



The Lincolnshire Automobile Club
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Issue Number 032



Austin Healey / Morris Minor Traveller / Just Jane / Rover P6 V8

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Front Page

Morris Minor Traveller - Tom Reveler

Editorial

Welcome to Magazine issue 32. A lot to report this issue, July and August events have been well attended with great feedback from those members attending, in particularly the East Kirkby Show and our Wolds Railway Picnic. Worthy of mention has got to be the Gliding Day organised by John and Pam, several of our members actually went up in a glider.

A good selection of members articles again this month, John Berry has sent in an article describing his trip to France for a classic rally French style, another instalment of the intrepid adventures of Marjorie the 2CV Special. Two articles from Paul Treloggan include an account of a day out at East Kirkby taxiing on Just Jane and an account of his ownership of two P6 Federal V8 prototypes. Michael Taylor shares his memories of his Morris Minor Traveller and his time on the Isle of Skye, looking at the photos you wonder why he ever left. All high quality articles well worth a read.

The first of my submissions this month continues the Morris Traveller theme with a profile of the fist Travellers based on the then Series 2 Minor. Club member Tom Reveler owns a lovely example of one of these cars and provided photos and information enabling the construction of the article, his car also features on the front cover. My second effort concerns the Austin Healey 100/4, these were the original Big Healeys distinguished by the 4 cylinder "Atlantic" engine and front Healey grill. An icon British sports car of the 1950s, I hope the read is as interesting as the research carried out to produce the article.

With the show season coming to a close thoughts are turning to 2024 events, they will be based on the successful events this year with some new venues added in to keep interest fresh, more in our November issue due out just ahead of a presentation to members at the Heneage.

Welcome New Members

Stevie Beezley-Price
Alan Drew
Roger Smith

Susan Waller
Christopher Hand
David Rossington

Karl Holmes
Kim Adams
Earling Dean

After one of the wettest July's on record, with over twice as much rain as normal, the committee were not surprised when Lawrence, from the Landmark Café, contacted us to say the Show was 'off' due to the unfortunate circumstances. The ground was really too soft for vehicles, none of us wanted to drag classic cars out of the field with a tractor! On a brighter note it was great to see so many members at the Heneage Pub and welcome some new car enthusiasts to the LAC.

On another note, Sharon has informed the committee that she wishes to step down as Social Media Manager with immediate effect for personal reasons. The committee would like to thank Sharon, on behalf of the membership, for her drive, enthusiasm and commitment shown over the last year. She has made such a positive contribution, sorting out both our Facebook and Website presence.

She has agreed to help anyone who would be willing to take over the administration of the Facebook and Web pages to ensure a smooth handover. I'm hoping that somewhere in our Club of over 90 members plus partners that there must be someone willing to take on this role. Please contact one of the committee to declare an interest.

I too will not be seeking re election at the AGM in March also for personal reasons.

On a brighter point we are pleased to welcome Dawn Morton and Brian King to the committee. Brian has worked hard for the Club this year, not only creating the car run to the Landmark Café in May, which many of you took part in, but also organising the August Show as well as liaising with Lawrence. He is really enthusiastic about creating more car runs, some of which may be 'spur of the moment' depending on the weather. Dawn is to help John with his social secretarial role. If you feel you could contribute to the committee we would love to hear from you.

Many thanks to Alistair for organising the Lincs Wolds Railway picnic. Everyone I spoke to thoroughly enjoyed the event, it was great that so many members joined in the spirit of the day. Thanks also must go to Olwen for providing the hot drinks and those who put up and dismantled the gazebo.

We have a packed Autumn programme beginning with the Wolds Hill Climb, then Grasby Village Show, Papplewick, weekend trek to North Yorkshire, Alford Manor, Hemswell Antiques and the Christmas Dinner on 3rd December.

May I invite you all to a meeting for members at the Heneage Pub on 5th November to discuss the 2024 calendar at 10.30am? Looking forward to meeting you all there.

Events News - September Events

Vintage Hill Climb - Sunday 3rd September

Pre war cars driven in earnest up a hill climb course

Join in for £35 if you have appropriate car. (details on website)

£5 for two cars if you want to join the static classic car display and just soak up the atmosphere.

All tickets available only from website, www.louthrotary.org.

Heneage Arms Coffee Morning - Sunday 3rd September

The regular gathering at the Heneage Arms, Hainton, LN8 6LX.

10:00 to 12:00, tea, coffee, baps or full breakfast available, or book for lunch.

Grasby Show - Saturday 9th September

A show with a difference, parking is on private driveways in the village with a central meeting point at the Village Hall. Meet the locals catch up with fellow classic enthusiasts and enjoy the food ,drink and ice creams available, great atmosphere great show. I have distributed application forms to all members, please return them to Claire Bullass, 30 Staniwells Drive, Broughton, Brigg, DN20 0BD.

Or email grasbymotorshow@gmail.com

Minting Classic Car Show - Sunday 10th September

A show well attended individually by several members last year, alas no group areas and only pre 1980 cars, email mintingmotorshow@gmail.com to book in.

Tour Weekend North Yorkshire - Fri, Sat, Sun, Mon, 29th to 2nd

All booked up, itinerary and route plans being drawn up.

Events Planner 2023

**Bold Type denotes
LAC organised events**

Sep	Sun	3rd	Lincolnshire Wolds Hillclimb
	Sun	3rd	Sunday Coffee Meet
	Sat	9th	Grasby
	Sun	10th	Minting Village Classic Car Show
	Sat	16th	Papplewick
	Fri	29th	Tour Weekend North Yorkshire
Oct	Sun	1st	Sunday Coffee Meet
	Sun	15th	Alford Manor House
Nov	Sun	5th	Sunday Coffee Meet & Events 2024 Proposal
	Wed	15th	Hemswell Antiques
Dec	Sun	3rd	Christmas Lunch

Events - Latest Information

Our fellow member Roger Callow has been tasked with getting together a classic car display at his local village show.

The venue is **MAREHAM LE FEN** on the A155 just east of Coningsby
The date is Sunday 24th September. Duration is 13:00 to 17:00.

Roger is looking for 20/25 cars, lovely village setting, plenty to do, please reply to me if interested on alanclassiccars@yahoo.com and I will pass on name and car details to Roger.

Brian King is organising a road run for club members on Saturday 16th September, Caistor Lakes to Alkborough, details on times and post codes etc to follow. Brian looking to gauge interest in first instance, please contact him on brianking2016@icloud.com to register interest.

East Kirkby - Saturday 1st July

Alan Bentham

The Annual East Kirkby Rover / MG Show.

Usually hosted by the Mid Lincs Rover Club over many years and a must visit show for Rover owners from far

and wide. With the disbanding of Mid Lincs Rover late last year LAC stepped in to host the show and support our member Dave Jackson who was organising the show.



LAC were allocated a prime position to the left of the entrance across from the Lancaster hanger, over 40 of our members attended, we erected a tea / coffee tent and a gazebo shelter and as always had a great day out chatting about cars and life in general. We made membership application forms and copies of old magazines available at out the tea tent and received several enquiries regarding club membership. (five people have since joined the club).

Back to the show as a whole, there is plenty to see and explore at East Kirkby, add in the Lancaster, over 250 classic cars, fine weather (mostly) and good company you simply can't go wrong. Icing on the cake, the Lancaster fly past, cherry on top £1250 raised for Air Ambulance. On the day we supported the show with 15 marshals, taking entrance money at the gate and directing site traffic, many thanks to them and to Dave for making the show possible.



Austin Healey 100/4 (1953 to 1956)

Alan Bentham



Introduction

Donald Healey was born in Perranporth, Cornwall in 1898, he flew with the Royal Flying Corps during World War 1. At the end of hostilities in 1919 he returned to Perranporth to open a garage business, he was a keen rally enthusiast building a reputation as an outstanding driver. His success in rallies and trials in the UK led to an invitation to become a works driver for Invicta in 1930, for the next three years he took part in international rallies, winning Alpine Trials in 31 and 32, but more famously winning the Monte Carlo Rally of 1931.

Leaving Invicta in 1933 he joined Riley, working on development of their sports cars, the association was not to last very long, in late summer 1933 he was offered a position with Triumph in charge of design and development work. He became Technical Manager in 1935 and stayed with Triumph until 1939. Triumph by 1939 had severe financial problems

leading to liquidation and a low value sale to Thomas W Ward Ltd of Sheffield. With destruction of buildings, plant and machinery during WW2 all that was left was the Triumph name, the rights to which were purchased by the Standard Motor Company.

Triumph's principal Coventry factory was sold to the Air Ministry, Donald Healey became General Manager overseeing the manufacture of carburetors for aero engines, later in the war he joined Humber working on the development of military vehicles. It was during his time at Humber that he started to make plans for a post war future.

The future for Donald centred around a new sportscar, along with two colleagues at Humber a design was drawn up with the intention of persuading Thomas Ward to manufacture the car as a Triumph once hostilities had ended. They were turned down by Ward who had little interest in manufacturing cars, the decision was therefore made to form the Donald Healey Motor Company, which came into being in 1945.

The company was based in Warwick and produced hand built sports cars using the chassis frame designed during the war. Westlands, Elliots, Silverstones and Tickfords were produced using predominantly Riley engines and running gear. Small volume and relatively high cost took its toll and by 1950 the company was in financial trouble.

The saviour was American car manufacturer Nash. Donald reached an agreement with them to produce the Nash—Healey sports coupe complete with the wide mouth grill and Nash engine. Factory capacity was full and had never been busier, more importantly profits were being made and finances were becoming available to allow development of a new model. The new model was the Healey 100.

A Car is Born

As 1951 progressed thoughts were turned to producing a car that would consolidate the future of the Healey Company. The design brief was to produce a smaller sportscar of simple design with engine and running gear readily available at reasonable cost. Donald was able to reach an agreement with Lenard Lord of BMC to provide the engine, gearbox, axle and suspension being used in the manufacture of the Austin A90 Atlantic.

Having established the specification of mechanical components, the next steps were to finalise the overall layout and dimensions of the car, followed by chassis and body design. Overall dimensions pitched the car between the MG T types and the Jaguar XK120, the chassis was a simple box section affair with crossmember bracing, the body was designed by Healey employee Jerry Coker with input from Donald Healey.

Chassis frames were bought in from John Thompson Motor Pressings, the body pressings and assembly undertaken by the coach building company Tickfords. The target from the outset was to produce a finished car in time for the October 1952 Earls Court Show, the first prototype was in fact ready for road trials by the Summer of 1952, High speed runs were undertaken on the Jabbeke Road in Belgium where it achieved speeds of over 100 mph. On its return from testing the car was prepared for the Earls Court Show.

Earls Court Show 1952

Looking almost identical to the car that would emerge from the production line in 1953 the Healey 100 took pride of place on the Healey Stand. The car was a sensation with the paying public. Donald had been in discussion with Lenard Lord leading up to the show regarding large scale production, the reception received at the show prompted rapid discussion and agreement between Donald and Lord on the future of the Healey 100.

The deal was finalised in the first few days of the show, the agreement included ;

The Healey 100 would become the Austin Healey 100/4.
Manufacture, marketing and sales would be undertaken by Austin (BMC).
A small royalty would be paid to Healey on every car sold .
Design and development would be exclusive to Healey (no interference)
Healey to have an allocation of cars to sell in UK and to US Servicemen.
A sum of money was to be set aside to enable Healey to undertake a motor-sport program.

The deal was advantageous to both parties, Austin had a large volume sportscar using surplus engine and running gear (the Austin Atlantic had not reached the volumes expected) that could compete in world markets

and redeem their reputation in the important USA market. Healey had secured their future, the large scale manufacture ensuring their survival and prosperity, Donald had also secured the ability to pursue his passion for motorsport and sportscar development.



Donald Healey and
Lenard Lord in the
Healey at the 1952
Earls Court Show

The show over, the hard work commenced, the Healey works at Warwick started a program to produce 20 pre production cars for testing and marketing purposes. The final production version differed slightly from the show car, the headlights were raised and the grill reshaped, the design changes of course under the control of Healey Design Engineers. An early version of these pre production models was taken to the USA by Donald to exhibit at the 1953 New York Motor Show, it was awarded a gold medal for the most advanced overseas car, confirming the cars potential in the USA market.

Meanwhile preparations were underway to organise the large scale manufacture to be undertaken by Austin. A number of supply agreements were put in place, chassis pressings were sourced from John Thompson Motor Presings, body pressings were sourced from Boulton Paul. These items were transported to Jensen Motors for assembly, on completion the complete chassis shell was transported to the Austins factory at Longbridge for final fit up and completion. The first car off the Longbridge production line rolled off in May 1953.

The Austin Healey BN1 100/4 1953 to 1955

The car that went into production in 1953 was the BN1 Healey (BN1 being the chassis designation). The specification of the BN1 was as follows:

The chassis was of box section construction with cruciform cross bracing, the only unusual feature was that the chassis frame continued under rather than over the back axle, this reduced ground clearance which was to be an issue for later cars used in international rallying.

The body was formed from pressed aluminium and steel sections, with steel sections welded to the chassis frame to increase chassis rigidity. As production progressed the proportion of steel sections increased, as part of this rationalisation boot and bonnet panels became steel rather than aluminium. A distinguishing feature of the body was the “fold flat” windscreen arrangement, designed by Donald Healey himself, a neat arrangement that was used to good effect in speed trials. This arrangement continued with the BN2 Healey but was deleted when 100/4 production was superseded by the 100/6.

The running gear consisting of engine, gearbox, axle and suspension were all taken from the Austin Atlantic A90. The engine was a four cylinder overhead valve unit displacing 2660cc, carburation was by twin SUs, resulting in a power output of 90bhp.

The Atlantic gearbox was a four speed unit however first gear was too low for the smaller lighter Healey, the answer was to simply blank off first gear resulting in a three speed all synchromesh gearbox, an overdrive was also added as part of the standard specification, in effect giving the car five speed capability. An unusual feature of the gearbox was the offset of the gear stick, the Atlantic had used a column change arrangement with gear selectors at the left hand side of the box, this resulted in the gearstick being mounted to the left of the gearbox tunnel.

Front suspension was independent using a coil and wishbone arrangement with the lever arm shock absorber forming the top link, an anti roll bar completed the specification, steering was by a cam and peg steering box. Rear suspension used semi elliptic springs, lever arm dampers with Panhard rod location. Brakes were drum all round with a diameter of 11 ins and width of 1.75 ins.

There were very few changes to this specification during the lifetime of the BN1, the only one of significance was the adopting of the hypoid bevel axle unit which had become the BMC standard for its larger engine cars. The stand out item on the options list was the fibreglass factory hardtop.

The Motor magazine carried out a road test of the BN1 in September 1953, the performance figures obtained included a 0 to 60 mph time of 11.2 seconds, the standing quarter mile in 18.5 seconds, a top speed of 106 mph, fuel consumption of 32mpg at a steady 60 mph, and a test consumption (including performance tests) of 22 mpg. The test was full of praise for the new car particularly style, performance and fuel consumption, their concluding remark was “ the most remarkable combination in the testers mind remains real roadholding and the moderate first price” (£1064)

The production lifespan was from May 1953 to August 1955, during that period 10,030 cars were built, a substantial number for a sportscar of that era, the car was particularly successful in the USA with over 75% of the cars manufactured being sold there. With the development of components by BMC for their large car range, an update to the BN1 was inevitable and in August 1955 the BN2 Healey superseded the BN1.

The Austin Healey BN2 100/4 1955 to 1956

Changes to the BN1 included body modifications, a gearbox uprate and improvement to the brakes. The bodywork changes affecting visual aspects were the provision of larger front wheel arches to eliminate the problem of tyre scrub on full lock and the provision of a swage line along the flanks of the car. Brakes were improved by increasing brake shoe area, diameters remained at 11 inches but widths were increased to 2.25 inches.

The most significant change was the new gearbox, developed for the “C” series BMC cars and first used in the Austin Westminster in 1954. The new gearbox was stronger and had more suitable gear ratios. There was no longer any need to blank off first gear making the BN2 a four speed plus overdrive car, in effect having six forward gears. In operation the lower first and higher second gears enabled the car to reduce standing start times with 0 to 60 mph now taking 9.6 seconds and standing quarter mile 17.4 seconds. The offset of the gear lever to the left of the gearbox tunnel

continued however as like the Atlantic the Westminster had column change gear selection.

Production of the BN2 was to last just less than twelve months ending in July 1956, year on year sales were much improved with 4,604 cars manufactured however the four cylinder Atlantic engine was being phased out and replaced in all BMC car applications by a new six cylinder engine, this was adopted by the Healey in July 1956, the Healey now became the Austin Healey 100/6 (BN4).

The 100S and 100M

With production of the BN1 up and running, the activity at the Warwick factory turned to development of cars for motorsport and speed record breaking. Considerable success was achieved in long distance endurance type rallies and in setting class records at the famous Bonneville Salt Flats in the USA, the development work also led to the production of two 100/4 derivatives, the 100S and the 100M.

The 100S was the direct result of the “special test cars” used in rallying and record breaking, by 1954 they had settled to a fixed format and a production run was announced, they were based on the BN1 chassis, only 50 were made and all were manufactured and sold during 1955.



The updates incorporated into the “S” started with a race developed engine, which used an alloy Weslake cylinder head, power output was increased from 90 bhp to 132 bhp. The four speed “C” series gearbox was used but overdrive was no longer included, disc brakes were fitted all round as were racing specification tyres. Light alloy rather than steel panels were used and bumpers deleted. The bonnet was louvred to provide additional cooling to the engine and a new small oval grill was used to distinguish the car from other 100/4s.

The 100M was based on the BN2 chassis with 650 fully built up cars delivered to Warwick from the Longbridge production line, at Warwick they received a Le Mans specification engine delivering 110 bhp, stiffened suspension, front anti roll bar, louvered bonnet and leather retaining strap. The uprates were also available in kit form increasing the total 100M cars to 1159 , not as focused as the 100S but a less expensive way compete in local motorsport or simply a way of owning a more capable 100/4.



In Conclusion

The Earls Court agreement in 1953 must be one of the best every made in the automotive world, both parties achieved all they set out to achieve, Lenard Lord and BMC got the car they needed to restore their reputation in USA and achieve profitable sales both at home and abroad. Donald Healey secured the long term future of his company, and was able to pursue his passion for motorsport.

Healey 100/4 production lasted from 1953 to 1956 with a total of 14,684 cars produced.(including the 50 100S cars) The story did not end in 1956 however, the car continued on firstly as the 100/6 and then the 3000 series, production ended in 1968 with a total production volume of 73,054 cars.

Looking solely at the 100/4s the most coveted cars are the BN2 cars with improved gearbox, 100M cars attract a premium due to added capabilities. The 100S cars are a different case with desirability and rarity pushing prices into eye watering territory

Today prices start at around £40,000, there is availability including cars shipped back from the USA. With restoration not straight forward due to the compound curves and welded construction it is a case of buy the best you can afford, if you are buying one or already own an Austin Healey of any type, it is a car to be cherished and to be proud of.

Morris Minor Traveller - Series 2 - 1953 to 1956

Introduction

Alan Bentham

Designed by Alec Issigonis, the Minor in two door and convertible form was launched at the October 1948 Earls Court Motor Show. It was technically advanced for the time with unitary construction, independent front suspension using torsion bars and rack and pinion steering. The engine used was the 918cc side valve from the pre war Morris Eight. After merging with Austin in 1952 to form BMC the Minor was given the Austin "A" Series 803cc overhead valve engine and drive train from the Austin A30, the car in this form was designated Series 2.

The Morris Minor Traveller was introduced in October 1953, it was the last variant in the Minor range, the two door saloon, four door saloon, convertible, pick up and van were already in production. The Traveller of course followed the Series 2 specification as outlined above, there were therefore no Series 1 Travellers and none with the side valve engine. Production was to last 3 years before the Series 3 with a 948cc engine was introduced.

The Traveller - 1953

The Traveller was in effect the estate version of the range, it had a half timbered effect to the rear section inspired by the American station wagons prevalent at the time. Based on the saloon floor pan rather than more obviously using the van chassis, the timber (ash) framework became a structural stressed frame compensating for the steelwork it replaced.



The entire front of the Traveller was identical to the two door saloon,

including front doors and the split windscreen, the saloon roof terminated at the “B” post door pillar where it was joined by an aluminium roof running to the rear of the car. At the rear two timber framed doors were provided to give good access, the rear seat folded down to greatly enhance the load space area.

The “A” Series 803cc engine power output was 30bhp at 4,800 rpm, the gearbox was four speed with synchromesh on the top three gears. The back axle ratio was a rather low at 5.3:1 giving an overall gearing of 13.06 mph per 1000rpm which resulted in the engine running at over 3,800 rpm at a 50 mph cruising speed. Steering, suspension and brakes were unchanged from the Series 1.

Manufacture of the Traveller involved three separate production facilities, the base unit was manufactured on the saloon production line at Cowley minus the rear body assembly, the timber frame was manufactured at Morris Motor Bodies Branch at Coventry, body and framework were then shipped to the MG works at Abingdon for final assembly.

From launch in 1953 the Traveller was available in standard or deluxe versions, the deluxe specification added heater, passenger sun visor, leather seat facings and bumper overrides. Prices for standard and deluxe were £599 and £622 respectively, Four door saloon prices were £560 and £583.

There was only one major update during the lifetime of Series 2 cars and travellers, taking place in October 1954. The front grill design was changed to horizontal slats, larger tail lights were fitted and the speedometer was moved to a central position on the dashboard. The car continued in this form until the Series 3 introduction.

Road Test

A Series 2 Traveller was road tested by Motor magazine in May 1955, performance figures obtained were, maximum speed of 64.1 mph, 0 to 50 mph time of 29.4 seconds and an overall fuel consumption on test of 35.7 mpg.

These figures were typical for a small economy car at this time, however they were little better than the 918cc side valve engine achieved in Minor

saloons in Series 1 form. The small increase in performance had been almost entirely the result of the lower gearing made possible by the ability of an overhead valve engine to sustain higher engine revs and still achieve good fuel consumption figures. The price to pay was the loss of refinement at the cars cruising speed.

The Motor liked the Traveller praising its load space and practicality and the inbuilt abilities provided by suspension and steering, they also noted the limitation of the engine, this coupled with wide gear ratios in the gearbox prompted the Motor to conclude:

“Emphatically not a car that asks to be hurried”

Summing Up

A significant vehicle in the history of British car manufacture, a small estate car in the economy class had never been available in this sort of quantity, even the estate versions of medium and large cars at this time were limited in number and completed ex factory by coachbuilding firms. It had no immediate rivals in 1953 and was a sales success for BMC.

Rivals did come along later in the 50s including the Standard Companion, Ford Escort, Ford Squire and Austin Countryman, none however matched the overall style and versatility of the Minor.

Of the 1.29 million Minors produced between 1948 and 1971 around 215,000 were Travellers (16.6%). The total Series 2 Minors including all types was 318,351, there are no accurate figures on how many of these were Travellers but an estimate of 50,000 is very close. The Traveller was throughout its life a major contributor to Minor sales.

Driving one today requires the mindset needed for all 1950s economy cars, accept that you aren't going anywhere in a hurry, choose the B roads and byways of rural Lincolnshire, travel at 40 to 45 mph and enjoy the scenery, anticipate the need to speed up before inclines, above all avoid motorways. They are from a different simpler time, empty roads, no iPhone, no computers, use, savour the experience and enjoy. Happy Days.

Last question “would I like one”, the answer “you bet”

Wolds Railway Picnic - Sun 9th July

Around 30 cars turned out on a hot summers day to enjoy a train ride, tour of the sheds, good company and a great picnic. Many thanks to Alistair for all the work he put in, a must for next year.



MDCC Motorbilia Stickney - Sun 16th July



Windy day with showers, more Autumn than Summer, but a well organised show, nine LAC cars attending. A small autojumble and the opportunity to meet up with old friends from other clubs. Well worth the effort.

Sandtoft Gala Day - Sun 30th July

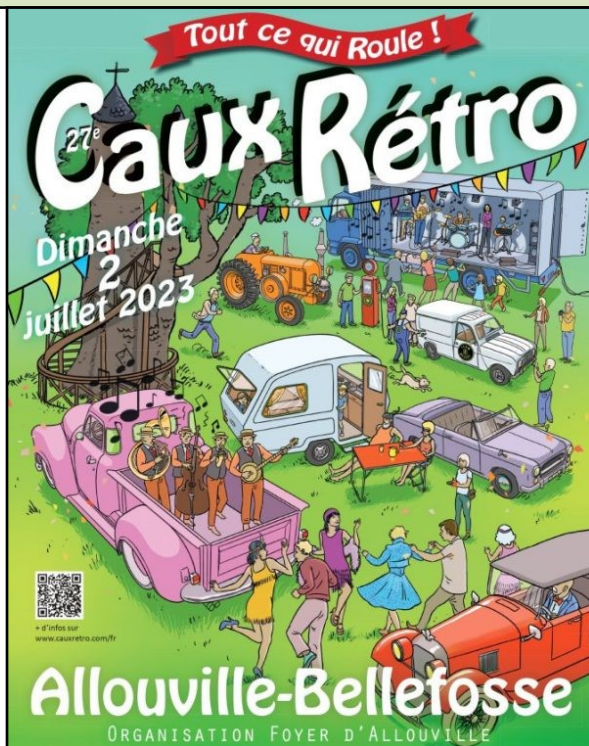
Enjoyable venue, bus or trolley bus rides, site café, indoor stalls selling bus and car models at low prices (bought several), Ice creams, fish and chips and even a beer tent. The weather stayed dry but quite windy. Six members cars present, a good variety of cars on show, Jaguars being particularly well represented, but star of the show, a pre war MG



Jolly Boys Outing to “Caux Retro.”

John Berry

Thursday 29th June 2023 was an auspicious day for John Berry and Tony Morris (a.k.a. “The Chuckle Brothers”) and their respective steeds, “Marjorie Deauville” the 2CV and “Ruby Tuesday” the MG Midget. They were off on another adventure, this time to Allouville- Belfosse in Normandy, our inaugural visit to “Caux Retro.” I had been advised by my eccentric mates in the Citroen and Lightweight Specials Club that this was an event not to be missed and that some members would be in attendance along with their Lomax 3 wheelers and other “lunatic” machines.



Leaving early morning for our trip to catch the Newhaven ferry. “Marjorie” insisted that this was going to be enjoyed and had plotted a route using the best of Britain’s B roads (much to “Ruby’s” dismay as she prefers to get there in a hurry). Off we set on our almost 300-mile trip, eventually arriving in Newhaven after an entertaining trip through villages unheard of before and of course negotiating the nightmare which is Thurrock Services and the equally unnerving Dartford Crossing. B+B was booked as was the late Friday afternoon ferry (cheapest option!).

Friday saw us kicking our heels, vehicle checks found that a certain MG required two pints of oil and more than a dozen p.s.i. in her rear tyre! So, thanks to Halfords a gallon of 20/50 was obtained, Ruby was refreshed and we hit the dockside and met up with “Mad John McRae” and his bright yellow 2CV Lomax tricycle (complete with tent -cum- garage and fridge

under the dash, he was off on a 4 week tour after Caux Retro!).

Arriving in Dieppe at 2100 (European time), the rain and the dark meant a harrowing drive. Trying to keep up with a high-speed wasp on the wrong side of the road was not easy, but we eventually found our weekends B+B and

had to get our host out of bed!



Imagine a cross between “Allo Allo” and “Clochmerle” (Google it) and you will find yourself in Allouville-Belfosse. The B+B owner could have been “Renee,” I ‘otel was basic and the local Tabac had to be visited to be believed! If you have a sense of humour then it was brilliant, if you haven’t then go find yourself a four star elsewhere.

Saturday morning saw us checking in at the local Mairie (town hall) for the two-day event, 5-euro entry fee included free meals until Sunday night! Try getting that in the UK? (Organisers take note?). By midday classics of ALL types had arrived from many parts of Europe. Lorries, buses, bikes, and cars from AC to Zastava Yugo, veteran, vintage, classic and interesting modern – all were in attendance, I lost count at 250 vehicles.

Saturday afternoon saw us divided up into groups of about forty vehicles for the road run(s), routes adapted for vehicle type etc. Off we went in several convoys accompanied by motorcycle outriders for our fifty mile (ish) runs. Untypically French the runs were well organised, and we travelled nonstop thanks to the outriders halting traffic at every junction! Typically French though we had a halfway halt for a glass of wine or beer!

The Normandy roads were kept in immaculate repair, even the back lanes made ours look shabby, passing through villages we were greeted like conquering heroes and if you had right hand drive with “UK” or “GB” on the back then the welcome was rapturous! Not so if you had a “D” on the back and drove something with a three-pointed star on the radiator. People



have long memories.

Saturday evening saw us watching the sunset alongside the River Seine eating steak hache et frites whilst the tour boats headed upstream to Rouen, a collection of mad English in three Lomax, one V8 Lotus 7 replica, Marjorie 2CV + Ruby Midget kept the locals amused.

Sunday was the static display day and once again we reported to the “Mairie,” weather and atmosphere warm, it was going to be a good day and as it worked out it got better and better. All lined up in the grounds we mingled and got fed in true gallic fashion. Spectators flooded in, there was a live band playing and a catwalk had been erected upon which a “fashion through the ages” show took place, “Ooo la la!” we’d left our ladies in Blighty!

Tony wandered off and took up nattering with an ex-pat couple and their rather special Alpine Sports, he’d been chuntering a bucketful on our trip (and for months prior) about how the Midget was killing his ageing spine and giving him a numb bum. So, for a laugh, and in his prolonged absence, I stuck a post-it note on Ruby’s windscreen “A Vendre. 11,000 Euros”. Within 30 minutes I’d sold “Ruby” to an enthusiastic Frenchman! A hurried call to Tony brought him hurtling back, and after a quick conversation using Franglais a deal was struck for the asking price! More calls to DFDS, our ladies at home, and “Renee” our host resulted in us delaying the return sailing by 24 hours in order to transact the cash on the next banking day, Tuesday! French banks are strictly ferme on Mondays including la t’internet banques. So we had Monday to kill too, magic!

After a celebratory litre or two on Sunday evening, we got up early on Monday and took Marjorie off on a hilarious day to see the Normandy

landing beaches. The beaches (and accompanying cemeteries) were a sobering experience, but the journey was fun. I didn't realise that we were 95 miles from Sword Beach, we managed to nearly run out of petrol on the "payage", then finding a fuel station which had run out of petrol we had to coast 10k downhill to the next town with fuel in stock and that's before we got to the beach.

On the way back our Sat Nav (set to avoiding motorways) took us to closed roads, across the same toll bridge three times and eventually to a ferry across the Seine, which at 9pm just happened to be last of the day. Then to top it all off, in my mirthful mood, I forgot to apply "le parking brake" and I grabbed it just in time to prevent "Marjorie" rolling off the back into the river. Oh, and just to let you know, French restaurants are closed on Mondays too!

Back to Renee's place for our extra night then Tuesday saw us delivering "Ruby" to a gorgeous French farmhouse and doing the deal with the happy Frenchman (and his incredibly happy femme).

The cash cleared and we were off like two rats up a drainpipe and after a nice lunch en route we made the midnight ferry in Dieppe. A quick snooze on a couchette (I can sleep anywhere) and back to Lincs by teatime. What a weekend? I'm already looking forward to next year, Caux Retro is always the first weekend in July, if you've got a sense of humour, give it a go, let me know!

(Bonus to the weekend.....the following week was the LAC picnic at The Wolds Railway, one lucky LAC member happened to be selling his MGB GT, guess who bought it?).



Taxiing In Just Jane

Paul Treloggan



A few years ago Yve, my wife, bought me a taxi run in the East Kirkby Just Jane Lancaster.

As I climbed the steps to enter the aircraft I did wonder what went through the crews mind during the war. As the number of sorties that they flew did their thoughts turn to 'my luck must run out soon'. A note, Just Jane never saw action in WWII.

On entry the inside is very sparse. To the rear is part of the tailplane inside the fuselage. The tail gunner would climb over this and then enter the rear gunner turret which was electrically operated. The turrets originally had a Perspex shield to make it a better environment for the gunner. However, these were removed as they iced up so no good for visibility.

Forward the centre gunner stands on an elevated platform. Then on the left hand sits the radio operator and then the navigator. Then raised up sits the pilot on the left hand side and standing next to him is the flight engineer. Then dropping down at the front of the fuselage is the bomb aimer / front gunner.

To the question 'what happens if the pilot is hit' came the reply that

hopefully another one of the crew had failed pilot training but would have the enough skill to take over piloting the aircraft.

The structure of the inside consists of the frames linked together by stringers and then covered. It quickly became apparent that the structure would offer little resistance to bullets and shells. This contrasts with the USAF B17, Flying Fortress. This had loads of armour and two more gunners and because of all this weight could only carry a seventh of the bomb load of the Lancaster.

On a practical note there was a bucket for the use of the crew. However, the tail gunner could not leave his station so took a bottle with him. Nor could the pilot leave his station so there was a funnel connected to a tube that existed through the fuselage. However, due to the aerodynamics of the aircraft the tail gunner would know when the pilot urinated – oh for the Perspex cover.

So the start of the 27 litre RR Merlin engines and a dramatic rise in noise inside the fuselage, very noisy once all four are running. The brakes were then released and the aircraft started bouncing across the grass picking up speed and then the brakes were applied, the aircraft turned around a back to where we started.

What an experience and thankfully I was born when I was and not 30 years earlier otherwise this could have been for real for me. What brave men made up the crews.



**Lancaster in Flight
East Kirkby
Saturday 1st July**

A Trvaller's Tale

Michael Taylor



“If you could have any of your old cars back again, which one would it be?”

Straight away, I answered :
”My old Morris Traveller.”

My pal Len and I were sharing memories of the many old bangers that we’ve owned over the past 50 years or so.

The Morris Minor, originally excitingly named the Mosquito, was one of our best loved cars, remaining often seen on our roads today. The estate version, named the Traveller, appeared in 1953, as part of the improved Mark 2 range, with an A series engine upgrade. It was designed under the leadership of Sir Alec Issigonis, who also was responsible for the Mini. The Traveller had an ash wood frame for the rear bodywork with a pair of side-hinged rear doors. This framework was varnished, rather than painted to make an attractive feature of it.

I found mine in the small ads of a local newspaper, buying it from a retired pitman in Gateshead. The woodwork was a bit ropey, but it was a good runner. It was grey, with a registration that began NLE... so she was inevitably christened Nelly. With her colour and voluminous front wings, she looked for all the world like a little elephant.

Our first adventure was the move to live on the Isle of Skye. The journey from Newcastle was some 400 miles long and my little car was only happy to trundle along at a steady 50mph, but I was young and the scenery was glorious. We passed through Glasgow, stopped for a pint at the magnificent Luss Hotel on the banks of Loch Lomond, through Fort William, before just catching the last ferry of the day at the Kyle of Lochalsh. Home was a croft house at Valtos, on the far north east shore of the island.

I soon managed to find work as a welder at the fishing port of Uig, on the western side of the Trotternish peninsula. This involved a daily drive to

work through a picturesque pass in the Trotternish escarpment, along a single track road. There was also a fortnightly 24 mile drive for shopping to Portree, our nearest village. It didn't take long to become involved in the local community.

The Skeanachs (locals) were friendly folk. I joined Portree Amateur Dramatic Society and the mountain rescue team, making new friends. Skye was a wonderful place to live, providing that you were happy to fit in with Hebridean life.

It all came to an end after a year or so, when Nelly needed a new set of tyres. They were not to be found beachcombing along the shore. I hatched a plan. I would apply for a teaching job somewhere in England, win an interview, drive down in my Traveller, sleeping in the back and with the funds from claiming B&B expenses, buy a new set of tyres. Genius!

I duly had a call from a boarding school in a village in Hertfordshire. The plot began. I drove down over three days. I was so confident, waxing lyrical about canoeing with dolphins, catching fish for my suppers and climbing in the majestic, snow clad Cuillin mountains. I waxed so lyrically, in fact, that they offered me the job! Well, if I had declined I wouldn't qualify for my expenses. So began the resumption of my teaching career.



Off to Work



The Shops

A Tale of Two Prototypes

The July / August issue of the magazine contained a profile of Rover P6 V8 models. The profile was intended to provide background to four articles submitted by Paul Treloggan on the North American P6B Rover

Paul was the Events Organiser and Membership Secretary for the P6 Owners Club in the 1980s. His contacts and position enabled him to take advantage of the availability of two prototype cars which played a pivotal role in the development of the North American Rover P6B.

Owning these two prototypes resulted in Paul taking a keen interest in these cars. The articles submitted include a technical description, information on the pre production car JXC 822D, information on DXC 40G and a brief note on his experience of driving a P6B in the USA in the early 1990s.

Alan

The NADA 3500S Auto

Paul Treloggan

Before the 1971 launch of the familiar 3500S which was a manual only version of the Rover P6 the NADA 3500S Auto had been launched in North America. The 2000 had not been a roaring success there but it was felt that with the ex-Buick V8 engine, albeit modified by Rover the 3500S might fare better.



The car would exhibit what would be available in later cars. Some of these were the circular instruments, wide side rubbing strips, box-pleat seating, an option of Ambla instead of leather. What did not become available were electric windows and door bins beneath an extended armrest.

Three air scoops were fitted to the bonnet, the centre one feeding the engine air intake whilst the outer ones fed, via a valve marked 'SUMMER' and 'WINTER' to try to keep the engine cool. The centre scoop would be seen on some 'ordinary' 1971 models with a/c. The bumpers were of a much

heavier gauge and wrapped further round the fender, sorry wing. At the front the indicators were low slung and the horizontal surface of the grille blacked out. The choke was deleted in favour of a Lucas Automatic Enrichment Device. In addition, whilst a fuel injected V8 was under development which was never used in a P6 the emission control equipment to meet US regulations meant the car was difficult to tune as told to me by one mechanic.

Just 2043 examples were built and then Rover left the American market. The cars were available in European markets to enable US military personnel to buy them and ship them home when their tour of duty was over. Fifteen were sold in the UK.

I was told a story that unsold examples were taken out in to New York harbour and thrown in to the ocean but cannot believe this. However, some were sold to European customers. The model designation for these cars was '333'. There is a dispatch book for '332' cars designated 3500S Auto RHD. The first page of the book has two lines drawn across with the inscription 'NONE BUILT'.

JXC 822D

Paul Treloggan

Rover had converted the P6 4 cylinder engine to 5 and 6 cylinder versions to give more power but it made the engine over long.

Solution came in the Managing Director, Martin Hurst, discovering a Buick V8 engine that had just gone out of production. Rights were secured, the engine re-engineered and the power plant for a whole host of vehicles made available.

In 1966 25 vehicles, registered JXC 801D to JAX 825D, became development vehicles for the P6B (B for Buick) which would not be available until 1968.

JXC 822D was one of those 2000 into which a Buick V8 was shoe-horned. It still retained the 2000 inner wings meaning the brake servo was mounted

a little inconveniently to change some of the spark plugs.

Amongst other things It was used for developing the interior trim, electric windows and various other parts for the NADA Rover 3500S. The window switches though were white rocker switches instead of the switches used in production.

It had become William Martin Hursts car and then passed to his son who sprayed it a garish green colour and bent it somewhat.

The car has now been restored and resides in Belgium.

Paul became the owner of JXC 822D between leaving William Hursts possession and being exported to Belgium. This car is featured in James Taylors excellent book on P6 Rovers where he relates information on several of the prototypes and their eventual fate. It was in fact information from James Taylor that resulted in Paul acquiring the car.

To give some idea of value now of a fully restored example, JXC 813D was auctioned in 2019 with a price guide of £50,000.

Photos of Paul's retrieval of JXC 822D are shown below.

Alan



DXC 40G

Paul Treloggan

Mid 80s and I was manning the R6 Owners Club stand at the NEC. Someone came up to me and asked 'would anyone be interested in a 1969 3500S. Now the UK S was not available until 71 and was manual. 'Does it have different bumpers to these cars and the answer was 'yes'. I asked him

not to touch it and I would visit his address as soon as the show ended.

The car was registered DXC 40G and sure enough it had the NADA bumpers, electric windows plus other items of the S Auto was present however, it was missing the engine and gearbox. I immediately bought it.

Carrying out research it had started life as an ordinary LHD 3500 Auto and dispatched to the Engineering Department. From the vast quantity of photos in the archive at Studley Castle, which was the home of the archive then it detailed the building up of it for presentation to the Board for approval for production of the NADA Rover 3500S Auto.

However, that was not the end of changes to DXC 40G as it had then been converted to RHD, the automatic transmission tunnel replaced with a manual tunnel.....so perhaps it then played a part in the development of the 3500S but this time in manual form.

Like JXC 822D the car was sold on by Paul, although it seems not to be fully restored, fate unknown at present. It is extraordinary to have owned not one but two prototypes that shaped development the Federal P6B Rovers, although they were only produced for two years, many of their enhancements found their way into UK and European models.

Paul's final article is a brief account of a USA road trip highlighting the lack of impact of Rovers in the USA but also recognising the few that did own them had fond memories of them.

Alan

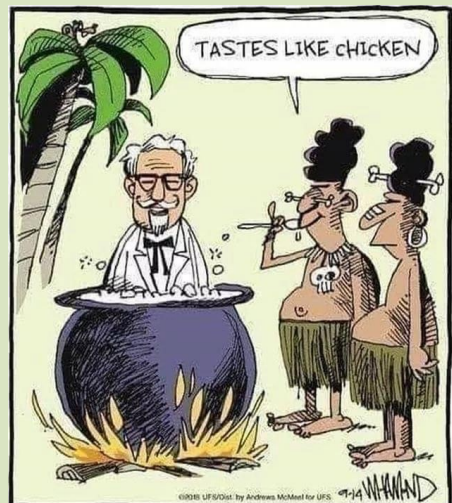
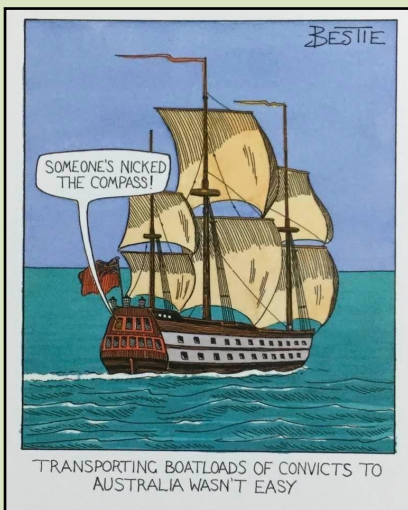
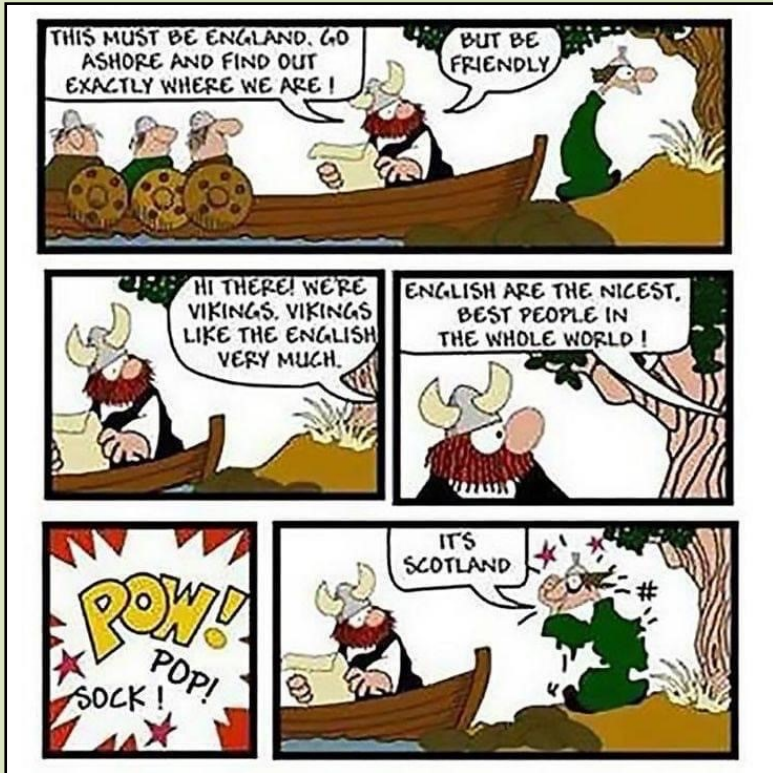
Is It a Volvo?

Paul Treloggan

A US friend had 3 Rover 3500S Autos albeit just one roadworthy and on one visit in the early 1990s I drove the roadworthy car from Philadelphia to Niagara Falls and back.

At various stops some people would ask 'is it a Volvo' or 'is it a Mercedes'. However, for a few their eyes lit up. They had owned either a 2000 or 3500 and any problems were forgotten and just pleasurable memories from when they owned one.

Always Look on the Bright Side



Gliding Day - Friday 21st July

The LAC were kindly invited along to a gliding day by fellow members John and Pam, it was a Jaguar Drivers Club event that several of our members joined in with. Wind, rain, gliders, and even an engagement, congratulations David and Helen, thrills but no spills on a memorable day out. Many thanks John and Pam.



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