



SCARCE News Letter Number 22 (June 2014)

Congratulations to Trevor Pointin
2nd in the Rarity Catagory at the Tatton Classic May
2014.



The winner was a very nice Singer open Tourer



GAWSWORTH HALL 5 MAY 2014.



Having "booked ahead" we had a super spot allocated to us on the raised area to the left of the arena as you drive in looking down on the other clubs below. After a few moments head-scratching we soon had our marquee and banner erected even though the day was quite pleasant though some preferred an extra layer or two. The entry ticket also gave entry to the house and some of our group who had not been before took advantage of this. There were quite a few interesting cars this year and in particular I had a good look at a green 1962 Alvis TD21 Series 11 Park Ward Saloon parked at the driveway to the main house. It made my newly acquired 1966 TE21 look rather sad but I am working on it and hope to be ready to venture out later in the year.

It was nice to be joined by our Canadian correspondent Dave Moore who has graced Blighty with his presence and also Les and Gill Pearce (Gill the one threatening me with the chicken drumstick!) On the whole a very enjoyable day.

TONY LITTLEWOOD



I'd rather be watching Latics.(a rare glimpse of our website editor(Dave Moore)



SCARCE
ANNUAL CLASSIC CAR DRIVE IT DAY
BARROW HILL ROUNDHOUSE
27TH APRIL 2014

I was initially a little disappointed that the trip to the Canal Museum was cancelled. I thought it would have been a great opportunity for myself and Alan Rawsterne to show off to the Club the amphibious skills of the Austin Champ. If you really want to see the amphibious skills of the Champs just have a look on 'You Tube'. Fortunately at the end of the day Ian and Gerry came to the rescue and organised an alternative venue at Barrow Hill.

As usual, we met at the Kingfisher with Ian and Gerry in the Midget. Andrew and Anne in the army green MG, Tony and Heather and his Aston Martin Vantage, Mike and Jane Littlewood on the inaugural run of his latest purchase, a resplendent very original Jaguar XK150, Deryck Pickup with his sleek TR6, Martin and Alison in the MGB, Gerard and Yvonne in the Midget, Les and Gill Pearce in the VW (modern) myself and my XJS, and a newcomer to the group a Vauxhall Corsa driven by Mike Chadwick, in very original condition; a total of ten vehicles.

It was a lovely day out, the weather very much in our favour and a good drive over the Derbyshire Dales to Chesterfield. The route was straightforward enough until we got to Chesterfield and in order to get to Barrow Hill the route proved to be somewhat as twisted as the Chesterfield Spire. The Barrow Hill and Its Roundhouse is apparently the only surviving operational Roundhouse Engine Shed, which was enormously interesting and a wonderful example of Victorian railway engineering. It was disappointing though not to view the British Rail Class 55 Deltic, which has a Deltic 18 cylinder engine, a remarkable design for its day, but there were plenty of other locomotives to be seen inside and outside. Tony Littlewood was disappointed that he couldn't find his Ian Allen Train Spotting Book to have another tick, but I don't think he will admit to being an anorak in his youth, but he said he must do better next time. After that we made our way to a remote country pub at a round-about on top of a hill somewhere and we had a pleasant lunch. I must say the credit must go to the gentleman in his 1988 White Vauxhall with its 998cc engine which splendidly was able to keep up with the high performance gentlemen's carriages, and he says the Vauxhall is running better than ever after that long run. Mike had superbly taken advantage of his delegation skills to nominate me to write an article about this trip.

The next report to follow will be for Dunham Massey World War I Stamford Hospital trip.

Jonathan Williamson

