&B. More interest in our car from the other guests and the B&B owner who was delighted to sit in it for a "photo shoot". Whilst in Mey we visited the Castle of Mey and its Estate which was the holiday home of The Queen Mother and is still used as a holiday home by the Royal Family. Everything inside the Castle and the walled garden is laid out just as it is when the Royal Family visit. We spoke to a very interesting lady whose family had lived and worked on the Estate for three generations.

On the road again we headed west along the north coast taking a detour to Dunnet Head. We arrived in Thurso and walked along the seafront and into the town which was really quiet as it was a Sunday and nearly everything was closed, but we did manage to find Rosie's Café for a much needed drink. Our car had attracted attention again, yet more people taking photographs when we got back to it. Setting off again we found a sign almost obscured by trees pointing to Melvich Beach. John turned right onto the narrow road. I say "road" it was a steep winding track covered in fist sized pieces of granite rock and grass down the middle. My heart was in my mouth. Definitely not a "road" I would have dared to take an E-type Jaguar. I was worried about getting



Castle of Mey

back up again but John tried to reassure me that it would be alright. After what seemed like 10 miles but was probably actually only about half a mile, we arrived at a stunning deserted beach surrounded by rocks, trees and verdant grassland. A strategically placed seat allowed a relaxed place to take in the beautiful scene. We sat in the glorious sunshine and had a mini picnic. I turned to look at our car, there was a man stood next to it taking photographs. Apparently he had been fishing nearby and saw us arrive. I need not have worried about getting back up to the road, the car took it all in its stride. I am just grateful we didn't meet another vehicle.

Our next overnight stop was at the Borgie Lodge Hotel, Skerray. I was fascinated by the magnificent lifelike chainsaw sculpture of a German Shepherd dog next to the car park. Leaving Borgie, we took the back road up to Skerray and its harbour, a beautiful spot in the glorious sunshine, completing the loop back to the A836 towards Tongue. Tongue now has a road bridge over the Kyle of Tongue which was not built in the 60s so we decided to take the original single track route round the Kyle. This 10 mile detour is well worth it for the beautiful scenery and empty road. We only saw one other vehicle on route and that was a local. You've guessed it, he was interested in our car and stopped for a chat. We journeyed on stopping at several deserted sandy beaches with azure blue sea and gently rolling waves in the gloriously clear sky and warm sunshine. Who needed to be in the Caribbean.



Picturesque Melvich Beach



Borgie Lodge Guard Dog



Kyle of Tongue Road Bridge

Turning For Home

John and Pam have now reached Durness, the furthest location from their Lincolnshire home, also approximately half way around the NC500. Beautiful scenery, gorgeous beaches and sunshine all the way (almost). The Jaguar has assured a friendly reception and an ice breaker to conversations with fellow travellers and locals. There can be no better way of undertaking a touring holiday in the British Isles. Much more to come in part 2 as John and Pam explore the West Coast

The 1969 Earls Court Motor Show

Alan Bentham

Introduction

The year is 1969, Harold Wilson is the Labour Prime Minister in his second term in office. An historic year, the first moon landing by Apollo 11 on the 20th of July, Rhodesia declares independence, Concorde flies for the first time, the film Battle of Britain premieres and the Beatles perform live for the last time.

In motorsport a Hillman Hunter wins the London Sidney Marathon, a British prepared Ford GT40 wins Le Mans for the third consecutive year and Graham Hill driving a Lotus is the reigning Formula 1 World Champion.

Heady times but all was not well in the car manufacturing industry, road tax, petrol, MOT tests and driving test had all increased substantially in price. More importantly purchase tax on new cars was increased from 25% to 36.6%. Strikes both internally in the industry and externally (most notably the steel industry) had a crippling effect on production levels. The result was a reduction in production numbers compared to 1968 from 1.1 million cars to 0.96 million, a drop of 12%.

The Earls Court Motor Show was held from 15th October to 25th October attracting over 700,000 visitors, the industry's problems put to one side in the atmosphere of glamour, glitz and enthusiastic crowds. Car models exhibited for the first time included the Daimler Sovereign, Triumph 2000 MK2, Lotus Europa, Renault R12 and Saab 99.

The cars having the biggest impact on the industry going forward however were the Ford Capri and the Austin Maxi. The Ford Capri had been introduced back in January, the Maxi in April with varying degrees of sales success.

The fortunes of these cars illustrating partially why Ford prospered in future years and British Leyland declined. In his review of the show Brian Groves the Daily Mail correspondent identified the cars as the two most significant cars there, describing them as "One a sleek coupe, one a podgy saloon". No prizes for guessing which was which.

The Ford Capri MK 1

Developed jointly between Ford UK and Ford Germany, the Capri was inspired by the USA Ford Mustang, it was a four seat coupe with the same long nose, short tail proportions of the Mustang.



Specification followed the usual Ford's European standard of MacPherson strut front suspension, semi elliptic rear springs located by radius arms, front disc and rear drum brakes. Steering was by rack and pinion as used on the Escort cars introduced in the previous year. Engines used differed between UK and Germany, each using their current engine ranges in the car.

For the UK the engines available at launch were 1300, 1300GT, 1600 and 1600GT, a 2000GT followed in March and a 3000GT in September. Only the 1300 and 1600 cars were available in base model spec, all cars could be specified with "custom packs" designated L, XL and XLR. In 1970 the 3000E appeared resulting in a range of cars that could be tailored to customer taste and spending power.

The 1600GT with the XLR options pack was road tested by Motor magazine in February 1969, the car was highly praised, Motor's conclusion was:

"Excellent handling, brakes and roadholding; 100mph performance; firm ride but comfortable seats; low wind and tyre roar; very well equipped with option pack; unergonomic switchgear".

The Capri was highly successful selling 400,000 in the first two years. In 1971 Ford carried out a facelift with revised suspension, new seats and larger headlights. Sales success continued with additions to the range which included the RS2600 and RS3100, in South Africa the Perana Capri was introduced using the 5 litre V8 Mustang engine.

The Capri MK 2 was introduced in 1974 with shorter bonnet bigger cabin and a hatchback rear door, by this time 1.16 million MK 1 Capris had been produced, 311,000 in the UK at Halewood, 810,000 in Germany at the Cologne factory and 37,000 exported in CKD form.

The Austin Maxi

The Maxi had been developed by BMC in the years leading to the British Leyland takeover. It was developed to replace the ageing Farina 1500 / 1600 range of badge engineered cars fitting between the 1100/1300 cars and the 1800 “landcrabs”. In conjunction with this completely new car was the development of a new over-head cam “E series” engine and a purpose built plant to manufacture them.



Owners Club at the NEC

The specification included hydrolastic suspension, front disc and rear drum brakes, rack and pinion steering and five speed gearbox. The engine at launch was a 1485cc version of the E series engine developing 75bhp, the engine was mounted transversely and the gearbox was housed in the engine sump in the same manner as the Mini and 1100/1300. The defining feature of the car was versatility, the boxy shape and the flat floor with minimum intrusion from suspension made this a very roomy family car, add in fold flat seats and a large rear tail gate to complete the picture.

The specification was very advanced for a family car, 5 speed gearboxes, hatchback configuration, independent suspension all round and an OHC engine were innovative and found on very few rivals at the time and several years ahead of cars like the VW Golf.

Not all was well however the style of the car was not appealing due to its boxy shape, not helped by having to use the same doors as the 1800 as an economy measure. One of the characteristics of the new engine was low torque at low engine revs, coupled to a relatively heavy car the performance of the car was below par additionally the gear change mechanism was cable operated and vague in use.

Coupled to all this was the reputation for poor quality control and unreliability gaining ground regarding British Leyland products. Sales

volumes were a lot lower than expected, the car becoming a niche product rather than a volume seller.

Motor magazine road tested the 1500 Maxi in May 1969, their conclusion was:

“Practical five-door five seat estate with versatile seating; comfortable ride and seats, good handling; smooth new OHC engine noisy at high revs; mediocre performance but relaxed high speed cruising in fifth gear”.

Some of the initial problems with the car were soon rectified, in October 1970 the cable gear selection was replaced by rod operation, at the same time a 1750cc version of the engine was made available to rectify the performance problem. The car was now available in L, HL, and HLS trim, the HLS 1750 having twin carburettors, power output now a healthy 91 bhp.

Revisions during its lifetime included an automatic gearbox option, and a change from Hydrolastic suspension to the newly developed Hydrogas suspension developed for the Allegro. A Mark two version appeared in 1980 with bumper mounted indicators, redesigned seats and black rather than chrome trim.. The MK2 version lasted for only one year.

Sales volumes peaked in 1972 with 54,000 sold in the UK market, thereafter sales dropped to a steady 30,000 units per year until production ended in 1981. Not large numbers when compared to the Ford Cortina (averaging over 120,000 units per year over the same timeline) nonetheless a car that found a loyal family man following that was a useful addition to British Leyland's range of cars.



Moving House ?



Camping Out ?

Thorpe Camp - Sunday 21st April

Our annual drive to Thorpe Camp on National Drive it Day. Around 15 cars met up at Starbucks at the Shell Garage complex near Louth. Setting off in two groups we followed a route through Lincolnshire countryside and villages. Thanks to Paul and Brian for exploring and devising the route, I know they had a number of trips out to make sure we had an interesting and eventful journey.

We arrived at Thorpe Camp around 12:00 to meet up with several more members who had driven directly to the camp, in all there were around 30 cars, a small contingent of A30/35s joined us on the day, thanks Bev and Roger for bringing them along, always welcome. The MG owners club had booked the day separately and added to the interesting mix of classic cars on show, all the usual attractions to see at the camp, lovely café, a great welcome from Nick and Heather and we even had sunshine.

Final thank you to Brian, Paul, Thorpe Camp and all who turned up, a successful day out, so good we are booked in again for next year.



Gathering At Starbucks



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Brian Flies The Flag



Germany vs France



Tilly goes Forth

What I Bought This Month

Alan Bentham



Out With The Old

Changes to the car collection this month, goodbye to the Standard 8 and the Mercedes SLK and hello to a very nice Rover P4 60.

The Standard 8 is a car I have owned for about 3 years, various work done on it to improve it including repairs to rear doors and sills, and a respray. The car looked well, it's only major fault being no synchromesh on 2nd gear. Alas prices for these cars are at rock bottom, it sold at auction for a very poor £1800.



The Mercedes SLK had been part of the fleet for about 18 months it has had little use since purchasing a Jaguar S type last Autumn, with little use and a tax bill of £615 it had to go. Price at auction was a very good £6000 making up for the Standard disappointment.

With funds and space available another car was inevitable.

In With The New

The car chosen is a Rover P4 60 from the estate of Bryan Leggate, Bryan ran a business from home servicing and repairing mainly Rover Cars for many years and was the go to man for Rover owners in Lincolnshire.

The P4 60 was his favourite car, in beautiful condition and in good mechanical order as you would expect. Bryan purchased the car from its first owner a Mr Derek Tyler in 1977 making Bryan the second owner and me the third. The car has won a number of awards over the years most notably best P4 60 at the Rover P4 Guilds National show on several occasions.

The car was first registered on the 4th of March 1954, P4 60s had been introduced at the November 1953 Earls Court Motor Show. At this show both the P4 90 and P4 60 had been added to the existing 75s to expand the car range. All three cars shared the same bodyshell with original sloping boot and one piece rear window. A major styling change introduced at the next Motor Show which included a raised boot profile and a 3 piece wrap around rear window meant that these sloping boot 60s are one of the rarest variants of all P4 models. My particular car is the 480th off the production line in a total of just over 2000 cars.

Early impressions of the car are very favourable, there has however been a problem with hot starting, now fixed by providing a heat shield between carb and manifold, the very deep shine in the black paintwork is going to require careful attention, washing the car caused some blemishes which have needed polishing out, further cleaning will be carried out with much more care and attention and high quality cleaning products.

Driving the car is a real pleasure, quite sedate but with great charm and

presence, you can imagine how proud that first owner would have been in 1954 when he first collected the car from his Rover Garage. Fifty to fifty five is a good cruising speed on Lincolnshire's A and B roads, at this speed both engine and road noise are well subdued with wind noise just starting to make it's presence felt, for a 70 year old car it really is a rewarding vehicle to drive.

One aspect worth a mention is the Rover "freewheel", this is a device fitted to pre and post war Rovers initially as an aid to smooth gear changes but continuing as a fuel saving device. The freewheel is a second clutch unit that disengages on the over run, so that coasting becomes automatic when going downhill, slowing for a bend or approaching traffic lights. Fuel savings at the time were claimed to be 15% , I can believe this, the drawback however is that you loose engine braking affect when slowing down, this can be a little disconcerting. There is a large knob on the dash that engages or disengages freewheel, at the moment I have it engaged and view it as part of the 1950s charm of the whole driving experience.

To conclude , what a beautiful car, cherished by previous owners and one that will be a joy to use for local shows and even occasional events further afield, definitely a keeper, a car that means I am custodian rather than owner with an obligation to look after the car and keep it in the condition I received it in, an obligation I intend to fulfil.



Well Done Sue

Congratulations to Sue Waller who has won an award for best Lincolnshire lady driver at MGOC 2023 auto test.

Using her MGB roadster featured in the January magazine, she not only had a great day out she won the day. Photo is of Sue receiving the award at a recent prize giving.

Her next adventure is a Cadwell Track Day, report on that in next issue.



During the latter half of the 1980s, I was teaching in a high school on a coral island in the Caribbean. At the end of my contract, I flew my young family over to Miami to spend the rest of the summer exploring in the USA.

We spent the first few days staying with American friends, Ray and Mary, who took us around the city's palm lined avenues, using Metromover, a driverless monorail system that serves Miami's people in the same way as London's Underground. Breakfasts were Danish pastries, lunches were things called subs and dinners were marinated barbecues. Our friends lived in a gated condo – something like Cleethorpe's Beachcomber, but houses, not static caravans. Ray was an ex- Vietnam Green Beret. He had an assault rifle under the sofa and a Magnum 45 in his bedside table. One morning, when we were shopping in a busy mall, I remarked how friendly I found the American people. "That's because we've all got guns and you haven't!" Ray replied.

He showed me to a local car hire company, where I arranged to borrow a mid- range saloon for a few weeks. I chose a roomy, white Plymouth Caravelle, a two litre, four- door automatic, that would give us a comfortable ride for our coming tour. We originally imagined that we could take in the whole of the eastern seaboard of the USA, before we understood the sheer scale of the country. Florida alone, for example, is the size of Great Britain!



Plymouth Caravelle

The first destination on our bucket list was to visit the Space Centre at Cape Canaveral. We motored along the Florida Turnpike, Highway 95, through Fort Lauderdale and Palm Beach. The Caravelle had air conditioning, which, after years in the tropical heat, was hugely appreciated. Surprisingly, the Highway had a minimum speed limit. You had to drive at least 50mph, according to the road signs. Presently, we came upon signs for the Kennedy Space Center (sic) Visitor Complex and

followed them onto a minor road passing through a wide area of flat, featureless grassland. One signpost had a huge bird perching upon it, eyeing us warily. This was our first sighting of an American bald eagle. At the space center (!), everything was huge; the huge Saturn 5 rocket; the huge Assembly Building; the huge tracked rocket transporter. In the distance, we could see the Columbia Space Shuttle on the launch pad. Tragically, this was the shuttle that disintegrated on re-entry on a later mission in 2003. Of course, the best bit, according to the kids, was the visit to the gift shop, before we left.

Back again in our beautifully air conditioned car, we headed west to Orlando, where we happened upon a hotel which we were told was between managements, so we could have a room, but, as there was no restaurant or swimming pool

availability, they could let us stay at a discounted rate - excellent! The next morning, we motored over to the Walt Disney Magic Kingdom Park and bought a 4-day family ticket for \$100. There followed 3 days of Indiana Jones re-enacting a scrap with the Nazis and numerous rides, including the Pirates of the Caribbean ride that was the inspiration of the movies. We spent our final day in Orlando at the Epcot Center. This featured a number of national villages set around a lake. We went straight to the English village, which had an English pub. Soon, we tucked in to a lovely lunch of fish and chips, mine washed down with a pint of English beer!

Next morning, we drove north, through seemingly endless forest, to the small city of Live Oak, close to the Georgia border. We parked outside the city hall and went inside to find tourist information



Live Oak City Hall



Spirit of Suwannee Park

for advice on local accommodation. The lady at the desk said that this fine building was over a hundred years old. I replied that the church in my village in Lincolnshire, England was around 1000 years old! We laughed and she recommended that we might rent a log cabin at the Spirit of the Suwannee Park, by the river, which we duly did. We spent a week exploring along the Suwannee River in our hired canoe as it ran through forest trees, bedecked by fronds of Spanish moss. I asked one of the staff at the canoe hire shack whether we should be worried about the alligators that slid from the banks into the water, as we approached. He replied:

“Nope, lessen you’ve got a dawg, ‘cos to a ‘gater a dawg’s food!”

Well, I thought, my kids are dog sized.

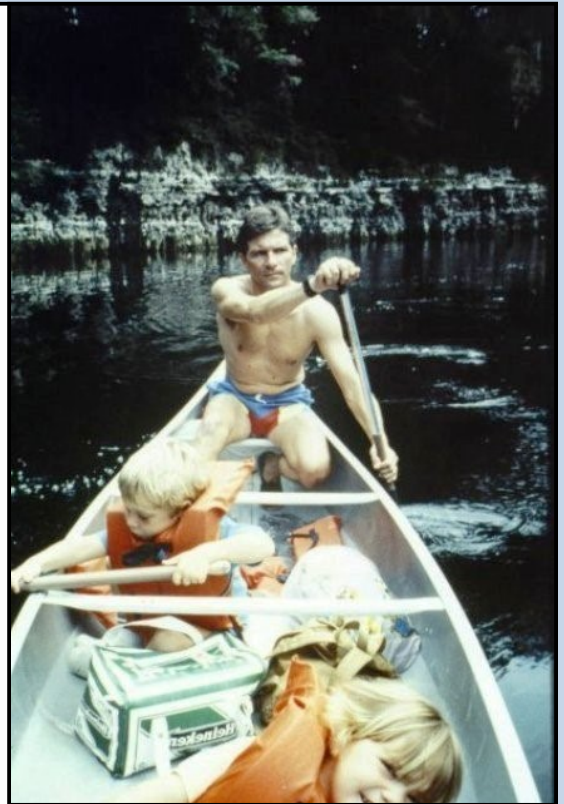
However, we didn’t have any mishaps.

One evening, we drove back into Live Oak and found a pleasant little restaurant. I asked the waitress what I could have that was local fare. “I guess that would be catfish and grits,” she offered, so that’s what I ordered. Well, The catfish turned out to be deep fried in batter and not unlike haddock. It came with fries and what looked like yellow mushy peas. These grits were a corn product and I thought they tasted awful!

Next, we motored north, into Georgia, finding a hotel in a small town Near Valdosta, called, I think, Steamboat Springs. I entered a bank on the main street and asked the young bank cashier for \$100, using my bank card. “Wait there,” she said, disappearing into the back office. She came back with her workmates.

“Ok, talk! Are you Australian, or something?” I replied that I was from Lincolnshire, England. “How exotic!” she said.

Several days later, it was time to start heading back south, this time down the west coast of the Florida peninsula. We stayed at roadside motels and found burger bars for lunch (Our favourite was Wendy’s). Coming upon Ichetucknee Springs, we hired inflated lorry tyres from a village garage and joined other tourists tubing down the fast flowing river, along with lots of terrapins. At Crystal River, we hired a canoe and paddled in the company



Up The Suwannee River

of manatees. Driving south, along seemingly endless forest lined highways; we noticed quite a lot of road kill, as you do back home. However here it was mostly armadillos. These little creatures, like our native hedgehog, roll into a ball as a defence mechanism. This has about as much success with the American motorist as the poor hedgehog finds back home in England.



Down River Ichetucknee Springs

We carried on down Route 75, through Tampa and Fort Myers, turning east at Naples, along Alligator Alley. Entering the Miccosukee Indian Reservation, we stopped at a gift shop in a village. I’ve never come across such a surly bunch of people as these “first nation” people. It was obviously our fault that the Pilgrim Fathers had landed at Plymouth Rock in the first place! As we were examining various beady products, a lady ventured that all of it was made in Japan and you could buy it for half the price in Miami, if we really wanted it. I don’t think she was a local!

That same evening, we arrived back in Miami at Ray and Mary’s. There followed several further days of sightseeing and barbecues on Key Biscayne beach before we boarded a jumbo jet for home. Leaving Heathrow Airport, my little boy said:

“Hey Dad, the air’s cold here!” - We were back.

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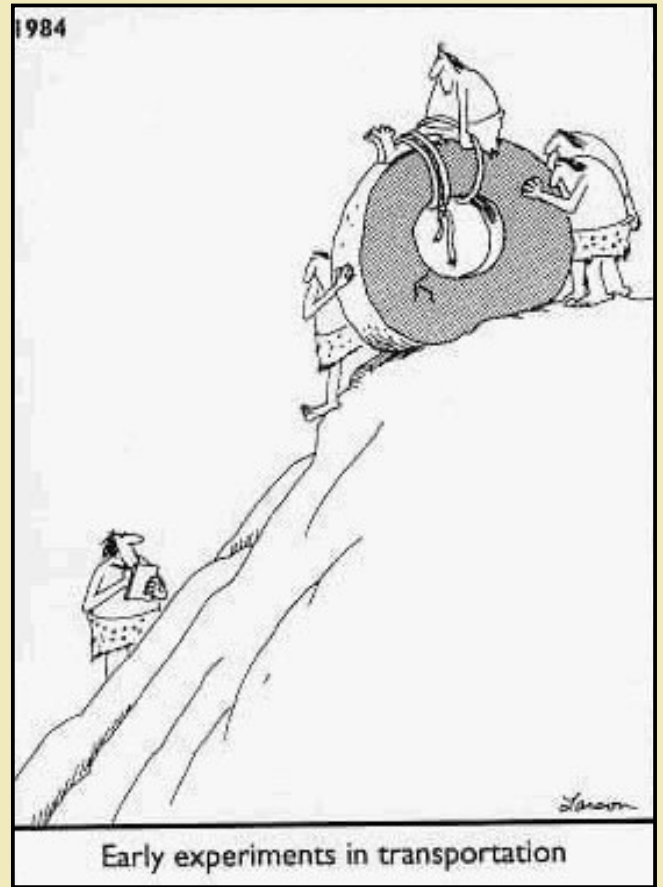
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Smile Time



Members Corner

Imagine - Len

Imagine we lived in a world where all cars were EVs, and then along comes a new invention, the "Internal Combustion Engine"! Think how well they would sell: A vehicle half the weight, half the price that will almost quarter the damage done to the road. A vehicle that can be refuelled in 1/10th of the time and has a range of up to 4 times the distance in all weather conditions. It does not rely on the environmentally damaging use of non-renewable rare earth elements to power it, and use far less steel and other materials.

Just think how excited people would be for such technology, it would sell like hot cakes!

Len

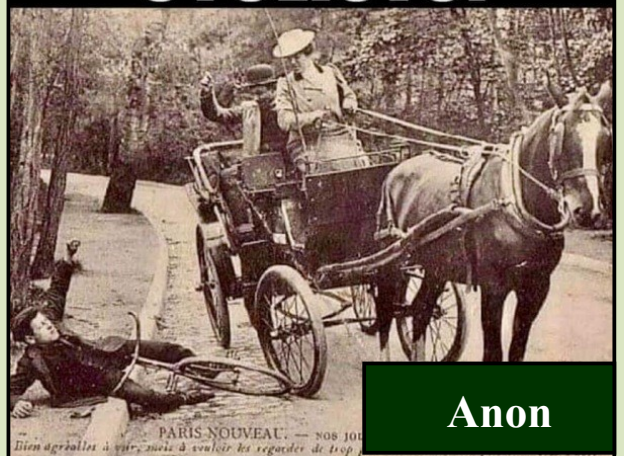


Trevor

Technical Advice - Tom



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Anon

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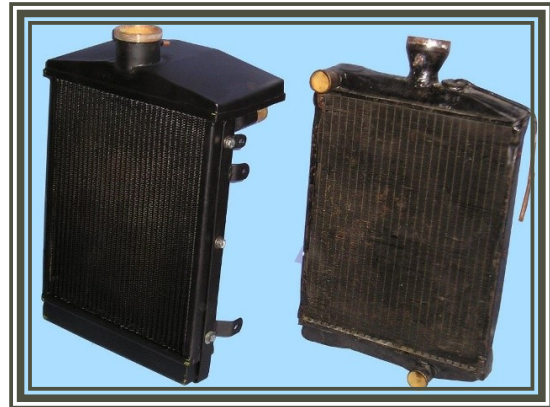
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These figures were obtained after the battery had been fully charged. The All-New MG4 EV is a battery electric vehicle requiring mains electricity for charging. There is a new test for CO₂ and electric range figures. The electric range shown was achieved using the new test procedure. Figures shown are for comparability purposes. Only compare CO₂ and electric range figures with other cars tested to the same technical procedures. [^]The All-New MG4 EV SE Long Range with the 64kWh battery from a single charge on the WLTP combined cycle: Combined Range 281 miles (450 km); City Range: 360 miles (579 km); Combined Driving Efficiency: 3.8 miles/kWh (16.0 kWh/100km). These figures may not reflect real-life driving results, which will depend upon a number of factors including the starting charge of the battery, accessories fitted (post-registration), variations in weather, driving styles and vehicle load. [†]Up to 80,000 miles. T/C's apply. *Price applies to the All-New MG4 EV SE. Model shown: The All-New MG4 EV Trophy Long Range with Volcano Orange Paint £32,190 on the road.

