



November 2025

Contents Page

03 Chairman's Letter and Editorial

Latest news and review of magazine content

04 Upcoming Events

November Events in detail

05 Event Planner 2025

All our remaining 2025 Events listed

06 Cadwell Park Event Report

Cult Classics at Cadwell

07 Motorbike Weekend at Aby

Two days of motorbike fun

08 Mercedes Benz 220SEb

Ian Keer's Monte Carlo winning Mercedes

11 Rover P5 Profile

The 1960s, 70s Rover icon

16 Snetterton 2CV Weekend

Alison's annual pilgrimage to the 24hr race

18 Angelsey Road Trip

Chris's trip and Lifeboat Station tour

24 Model Cars

John's model cars featuring the TR3B

26 Ending on a Smile

Best selection of this months jokes



08



11



16



18



24

Welcome New
Members

Jim Houlgrave,
Henry Cooper,
Colin Matthews,
Andrew Marris,
David Green

Chairman's Letter and Editorial

Welcome to our 2025 November issue of the LAC Magazine. The show season is coming to a close. It follows a packed program of events in September and October. We have attended Cadwell, Grasby, Greenfield Motorbike Racing, a visit to the Vulcan at Doncaster Airport and a Drive it Day from the Clickem Inn to Alkborough, all well attended.

At this time of year our attention has turned to next years events, we are looking forward to a return to our favourite events including Thorpe Camp, East Kirkby, Cadwell Park, Whitbey, Grasby and Aby Motorbikes. Our Drive it Days will continue with new venues and drive routes. Gringley on the Hill returns this year and we will be attending. Our Annual Show will again be at Grimsby Rugby Club on the first Sunday of August, well attended and very successful this year, more of the same in 2026.

The 2026 Northumberland Group Tour is in the planning stage with the first weekend in September established as our preferred date. Itinerary will include Scarborough Fair Car Museum on the Thursday, Beamish on the Friday, Boat trip to Holy Island Saturday and Bamburgh Castle on Sunday. A relaxed approach, no hurry, bring classic or modern, Join us at designated hotel or camp, caravan or B&B, come along one day or two or the whole weekend, if you don't like the outings information on alternatives will be available.

A fantastic response to the call for magazine articles this month to the extent I have been able to carry over content to January issue, many thanks to all. Ian Keers has submitted an article on his Mercedes 220SEb, a car from the 1960s with a classic rallying history, including outright winner of the Monte Carlo Challenge in 1994. A beautiful car with great pedigree.

Alison Grey Colwel's article covers the Snetterton 24 Hour CV Racing lots of action and atmosphere what a wonderful way to spend a weekend. Next up is Chris Craft's account of his trip to Anglesey and his tour of Moelfre Lifeboat Station, underlining the importance of the work performed by this essential service. To conclude John Hepworth has sent in photos of his 1:18th model car collection and of a Triumph TR3A. A hobby shared by many club members including myself, more coverage in future magazines.

All well written interesting articles well worth a read. Enjoy.

My own contribution is a profile on the Rover P5, produced from 1958 to 1973, one of my favourite cars and a British Auto industry icon.

November 2025 Events

Title
Date
Time
Venue
Description

Heneage Coffee Morning / 2026 Events Presentation
Sunday 2nd November
10:00 to 12:00
Heneage Arms, Hainton, LN8 6LX
Just come along all welcome



7-9 November 2025 • NEC Birmingham

THE UK'S PREMIER CLASSIC MOTOR EVENT

- See **3,000** vehicles spanning seven NEC halls (That's 16 football pitches!)
- Visit **310** friendly clubs, from FIAT to Ferrari
- Shop from **450** specialist traders including the UK's biggest indoor Autolumbe



LAC Fish n Chips Evening

Wednesday 12th November

5:00 for 5:30

Our annual Fish and Chip evening out, this year at Venny's, North Thoresby, DN36 5PL

To Book contact Brian at brianking2016@icloud.com



Address

Venny's at the Granby
High Street
North Thoresby
DN36 5PL

Title
Date
Time
Venue
Description
Information

Rock Café Wednesday Lunch

Wednesday 26th November

11:30 for 12:00

Rock Café, Caistor, LN7 6RJ

Our monthly Wednesday light lunch or late breakfast
Just come along all welcome

LAC Remaining 2025 Events

November	2025 Events Presentation	Sun 2nd
	Fish and Chips Evening	Wed 12th
	Rock Foundation Café	Wed 26th
December	Heneage Coffee Morning	Sun 7th
	Christmas Dinner	Sun 14th

Cadwell Event Report

Our third visit to Cadwell on Saturday 6th September and perhaps the best. Amongst a field full of classics and excellent racing from 60s and 70s cars. As always this year a good turn out of LAC vehicles taking advantage of the fine weather. Unique to this visit is a parade of cars allowed on circuit at the close of racing. Some members took part rounding off one of our best outings of the year.



Aby Motorbikes Event Report

Our annual visit to Greenfields Dirt Track racing at Aby on Saturday 20th and Sunday 21st of September. Hosted by Paul and Roz O'Keeffe we had two days of warm hospitality and interesting grass track racing. Our new gazebo was used for the first time and was sorely tested by gale force winds overnight, thankfully only superficial damage. Tea, coffee, cakes all provided and curtesy of Paul a BBQ on the Sunday with Burgers and sausage baps. Please note for the future Linda McCartney sausage may cause your Labrador a wind problem later.



Mercedes-Benz 220SEb

Ian Keers



Introduction

I thought I would write a few notes about my recently acquired classic Merc. It is a 1963 220SEb, Type W111, in production from 1959 to 1965, although coupe and cabriolet versions remained in production to 1971. Power comes from a 2.2 litre fuel injected straight six petrol engine giving 134 bhp. It has all round independent suspension and disc brakes at the front, so it was quite technically advanced in its day. My car has a four-speed manual transmission and does not have power steering, which was an optional extra as was automatic transmission. Being large, “foreign” and expensive, they were not that common in the UK at the time, but were recognised as very high-quality, superbly built cars. Amongst Mercedes enthusiasts, they are known as “Fintails”, from their obvious rear end styling, clearly aimed at the US market, which was a spectacular change from the rather sober, rounded designs of the models that came before.

My Fintail is a bit special because it has an extensive Rallying history and is a car I have known for over thirty years and have followed its progress, along with its long-term owner, with great interest. Works Mercedes-Benz Fintails were very successful Rally cars in their day and in fact, came 1st, 2nd and 3rd in the 1960 Monte-Carlo Rally (before the Minis arrived on the scene!). They also enjoyed great success in Rallies around the world with some famous drivers such as Eugen Bohringer and the great Swedish lady driver Ewy Rosqvist amongst others. As time went on, Rally cars became ever-more hard edged, more like racing cars, totally different from the original idea of Rallying, when ordinary folks could put a couple of spotlights and some winter tyres on a Sunbeam Rapier or something and enter the Monte-Carlo Rally. I think this is how the idea of rallying classic cars came about, possibly in the early 1980s and attempted very successfully, to emulate the famous rallies of previous times, the Monte-Carlo Winter Challenge being probably the best known.

However, back to my car which had a soft start to life it would appear, its early service records showing it was looked after by the Mercedes Dealers Normand of Mayfair or Taylor and Crawley in Chelsea. All this came to an end in 1987 when the original owning family sold the car to a then Director of the Mercedes-Benz Club, Nicky Porter. Nicky was an experienced and successful Rally driver with classic Mercedes as well as contemporary Mitsubishi cars and wanted the Fintail to go rallying with. I think its first outing was the 1988 Pirelli Marathon, but most notably, Nicky entered it into ten successive Monte-Carlo Winter Challenges, 1990 to 1999 and along with his Navigator Andrew Bodman won the event outright in 1994!

These events always took place in January or February and included various European start points leading to a concentration point somewhere in South-Eastern France whereupon the competitors undertook much Alpine driving, night stages and timed regularity sections, with the survivors arriving in the sunshine of Monaco several days later. (You can see fascinating films of these events by searching on YouTube). Nicky retired the car from serious competition some years ago, but in 2010 he organised a superb Mercedes-Benz Club event to Monte-Carlo to mark the fiftieth anniversary of the famous 1960 wins by the works cars. Pat and I were fortunate to take part in this event in an SL500 I had at the time. We had to concentrate in Colmar and then Nicky made us run the exact 1960 route, with every Alpine Col and every hairpin included. The only difference was, we did it in daylight in the summer! Nicky drove the Fintail on this trip, so once again it found itself in Monte-Carlo.

In January this year, I sold a classic Merc I had owned for nearly twenty years, a superb 450SEL 6.9, so I had a hole in my garage and wondered what to fill it with. I have had quite a lot of classic Mercedes over the years, but my first one, in 1993 was a scruffy 220S (carburettor) Fintail and I thought “why don’t I go back to the start and find another one?”. Through a very lucky set of coincidences, it transpired that Nicky had decided to try to find a good home for the old Rally Fintail which had not been used for some time and one thing led to another and I became the new owner in June this year. It is an amazing car in many ways, not least because it has somehow survived in remarkably good condition considering what it has been through! Mechanically it is standard, but it does have a few modifications, the main one being a conversion from column to floor gear change using a gearbox from a coupe. (Manual saloons all had column change, but manual coupes and cabriolets had floor changes, so it was a straightforward swop). It has Mercedes “Safari” heavy duty springs, twin powerful spotlights wired through the main beam, two stop-watches and a rally clock, interior navigation lights, a four-point safety harness, 14” alloy wheels and extremely loud air horns! It wears Mercedes-Benz Club badges and lots of window stickers from past rallies it has done. It had an engine rebuild in the nineties and still runs very strongly. I intend to keep it as it is, complete with a few battle scars as I see myself as a custodian rather than just an owner of this rare and historic car and I look forward to using it on many Lincs Auto Club events in the future.



Rover P5 - 1958 to 1973

Alan Bentham



Introduction

Rover in the mid 1950s were in a strong financial position with the P4 range and Land Rovers selling well, in 1955 thoughts turned to expanding the range of cars being manufactured. Initially a car smaller than the P4 was considered, however lack of manufacturing space and problems with planning permission to extend existing factories diverted attention to a car upmarket and larger than the P4s currently being produced.

With Gordon Bashford leading the Engineering team and David Bache in charge of styling a move to the more modern practise of unitary body construction was made. Design and development continued in the late 1950s, culminating in the introduction of the Rover P5 3 litre in Sept 1958.

MK1 3 Litre

The car introduced in 1958 had indeed used unitary construction for the body allowing a lower profile for David Bache to capitalise on, larger than the P4 but even with conservative structural design and a substantial sub frame supporting front engine and suspension the car was no heavier than the P4.

The engine developed for the P4 was a development of the existing six cylinder 90 engine, it used the same inlet over exhaust configuration but now had seven main bearings for smoother running. Capacity was now 2995cc achieved by larger bore pistons and a “spread bore “ arrangement to minimise an increase in block length. Using a larger single SU carburettor the engine produced 115 bhp.

Front suspension was by laminated leaf torsion bars and wishbones, rear was by semi elliptics. Brakes were 11 inch drums all round (changing to front discs in October 1959). Both manual and automatics were available at launch, the manual was four speed with synchro on the top three gears, gear change was by the “magic wand” gear lever familiar to all owners of P4 Rovers.

Overdrive was an optional extra on these early cars, not becoming standard until 1960. The automatic was a three speed Borg Warner unit with a kick down facility available when the accelerator was fully depressed. Power Steering was also an optional extra available on both the manual and automatic.

Under Bache the resulting body style was both elegant and dignified placing the car directly in the market area intended. The interior also did not disappoint. Solid West African Walnut dash and door capings, a separate instrument binnacle ahead of the driver with clear instruments and switch gear, deep pile carpeting and sumptuous leather seats, coupled with the smooth ride and low noise levels this truly was an executive carriage.

In September 1961 a minor re-style was introduced involving quarter windows and trim, at this time improved hydrosteer variable rate power steering was made available as the optional extra. This model was designated as the MK1A. Production of the MK1 continued until 1962, by then 20,963 cars had been produced.



MK11 3 Litre

The MK11 cars brought two significant introductions, the first was an uprated engine. From inception Rover engineers had looked for ways to improve engine power and hence performance, their competition in this section of the market being the big Jaguars. Multiple carb arrangements were tried but were unsuccessful, Rover turned to Weslake consultants to solve their problem. Weslake came up with separate head and manifold castings and a reworking of combustion chamber profiles. The result was an engine now producing 134 bhp (129bhp for the automatic), not Jaguar territory but a big improvement making both manual and automatic cars genuine 100 mph cars.

The second significant introduction was in the Autumn of 62 when the coupe version became available, using the Weslake engines the car had the same dimensions as the saloon but the roof line was reduced by 2.5 inches and tapered towards the back, with thinner "B" pillars the coupe affect was complete. Power steering was standard on the coupe whilst still an option on the saloon. The MK11 was available for three years with 5,482 coupes produced and 15,676 saloons.

MK111 3 Litre

Introduced at the Earle Court Show in October 1965, the MK111 was heralded as “even more luxuriously trimmed and furnished”. Internally the rear seats were now two individual seats adding to more comfort for back seat passengers. The 134 bhp engine was now used in both the manual and automatic. Externally a chrome flash was added along the flanks and MK111 badging was added. Production continued for three years with 3,919 saloons and 2,501 coupes produced.



The P5B V8 3.5 litre

The last of the line in September 1967, the P5 received the 3.5 litre V8 engine that had been developed from a Buick design purchased by Rover to become the P5B (B for Buick). The compact lightweight aluminium V8 underwent significant re engineering by Rover to improve reliability and comply with UK manufacturing practices. The resulting engine had a

capacity of 3,528cc with a power output of 160bhp, the lower weight and higher power output resulting in better performance and lower fuel consumption.

Both the coupe and saloon remained in production both with the 160bhp engine, transmission was now via the Borg Warner Type 35 auto box, due to the high torque output of the engine the car was no longer available with manual transmission. Power steering was now standard, two fog lights were added below the headlights and rostyle wheels made an entrance. The car continued unchanged until production ended in 1973, by this time 9,099 coupes and 11,501 saloons had left the production line. The total production from introduction in 1958 now totalled 69,141.

In A "Nutshell"

- | | |
|-------------|--|
| 1958 | The MK1 3 litre introduced in September with a 2995cc six cylinder engine developing 115bhp. Available as manual or automatic, drum brakes all round, overdrive an optional extra. |
| 1959 | Front disc brakes now standard from October |
| 1960 | Overdrive now provided as standard |
| 1962 | The M11 3 litre introduced with an uprated engine using a Weslake cylinder head and producing 134 bhp. |
| 1962 | In October the Coupe version was introduced in both manual and automatic versions both using the 134 bhp engine. |
| 1965 | The MK111 3 litre introduced with improved interior trim and additional brightwork |
| 1967 | In September the final version the P5B V8 is introduced, using the Buick V8 engine of 3,578cc developing 160 bhp available as a saloon or coupe but now only with an auto box. |
| 1973 | Production ends, total numbers produced of all types 69,141. |

The 2CV classic racing club has been in existence since 1989 but I have only recently discovered the delights of the madness of the Snetterton 24 hour race. Cars compete in a BARC championship with the final race being in October at Oulton Park.

This year I was much more involved as I chose to camp (for free) on the circuit and stay for the whole madcap weekend. Some cars rolled off trailers and became the centre of up to ten mechanics, changing engines, checking brakes, gearboxes and some very important light displays for the night time running. On enquiring, I was informed that some of these cars had not been looked at since the last race in June let alone started...

The combined team of Reggie-Mental, The Toaster, and Blueberry Muffin had a team of over 30 people, including a full catering division, which kept everyone fed all weekend. The catering field kitchen was impressive, chicken casserole, chilli, goulash and burgers for evenings and bacon or sausage rolls/sandwiches for breakfasts.

Friday was a day of meeting old friends, watching day and night time qualifying, tinkering and generally taking as many photos as was possible. It was disappointing to see only five other 2CVs had come to watch but as we only had two last year due to poor weather, it was a bonus.

Watching the racing cars, it was interesting to see how the 2CVs held their own with the C1s who were sharing the 24 hours with us. They beat us on the straights but we held our own round the corners and sounded much meatier!

The race started on Saturday afternoon with everyone having a few teething issues, such as three engine changes in the first 5 hours. This sounds much



Reggie - Mental Looking Spruce

worse than it was as the guys and girls are so good they can change an engine in 7 minutes...Drivers do a two hour stint and then come in to change over, get some food and rest as sleep is impossible. I had just turned in for a couple of hours in the wee small hours when Laurence in the Toaster car had a mega coming together with the Armco and had to retire. Not only had he bent the chassis sideways, he had also bent it up in a graceful curve. The car was renamed Crumbs...



Toaster reduced to Crumbs

Blueberry Muffin had two engine changes and lost a front brake shoe in the last few laps, but came 13th overall which was just behind our Reggie who had also had several engine changes through the race but held on to win the Best Prepared Car trophy at the end. We say 'engine change' but what is not mentioned are the folk sitting taking a dead engine to bits and making a good one from two or more dead ones. We have them to thank for keeping all the cars on the track throughout the weekend.



Three Wheels on my Wagon

Sunday afternoon, after the trophy presentations and much fizzy pop spraying (it's too cheap to be drinkable), many tired drives, mechanics and other various folk had burgers times over 100 and the alcohol was broken out. One rule about our racing is that no alcohol is allowed until everything is over, and it really doesn't stop everyone have a totally mad and silly time. By the time the racing was over, most of us were so tired all we wanted was something to eat and our beds!

Even if you are not a 2CV nut like me, it is certainly a fabulous and fun weekend of car racing with some great friends.

Road Trip to Moelfre Lifeboat Station Anglesey

Introduction

Chris Craft

My journey started over a year ago, and probably longer. Let me explain. I have always enjoyed being on the water and one of my first experiences was back in the early 70's whilst courting. My girlfriend's father was a scout master and he had access to a couple of sailing dinghies, a Mirror Dinghy and a Firefly. He took me sailing and we went out in our own boats. I started in the Mirror and had great fun heeling over and only chickening out when water started pouring in over the side. We swapped boats and I had a go in the Firefly although I was also warned that if I got water over the side then it would be over. I set off and had the time of my life.

My next exposure was when I started work at Lloyds Bank and with the seeds sown, and money in my pocket, I booked myself into a sailing school and achieved my first two certificates. Work also helped to fuel my interest and I joined the company's sailing club which gave me access to some Enterprise Dinghies on a reservoir at Staines.

I didn't take to the water again until many years later when a friend and I decided to buy a couple of Jet Skis. I bought a Seadoo We stored them at a boat yard in Shoreham Harbour and we spent many hours out in the English Channel cruising along the shore.



I have always been a 'Safety' kind of guy and not only did we stock ourselves with a selection of safety equipment but in recognition of the good work they do, we took up membership of the RNLI. This takes us one step closer to the Road Trip to Anglesey, I'll explain more below.

I have always admired the work of our Emergency Services and with my love of the sea I have supported the RNLI at every opportunity. As we get

older our lives and Social Network are impacted by our own mortality. This got me thinking about Life, The Universe and everything else, and a need to update that taboo subject of my Will. The last update took place following my Divorce and over the years my circumstances have changed many times. I took up the offer of a 'FREE Will' through the RNLI and as a result they sent me a thank you letter, a print of a lifeboat and the offer of a guided tour around a Lifeboat Station and Boat. I was overwhelmed with their generosity and decided to exploit the situation and create a family road trip and so for the first time in years I was going away with all three daughters. I was sent a list of Lifeboat stations which offered tours and with the family spread around the country we selected the Moelfre Lifeboat station on Anglesey.



I booked us into the Nant yr Odyn Country Hotel which is a small hotel with just 14 bedrooms and a separate Studio. A nice cozy little place which I thought may be a good base for a Club Road Trip, if we can travel that far (Approximately 190 miles)? We travelled down on the Thursday and we had our tour on the Friday.

Moelfre Lifeboat Station

The RNLI Moelfre Lifeboat station currently have a Tamar Class Lifeboat, RNLB 'Kiwi' and the latest IB1 inshore Lifeboat 'Enfys 2'. Coxswain Vince Jones took us on a tour of the station then onto Kiwi. Kiwi has featured in the BBC 2 series 'Savings Lives at Sea' and Vince has been given the nickname of 'Hollywood' due to his large number of appearances in front of the camera.

Arriving at the Lifeboat Station.
Stairs up to the Viewing Gallery and operational rooms.



The Tour

We were initially taken into the Breakout Room where we were given refreshments and witnessed the amazing views over the Irish Sea. Not a bad location with the “Best Views of any Office”.

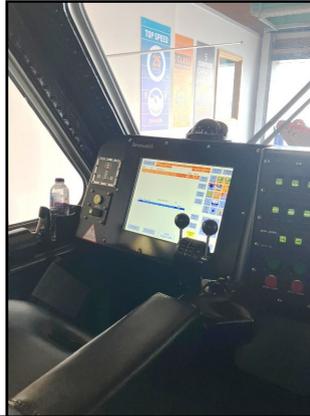
We had a tour of the Kit room where all the different clothing was explained. The kit is supplied through Helly Hansen, whose logo features on all their kit. From here we went back out onto the Viewing Gallery and then boarded Kiwi and made our way onto the Flying Bridge at the top of the boat.



Flying Bridge



Ladder from Flying Bridge to the All Weather Bridge



The All Weather Bridge with dual driving stations and Shock Absorbing Seats all round. The Navigator has a specialist workstation in this area, with numerous equipment displays.

The whole boat is designed with its purpose in mind. Space is at a premium and it has a number of isolated areas accessed by steps or ladders.



Steps from All Weather Bridge to the Lower Deck.

The lower deck offers storage for safety equipment, for use during rescues and for those being rescued. There is belted seating in this area which is sufficient for most incidents (10 Survivors) but in an extreme situation this class of boat can rescue 118 survivors.

Safety Equipment is stored here and throughout the boat. The seated area is forward and then there are more operational areas towards the rear.



Lower Deck Seating Area

The area in the centre houses a small galley and beyond that is The Engine Room. The Tamar Class is propelled by twin specially modified, Caterpillar engines which each deliver 1,000 HP.



Engine Room



The team at RNLI Moefle are devoted to their boat and Kiwi is soon to go in for regular maintenance. The pride and devotion to their boat was highlighted by its immaculate condition and their protective relationship is challenged when their ‘Baby’ leaves home and is entrusted to the staff at Headquarters for maintenance and upgrade.



Last but not least the “smallest room” completed the tour of ALB Kiwi

We made our way back up the boat and then across to the Viewing gallery then into the integral smaller boathouse containing the Inshore Lifeboat (ILB) Enfys2. To Launch the Inshore Lifeboat, Enfys 2 is pushed out onto the landing and then winched across onto the slip way.



All Weather Lifeboat (ALB) Kiwi ready on the slipway



Inshore Lifeboat (ILB) “Enfys2”

Beyond Moelfre (Facts and Figures)

- i) All weather Lifeboat classes are named after Rivers. The current fleet consists of Shannon, Severn, Trent, Tamar and Mersey Classes. The Tamar replaced the Tyne and The Shannon is the latest model.
- ii) The Tamar (Kiwi) can carry 10 Survivors in the belted seats below decks but if needed, it can carry an impressive 118 Survivors.
- iii) Kiwi has a top speed of 25 knots, fuel tank capacity of 4,600 litres of fuel and range 250 Nautical Miles.
- iv) 27 Tamar class lifeboats have been built. 21 of these are assigned to operational stations with 6 held in the Reserve Fleet.
- v) Each Tamar class Lifeboat costs £2.6m
- vi) The RNLI is a charity and is independent of the government and that's the way the teams on the ground like it, They feel their future is secure as they don't trust the government to not rationalise the service and asset strip it. 94% of their income comes from donations, 5+% comes from income sources such as trading and investments, >1% comes from government sources. It cost £190.3m to run the RNLI in 2024
- vii) There are 238 RNLI Lifeboat Stations across the UK, and between 70-80 Independent Lifeboat Stations (Similar to the one at Sea Palling).
- viii) There are 4 RNLI Lifeboat Stations in Lincolnshire (Humber, Cleethorpes, Mablethorpe and Skegness)..
- ix) Kiwi also carries a small Y boat (Inflatable powered Dinghy) housed under the Aft Deck which is deployed through a hinged door in the Transom (rear) of the boat..
- x) Practice launches of the Inshore Lifeboat take place every week at Moelfre, on a Wednesday evening, joined by Kiwi every Fortnight.
- xi) How to pronounce Moelfre? - MOYL-Vruh !

- - - The End - - -

Model Cars

John Hepworth



John has recently sent in photos of his model car collection. The photos show an extensive collection of 1/18th scale models with separate sections for American, European and British cars. Content and layout a credit to John and his chosen hobby.

John originally collected Corgi, Dinky and Spot-On models at 1/43rd scale amassing over 500 cars, moving on to 1/32 slot cars adding extra detail and later adapting and motorising from kits and resin bodysells. Around 5 or 6 years ago John started his collection of 1/18th scale attracted by the detail present at this larger scale, the result is an envy invoking model car collection .

The TR3A

Along with the collection photos John has provided photos of a Triumph TR3A from his collection, prompted by the front page of the September LAC magazine showing Mick and Marian's real life TR3A. The photos illustrate the detail available from these high quality 1/18th models. The model is by Kyosho, a Japanese company whose offerings are rather pricier than some but are of high quality.





TR3A Profile

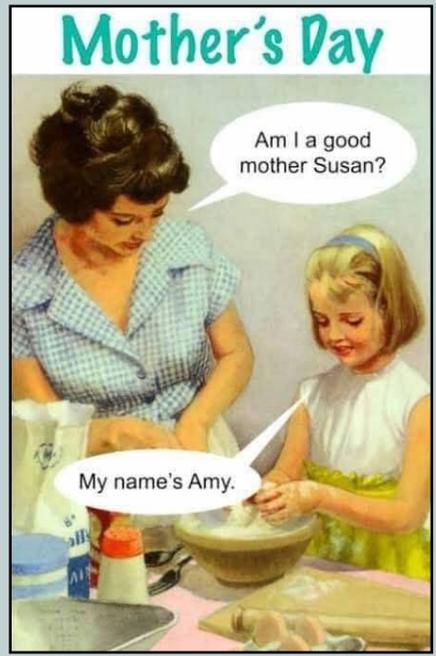
The first Triumph sportscar was introduced in 1953 as the TR2, it was Triumph's answer to the MG sportscars taking the USA by storm. The TR2 was powered by a 1991cc overhead valve engine with twin carbs and an output of 90 bhp. Front suspension was by coil spring wishbone and hydraulic dampers, rear was by semi elliptic springs. Braking was by drums all round. The gearbox was 4 speed with optional overdrive available. The car was an immediate success both here and in the USA (most were exported). The car enjoyed success in both rallying and road racing winning the RAC rally in 1954 on its first outing.

The TR2 was succeeded in 1955 by the TR3. The TR3 had a modified front end and grill and during its lifetime front disc brakes became available there was also an engine uprate by fitting the cylinder head developed as part of the Le Mans works entry modifications, still 1991cc but now with 100bhp.

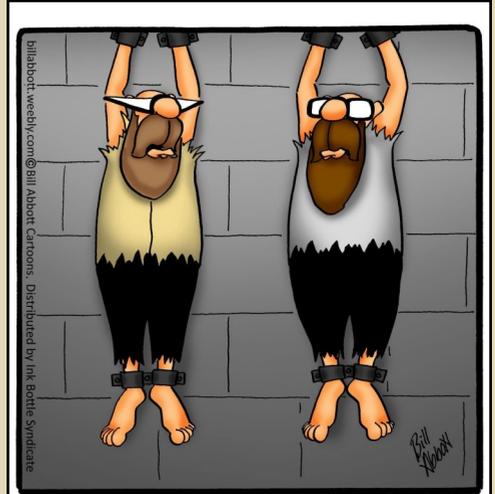
In 1957 the TR3A was introduced, now with a full width grill, better seats, exterior door handles and a locking boot. The 100bhp engine and disc brakes continued. From 1959 a 2138cc engine developing 105 bhp was made available as an optional extra. Production continued until 1962 by which time 58,236 TR3As had been produced.

By 1961 sales had began to slow, the replacement, the TR4, was a more modern design styled by Michelotti, gone were the cut away doors and side screens, in came such luxuries as wind up windows. Not quite the end of an era as there was still a market in the USA for a rugged no frills sports car, Triumph therefore continued to supply the TR3B alongside the TR4 for a further year in the USA only. The last "side screen" TR was produced in 1962, the car had been a great success with 83,588 cars produced between 1953 and 1962.

Ending on a Smile



**KYLIE SEEMS TO BE ENJOYING HERSELF
BUT NOT HALF AS MUCH AS THE BEAR!**



billabbott.weebly.com@Bill Abbott Cartoons. Distributed by Ink Bottle Syndicate

“Any big plans for your birthday?”

Advertisement Section

Paul Drury Mechanical Engineering services ltd

Servicing
Mot & repairs
Diagnostics
Cambelts & chains
Brakes and clutches
Car restorations
Welding & fabrication
Custom exhausts
Alloy wheels repairs
24h recovery
Courtesy car upon request

Opening times
monday to Friday 8.30 -5.00
Saturday 9. 00 To 12.30
Sunday closed

Office 01652 638862
Mobile 07894595543

Unit 31 Island Carr Industrial Estate
Scawby brook Brigg
Dn20 8pd

BW Automotive Repairs

**Established Auto electrician / mechanic with over 20 years experience,
Specialises in a wide range of Electrical / Mechanical repairs and modifications**

- Wiring harness repairs / Harness modifications
- Wiring harness fabrication
- Alarm systems / battery isolators
- Stereo equipment
- Indicator beepers Hazard switch installs
- Additional lighting
- USB / Aux fitment
- Trickle charge wiring harness installs
- Towbar installs
- Dash cams



All other enquiries

Ben Williams 07708759503
Email : bw.ar@outlook.com

WALTHAM UNYPART

1ST FOR MOTORPARTS & ACCESSORIES



**1 Kirkgate Waltham Grimsby DN37 0LP
OPEN 7 DAYS A WEEK**

GRIMSBY RADIATOR SPECIALISTS

Havelock Place
41 Low Burgage
Winteringham
Scunthorpe, DN15 9PF



NEW RADIATORS RE-CORE/REPAIRS

Tel : Greg 0789 998 2181 24 HOUR CALL OUT



NEPTUNE TYRES

NEW AND PART WORN

ESTABLISHED 13 YEARS

A reliable and honest business selling new and part-worn tyres at the best prices while providing all customers with excellent advice and service.

- NEW TYRES
- PART-WORN TYRES
- PUNCTURE REPAIRS
- RIMS RESEALED
- WHEEL BALANCING

Opening Times

Sunday & Monday: Closed
Tuesday - Friday: 9am - 5:30pm
Saturday: 9am - 3pm

Unit/Workshop,
Wilton Road,
Humberston,
DN36 4AW

Tel: 07733040343



BRITISH ENGINEERING EVOLVING



Whether you have the passion and desire to build your own car, or you simply want to buy a factory built car, manufactured to your choice of bespoke specification, you need look no further:

www.greatbritishsportscars.co.uk

Maun Way, Boughton, Ollerton, Nottinghamshire, NG22 9ZD T: 01623 860990

Barrie Stemp Upholstery Cleethorpes Caravan & Camper Cushions

- Caravan Upholstery -

- Cushions made to size - Design Service - New or recovered



New Road (Off Seaview Street)
Cleethorpes, DN35 8LJ

T:07411 037751



SW POWDERCOAT & CERAKOTE

CONTACT

SIMON WHITE
Unit 1 Monsal Park
Atherton Way
Brigg
DN20 8FW
01652 281029
07414 812147
info@swpowdercoat.co.uk
w swpowdercoat.co.uk

SERVICES

ALLOY WHEEL REFURBISHMENT
POWDERCOATING
CERAKOTE
CHEMICAL STRIPPING
MEDIA BLASTING
TWO TONE POWDERCOAT
BRAKE CALIPERS
ROCKER COVERS
MOTORCYCLE FRAME^s

CENTURY CARS (CAISTOR) LTD



5 + 6 Hillcrest Park
CAISTOR
Lincolnshire
LN7 6TG

www.centurycarscaistor.com

Tel. 07714 763896

Email:- enquiries@centurycarscaistor.com

VAT No 394 9686 20

Sales / Service / Recommissioning

Classic car enthusiast happy to assist you and your project with help and advice.

Fully equipped workshop facilities.

Feel free to pop in (kettles always on) or give Jerry Griffiths a call on 07714-763896 for a friendly discussion about helping you enjoy your classic car motoring.

SAY YES TO ELECTRIC



The All-New MG4 EV fully electric hatchback. From £25,995*

Up to 281 miles[^] on a single charge, innovative technology,
an ultra-thin battery that maximises head and leg room
and complete peace-of-mind with our 7 year warranty[†].
Say **YES** to the electric car that's within reach.

SAY NO TO COMPROMISE.

Book your test drive now

N T Shaw of Louth

North Holme Road, Louth Lincs, LN11 0HQ

call 01507 603382 visit www.ntshawoflouth.co.uk

Fuel economy and CO₂ results for the All-New MG4 EV MPG (l/100km): Not applicable. CO₂ emissions: 0 g/km Electric range[^]: 281 to 360 miles.
New MG4 EV Trophy Long Range MPG (l/100km): Not applicable. CO₂ emissions: 0 g/km Electric range[^]: 270 miles to 358 miles.



mg.co.uk   

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.

