



## GRAND CHRISTMAS COMPETITION

Dear members,

I hope this email sees you fit and well and eagerly anticipating the result of the competition. Oh, and Christmas of course, how could I forget! Perhaps you would like to read this epistle at your leisure while munching a mince pie washed down with a suitable beverage-it may take a little while! This idea came to me while leafing through the VSCC Winter Bulletin (shows how much time I have on my hands - although it is always a fascinating periodical). Within the hallowed pages was a double page B&W photograph of a late 1930's Salford scrap yard, and with it - joy of joys - an editorial by the late great John Warburton (late VSCC editor and Scarce member to boot)! As John said "Oh for a time machine!" I will see if our Transatlantic colonial representative (and our webmaster) Dave Moore can replicate this on our website without causing any copyright infringements! Safe to say it was inspiring! It clearly hit a spot as we have received 8 excellent entries - it was nearly 9, as the prize is rather a nice bottle, and I wouldn't mind savouring it myself, but I suppose you would look on that as dimly as the headlights on my Model A! Ha!

Ok, a brief description of the entries, and remember, as soon as Dave has recovered from the effects of his alcoholic celebration of Christmas you will find all the entries, in full, on our website - so it may be into the New Year (that's a joke Dave)? Please take a look, as they make fascinating reading.

Speaking of Dave, his entry was a photo and description of John Lennon's psychedelic Rolls Royce, now lingering in a museum in British Columbia. Canadia - some unfair folk may say best place for it, but - moi? Gerry Marsden didn't disappoint and his entry referred to another Roller, a 1911 London Edinburgh example, the owner having the impressive title Lt Col Gresham, the photo and article coincidentally also found within the pages of the Bulletin. Ted Roberts' entry recalls the Bo'ness Revival 2019. Chris and Fiona Hipkins inform us of a vintage Bugatti missing for half a century and unsurprisingly worth a fortune. Dave Clegg alludes to a "Clegg Special." Peter Hartley describes his resurrection of a 100/6 Healey and a Frog Eye. Dave Richardson details his adventures with two wheels in the form of his Triumph Bantam.

I must say I have been impressed with the effort made by you folk (is this the moment to mention the prize is not a bottle of 1992 Screaming Eagle Cabernet - look it up)! In trying to find the winner I have, of course, been totally unbiased and not allowed my personal preferences to impair my judgment whatsoever! The winner is clear. However I thought all had great merit.

Peter - your efforts with the Healey bring back memories. I bought a 3000 Mk1 back in the 80's and did a half decent restoration on her, but sadly couldn't solve the overheating problems - even on the way to the dealer who sold her for me, I had to stop and raise the bonnet for half an hour! (I was accompanied by my very young son who recalls the embarrassing incident - yes it was that bad)! Alistair and I also campaigned a FIA 3000 racer but I could never really throw the tail out cornering as, dearly missed, Denis Welch told me is required to be effective in a Big Healey.

Gerry - that article was amazing - what a family the Gresham's! Buying his first car in 1899 - a 4hp Hurtu. His grandson James being taken to school by his father in a 1911 Ghost in 1961!

Dave Clegg entered a fascinating insight into "specials" trialling, and racing! He refers to a "Clegg Special". The name is purely coincidental-clearly a common name. The car was campaigned by his father Percy and was

built in Milnrow in a garage on the site of the current Coop supermarket. SACRILEGE! Allegedly the tubular frame was constructed from rocket parts fired by WW2 Typhoon fighter bombers! Must have gone like stink, and apparently it did, having benefit of a supercharger!

So now I come to the winner of this little competition. However, there is nothing diminutive about the people or machinery involved. Scarce had literally only just been created by my brother Anthony (I am the only one to call him that, but then I have known him longer than anyone else - and it's his name, so there)!

About ten years ago, I happened to take a car down to Greenfield and had parked up. As I was climbing out, a passer-by accosted me and paid me the compliment of saying what a handsome car I was driving. I thanked him and we struck up a conversation. As we chatted my jaw must have dropped more and more. The gentleman mentioned that he had a bit of a connection to the marque I was driving and it turned out that his uncle was Keston Pelmore. I think at this stage I nearly passed out! What are the chances of such a meeting!? And in Greenfield! Keston was, of course, the founder of the Bentley Drivers Club in 1936. After I had recovered I mentioned that we had a little car club in Saddleworth and that I would be delighted to introduce him (and even pay his subscription - generous to a fault! Ha). So, Barry Pelmore and Steph became involved with Scarce! I am sure many of you have heard this story before, but I can't help but repeat it - it's called fate! And I just love it!

And so to the winner. Steph sent a photo of a lovely man in a lovely car - her husband Barry in his uncle's 1927 4.5 tourer at BDC HQ Wroton. Beat that! All I can say is, who would think a little car club in the middle of Saddleworth would have John Warburton and Barry Pelmore as alumni?

May I take this opportunity to wish all members as Merry a Christmas as possible, and hopefully a heck of a better 2021. Drive safely.  
Mike Littlewood.

xxxXxxx

Now for the entries (in no special order):

**ENTRY ONE - Dave Richardson:** I've attached my entry pics re my recently departed Triumph Bantam Cub. The remit was "motor vehicle" so hope it can be included in the comp even though it isn't a car as befits our club. The Bantam Cub utilises a D7 BSA frame and Triumph Tiger Cub engine and only 1700 were made between 1966 and 1968. Quite rare but not with the cult following of the Tiger Cub. No doubt in the years to come it will become a collector's item.

I bought my Bantam Cub in July this year and spent 3 months getting rid of all the fabled oil leaks that Triumphs suffer from - well at least in 1966 when my bike was built! The Bantam was in very good condition when I bought it and the last owner - 85 years old - had owned it for 15 years. It only had 7,000 + miles on the clock but doubt that was accurate. The previous owner hardly did any mileage and carted it from show to show on a trailer. As is the norm for me, once fettled, I sold it on in October for a relatively new 2001 Honda CL400 - a Japanese import in "as new" condition. Unfortunately the Honda is so good I'm now left twiddling my thumbs with nothing to do on it! I hope you like the colour coded link ----- BSA's Nutley Blue to my Porsche Macan's Sapphire Blue ----- almost the same colour ----- separated by 50 years !!





# EVERYONE'S MATE

WITH the engine revving nicely in third gear, I grabbed the inside line out of the roundabout. Suddenly I realised that a big police Rover was lurking in the queue of oncoming traffic. It was too late to shut off without it looking like an admission of guilt, but I needn't have worried, for out of the corner of my eye I saw the driver's regulation scowl turn into a broad grin as he identified the pretty little bike speeding past him.

It's funny how the 200cc Triumph Tiger Cub has come to be one of those bikes that is loved by motorcyclists everywhere, irrespective of whether they are Vintage Club people, BMW owners or Japanese superbike enthusiasts. This status seems only to be given to motorcycles that are out of production; for instance, even the most rabid British bike rider will admit, perhaps after a few beers, that Honda's CB400 four was not a bad little machine, something he wouldn't dream of saying about a current model.

Sometimes, a devoted fan of one particular make or model will use the perhaps imagined virtues of a bike from another manufacturer to justify his own

*Above: the Cub's light weight and narrowness make it a very responsive handler. Suspension gives a choppy ride*

choice of machine. 'When Norton stopped making singles they stopped making motorcycles,' the Velocette owner will say.

In truth, this sort of reputation isn't always deserved. It is easy to forget, for example, that boredom with the BSA Gold Star was one reason why the Clubman's TT was abandoned in the fifties; or more recently, how much better the unlamented Honda CB550 was than the 'instant classic' 400 four.

With the Cub, it's funny how passing years have healed the wounds that it once inflicted on young motorcyclists. In the sixties, this model had a reputation for being fairly troublesome, with big-end failure repeatedly occurring. Indeed, the clean condition of this example is partly due to it having spent many years languishing in a dealer's shop after the big-end went. Now though, the little bike forms the centre of attention wherever it

goes, and I've never ridden a motorcycle that has attracted so many favourable comments or offers of hard cash.

At times it got beyond a joke. Riding home one evening, I was quite badly carved up by a Transit van, whose driver wouldn't have stopped at anything to get alongside it at the next red light. 'Nice bike that,' he shouted, oblivious of the angry queue behind him. 'Want to sell...?'

The lights turned green, and he was left to savour the exhaust note. Even though this particular Cub, a 1968 model, is in standard rather than Sports tune, with a compression ratio of 7:1 rather than 9:1 and a mild cam profile, it still makes quite a good Period 2 classic street-racer. Its owner, Alison James of Sleaford, Lincs, has no difficulty in keeping up with her boyfriend's 500cc AJS, and can beat his Norton Commando through traffic (although the twin does carry specially high gearing).

A combination of light weight, responsive power and, given the limitations of only having four gears, a good transmission, make the Cub great fun to ride in

*Classic Bike*



# 200cc Triumph Bantam Cub

by Richard Simpson

demanding conditions. The fault that so often mars similar British lightweights, a dragging clutch, failed to rear its ugly head, and freeing off before the first start in the morning is part of 'the ritual' that can be ignored.

Starting, hot or cold, is dead easy, the Monobloc carburettor being equipped with an air cleaner-mounted choke as well as a tickler. Once warmed up, the bike ticks over reliably and, thanks to its low state of tune, pulls well without 'fluffing' from any engine speed.

On the open road the Cub is quite happy to cruise at speeds in the high fifties, and has a top speed of about 65mph. At anything over 50mph, however, the test bike's speedo drive is prone to emitting a horrible groan of protest, after which the needle flickers up to around 100mph.

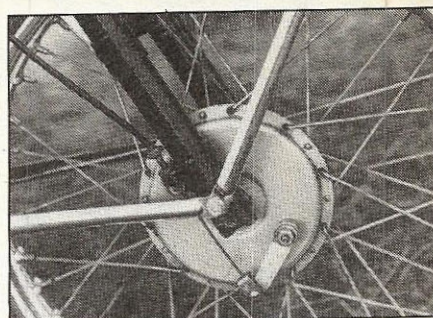
In comparison with its 250cc cousin from the BSA stable, the C15, the Cub feels so different that the rider would never guess just how closely the designs are related (the Triumph engine was the

basis for all BSA's subsequent unit single motors).

While the C15 tested in the September '84 issue felt smooth, comfortable and a bit stifled, the Cub tingles constantly, revs willingly and handles with an alarming agility that would probably feel very confidence-inspiring to a 17-year-old who had just graduated from a bicycle, but is almost unnerving to anyone getting on it after riding a larger bike.

Although BSA had used the Cub engine, the borrowing process was not all one way, for by the time the test bike was built production of the Cub had been transferred to BSA's works at Small Heath, and its frame and forks were the same as those of the Bantam. The result of this union was sold as the Bantam Cub, alongside a more sporting variant the Super Cub, until production of the Triumph unit single ceased in 1968.

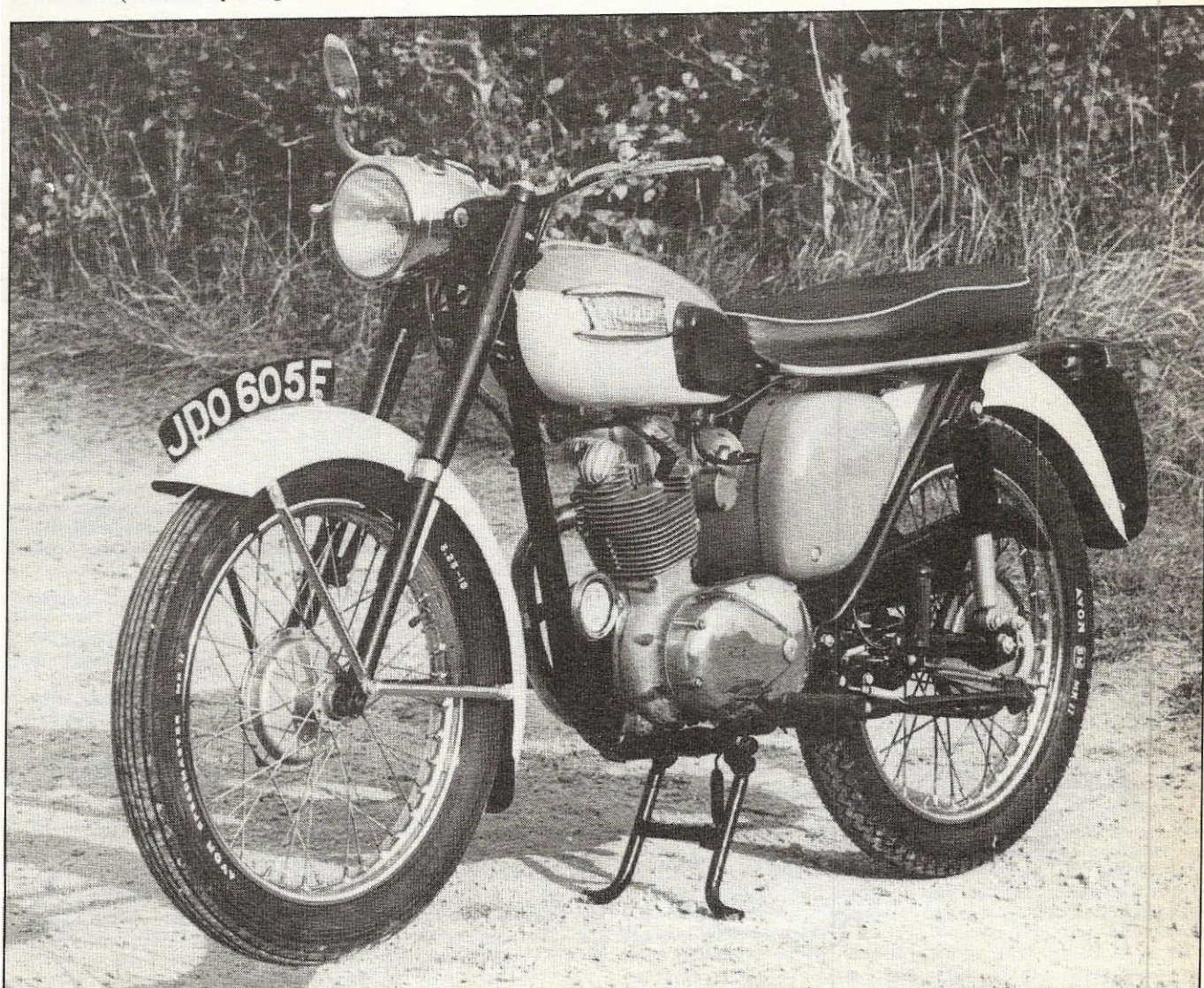
BSA-built or not, the Cub was still styled in the Triumph mould, with the attractive colour scheme and prominent tank badges echoing those of the 650cc



*Front brake is strong enough to induce fork-flex. Wheel spindle is retained by bolt-on fork end caps*

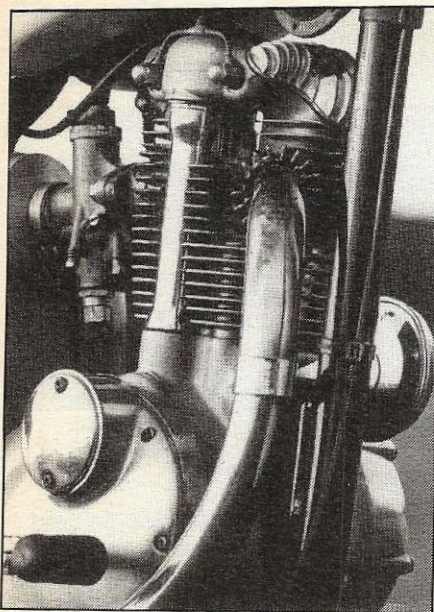
Bonneville of the early sixties. This was a shrewd move, because with learner riders restricted to lightweights, it was very important for little bikes to reflect the glory of bigger ones.

Not only does it look the part, the Cub also sounds very pleasant with a throaty and, by today's standards, quite loud exhaust note. But despite the encouraging noises the Cub is very economical,





# CLASSIC TEST



Square-section head and barrel, finned rocker covers and points on the side of the timing-chest improved the looks of the post-1966 Cubs

and consumption figures of over 100mpg can be achieved without trying.

Braking is very good, as indeed it should be given the machine's light weight and modest performance, but front and rear brakes are best used in unison, for a slight amount of fork-flex can be detected when the front unit alone is used. Engine braking, as you would expect from a four-stroke single, is most effective, and must have been reassuring to the many learner riders who cut their teeth on the Cub.

The suspension provides a ride that is on the choppy side of comfortable, but somehow this adds to, rather than detracts from, the bike's character and the rider is inclined to treat it as being part of the fun.

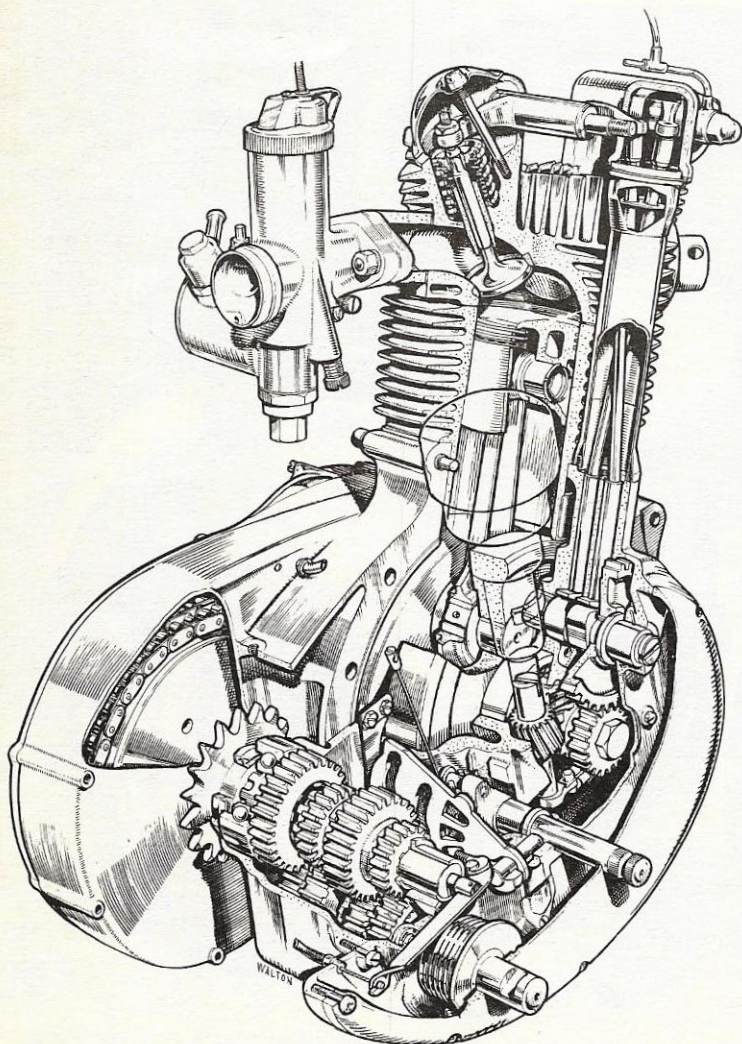
There are, however, some aspects of the Tiger Cub experience that are less than amusing. The centre-stand is prone to bend and, lacking any sort of foot, tends to wear out quickly, particularly if the bike is started on the stand a lot. Interestingly, the Honda 125cc single has a similar fault! The engine unit of the test bike leaked a small amount of oil, probably due to the seals having deteriorated

while the machine was in storage, and a rebuild is planned for this winter.

Although the electrics, particularly the lights, behaved far better than my own early experiences with a similar bike suggested they would, they do have a habit of giving the rider a slight shock if he attempts to use the switches in really wet conditions. I don't remember my own Cub ever having enough charge in the battery to perform this particular trick, but small children can be amused for hours by watching sparks fly between the rider's gloved fingers and the ignition key.

Sadly, learner riders can no longer use the Cub as a first bike, a purpose for which it was almost ideal, but the 200cc Triumph still has a lot going for it. Insurance is a lot cheaper than for a full-sized 250cc machine and, in my opinion anyway, the bike has more to offer in the way of personality than its BSA cousins. Engine spares are still inexpensive and available. For instance, the test bike was fitted with a new barrel and piston because this was cheaper than getting the original component re-bored.

Attractive to look at and listen to, a Tiger Cub today appears to be an ideal way of meeting people and making friends, as well as serving as a fairly reliable form of transport. While motorcyclists everywhere have benefited from the generally reliable and well equipped lightweight machines from Japan, you cannot help feeling that younger riders in particular are missing out on an important part of motorcycling that was provided by the Cub and similar models.



Earlier models had sparse finning, and distributor-mounted ignition points carried behind the barrel

## Specification

### ENGINE

Type.....	ohv single
Bore x stroke.....	63 x 64mm
Capacity.....	199.5cc
Compression ratio.....	7:1
Carburation.....	11/16in Amal
Output.....	10bhp @ 6,000rpm

### TRANSMISSION

Primary drive.....	duplex chain
Clutch.....	wet, multi-plate
Gearbox.....	four-speed

### CYCLE PARTS

Frame.....	tubular
Suspension	
(front).....	telescopic fork
(rear).....	swinging arm
Wheels	
(front).....	300 x 18in
(rear).....	300 x 18in
Brakes	
(front).....	5.5in s/s drum
(rear).....	5.5in s/s drum
Wheelbase.....	51.5in
Seat height.....	30in
Ground clearance.....	5.5in
Dry weight.....	218lb
Fuel capacity.....	3gal

### PERFORMANCE

Top speed.....	65mph
0-60.....	22sec
Fuel consumption.....	103mpg

OWNER.....Alison James, Sleaford, Lincs.





**ENTRY TWO – David Clegg:** Attached is an old photograph of my late father Percy Clegg and a friend of his, Bill the bouncer, taken around 1953. The photo shows him with his trials car a Clegg Special. These cars were scratch built by another Mr Clegg (no relation to us) at his garage in Milnrow, now the site of the Co-Op supermarket. I understand that the early cars were based on Ford chassis whilst the later cars, like Dads, were built with the main chassis tubes from either aerial rocket parts, the type fired by WW2 Typhoon fighter bombers, or the tapered propshafts from ex US Army vehicles. Dads car was powered by a Ford 10 engine with an Aquaplane cylinder head from a speedboat and a Shorrock's Supercharger. The transverse leaf front suspension apparently allowing great angles of camber change.

The combination of man and machine proved successful in national and even international competitions. I still have his trophies in my garage, alongside my only pot, a third prize at a local car show. Sporting trials were very popular in the post war years, indeed some SCARCE members still practice this muddy art form. Dad was a member of the Mid Cheshire Motor Club and entered an early meeting (or one of the very early testing days) at Oulton Park Circuit. I was not present at the event and can only guess at the variety of cars which were competing. Dad told me that as the flag dropped and he dropped the clutch, the low geared car stood up on its back wheels and did not touch down until he braked for Old Hall corner. I think it was as a result of this escapade that Mum told him to stop gallivanting around race tracks and Europe and stay at home. So the car was sold to the son of a local engineering magnate who promptly wrapped it around a lamp post.

As a Post Script: The body less, engine less and mostly less everything chassis of a Clegg Special turned up on Ebay recently and sold for £1,000 00





#### ENTRY THREE - Chris Hipkins:

Thought this article might be of interest <https://www.thisismoney.co.uk/money/cars/article-9059845/Vintage-Bugatti-thats-missing-HALF-CENTURY-sell-7million.html>

#### ENTRY FOUR - Edward Roberts:

In response to the email attached is a photo of some historics at Bo'ness Revival last year. Chris and Fiona also attended and were a great help in the Paddock. I think I took the Photo but it could have been Fiona because she used my camera to take some good photos of the event. So if I win I will share the prize with them. I managed 38.31 Sec in the Stag with 3Lt V8 so the times are impressive considering the age of the cars averaging 45mph. I do not know the make of the car on the right. The entry list has it as an Alvis but I don't think that is correct, perhaps Mike might know? I have an article on the event that I produce for Stag Owners Magazine at the request of Cliff MacKinnon, one of the event organisers. I can let you have a copy if you think it would be of interest.

*Title: All Quiet in the Paddock.*

Location:- Bo'ness Revival weekend held on Saturday and Sunday 1 & 2 September 2019. Photo taken during lunch-break when the Paddock has a quiet and peaceful atmosphere after the hectic morning runs. Giving a chance to sit and reflect with fellow competitors on who to improve your times in anticipation of the afternoon runs



Class:- Class 2 Saloon and Sports Cars 1931 to 1936

Cars:- No 10 Austin Super Accessories Special. 750cc Entered by Alistair Renonolds. Time 44.84 Sec

No 11 MG PA PB. 930cc Entered by Ian Goddard. Time 39.03 Sec

No 14 Riley TT Sprite. 1452cc Entered by. 41.45 Sec

Course: 888 Yards (0.5Mile)



### ENTRY FIVE – Peter Hartley:

Hi, All SCARCE members.

I thought I would share a progress update for my Austin Healey 100/6 that first featured way back in the November 2011 newsletter when the car had been purchased disassembled in a completely dismantled state and was beginning the long journey back to full use. I was full of energy and enthusiasm having sold my TR4 to make space and funds available.

Jump forward to 2020 and the car is now virtually finished just requiring debugging and using! Usual delays house move, kids, work and other excuses (apply your own here – we all have them). Front brakes have been upgraded to discs and are disappointing, a new master cylinder is next to be fitted to complete a full update. If anyone knows if you need a special tool to fit the door handles please let me know – too many hours and skinned knuckles invested so far on this one.

New paint, chrome, trim, full mechanical rebuild and more mostly my work.

I hope to be out and about in 2021.





Just to prove I have not been cured of my disease please see our new addition, a Frogeye Sprite that was supposed to be a rolling restoration but not more. Still learning – as you can see below after blasting it was a death trap with the worst welding ever seen. Full restoration now ongoing, inner shell all new metal and painted, mechanically sub-assemblies complete ready to re-install as is the trim and chrome. Bonnet not yet started and rear shroud and wings require refitting. Hopefully I will be back in touch with an update much sooner than its big brother!

After the strip down and blasting – death trap, time for new metal.





New metal, floors, chassis legs, door skins, inner wins and and and .....



Etch primed, seam sealed and ready to prime. Inner shell painted to match the AH100/6



Hopefully this gives you the gentle nudge to give your car or project a bit of time (we have plenty)  
All it leaves me to do now is wish everyone a Happy Christmas and a Safe and Healthy New Year.  
Keeping dreaming.  
Regards – Peter.

## ENTRY SIX – Gerry Marsden:

### A “London Edinburgh” Rolls.

How strange it is that a wave of nostalgia overtook me when reading the same VSCC Bulletin that Mike was reading! Many years ago, half a century and more, I was a member of the Veteran Car Club of GB and helped organise and marshal several rallies, including major events in the Isle of Man and Southport. Some fabulous cars were entered, including a 1911 London Edinburgh Rolls Royce, painted white and driven by a Lt Col. Gresham.

At the Southport rally there was a dinner dance on the Saturday evening. My current girlfriend and I sat with some people we had befriended on the rally. During the evening I went to the bar for some drinks and there got involved in conversation with Col Gresham who had attended alone. He was a real “character” who regaled me for over an hour with the history of the car, its provenance and originality. (It was bodied by Joseph Cockshoot, a Manchester coachbuilder, it wore its original body). He kept the car at his home in Criccieth and invited me down to see his cars but, as is usual, I was always “too busy” and the trip never took place. Needless to say, the relationship with that particular girlfriend didn’t get much further either!



Page 40 of the Bulletin features “Three centuries behind the wheel” by James Gresham. The name did not ring any bells at first as it concentrated on his grandfather’s early cars, including a 1901 De Dion Bouton, which is still in the family. As the article then described some family history including moving to Criccieth and his father attending Sandhurst, my memory was sparked. There, on p44 is a glorious picture of the same London Edinburgh Rolls showing Gresham being taken to school by his father. James and family are still involved with old cars, including trialling and there is a picture of them in a proper car – Ford Model A Phaeton- on the next page.

I shall look out for them, once trialling (hopefully) resumes. Another treasured memory of a lifetime playing with old cars.



*Gresham being taken to school by his father in the 1911 Silver Ghost in September 1961*

ENTRY SEVEN – Dave Moore:



# John Lennon's Rolls-Royce



Just to keep the colonies represented, I am submitting my write-up on classic cars, BC style. When I first moved to Canada, I lived in a small town named Cloverdale. To say it was a change in culture would be an understatement – there was a feuding family shoot out in the town within a week! However, onto the cars. I went to the local museum and was surprised to find John Lennon's Rolls-Royce on display in the local museum. It was under glass but I couldn't resist getting on my hands and knees to touch it.

In 1970, Lennon and Yoko Ono had taken the car to the US and it was later sold at a Sotheby's Auction in 1985. It was purchased by BC billionaire entrepreneur Jimmy Pattison, OC, OBC, for his chain of Ripley's "Believe It or Not" Museums for US \$2,299,000 and he displayed in his largest venue in Florida as "the world's most expensive car." Mr. Pattison oversaw the Expo '86 World's fair, which had as its theme "Transportation and Communication: World in Motion - World in Touch." The vehicle was displayed there along with other classic cars. After Expo, Mr. Pattison donated the car to the Province of British Columbia and in 2014 it was selected as one of the Royal BC Museum's 100 Objects of Interest.

The Roller had a bright chrome yellow body and floral side panels of dahlias and delphiniums. Its bonnet and boot are decorated with colourful curlicue scrollwork, and its roof sports a stylized symbol of Libra, the zodiac sign of its first owner. Lennon bought the 1965 Phantom V limousine before he even owned a driver's licence. Paint it black, he ordered, with black leather upholstery. It was manufactured at a factory built atop potato fields in the Cheshire railway town of Crewe. The vehicle is a behemoth, tipping the scales at 3,000 kilograms (more than twice the weight of a modern Toyota Prius). At 6 feet - 7 inches, it is as wide as the band's friend Long John Baldry was tall. Baldry was a blues singer who later moved to Vancouver and also appeared at my local club in Cloverdale. The car was the one that the Beatles used to get to Buckingham Palace to receive their medals of the Most Excellent Order of the British Empire.

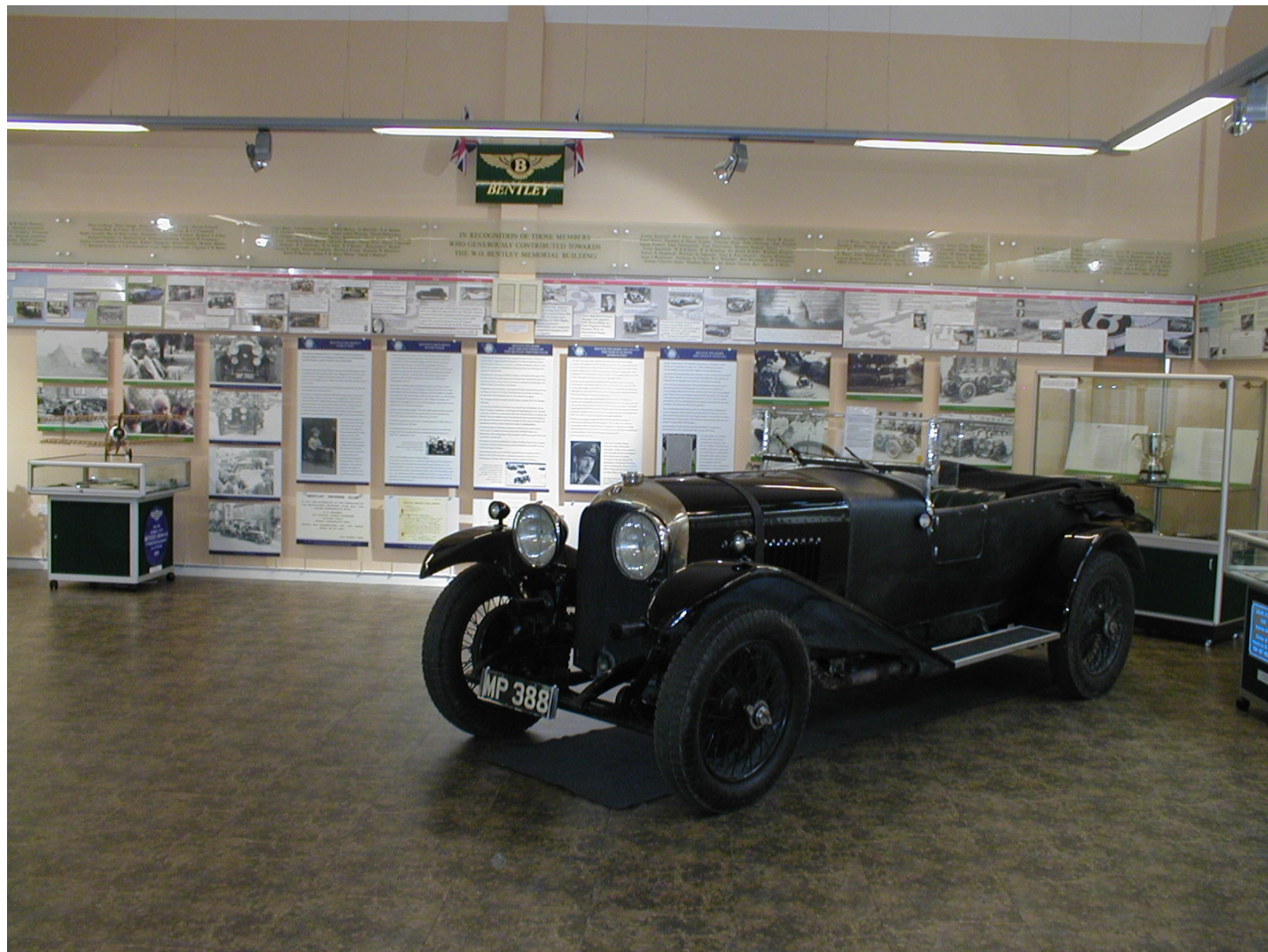
Lennon had a radio-telephone installed and a refrigerating system was also added to the boot. The back seat was replaced by a bench, converting into a bed and the windows were tinted for privacy. The car horn played the tune, "Lili Marlene." A portable television was placed alongside a radio and an eight-track tape player, as was a state-of-the-art Philips turntable for 45-rpm records with a unique floating suspension to prevent the needle from skipping when the car was in motion. A 10-watt loudhailer allowed the prank-loving Beatle to address pedestrians dawdling on a zebra crossing, like the one famously portrayed on the cover of Abbey Road.



### ENTRY EIGHT – The Winner! – Steph Pelmore:

I'm sure that all SCARCE members know that Barry's uncle Keston Pelmore founded the Bentley Drivers' Club. His own Bentley was/is a 4.5 litre model, first registered in 1927, registration no: MP388. I understand that Keston was the second owner when he founded the BDC in 1936.

There is quite a lot of information on the car on the internet but I know that she completed the Peking to Paris challenge in 2007. She now belongs to racing driver Julian Majzub who is intent on restoring her as authentically as possible. He drove her at the Goodwood Revival in September last year – I'm not sure whether he actually raced or not.



Barry and I visited the Club's HQ when the car was on display as part of the Club's 75th Anniversary. See photo of Barry in the driving seat. What a proud chappy. He loved the car .... Surprise, surprise!

I hope this might be of interest.

With all good wishes for a happy Christmas and more "normal" New Year.

Steph xx



