

SCARCE Newsletter

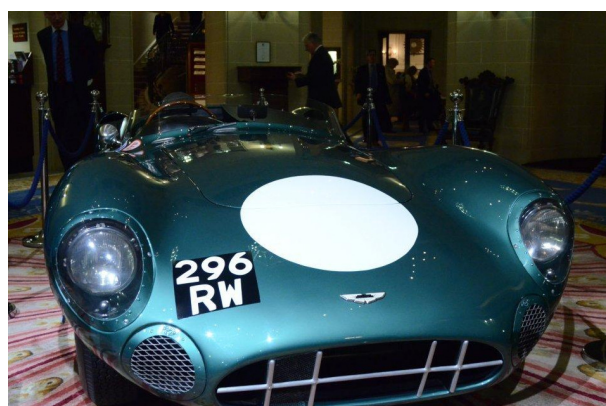
Saddleworth Classic And Rare Car Enthusiasts

Tony Littlewood

Aston Martin Heritage Trust Event

Well it just goes to show I should go away more often as I am reliably informed that the last monthly meeting on Wed 19th Jan was the best attended yet! So much so that the Manager of the Kingfisher asked us to let him know when the next meeting is so that he can set aside an area for our exclusive use. Well the 3rd Wednesday of the month this time is the 16th Feb so even though I am intending to be there let's hope you still turn out in numbers.

I will probably go a bit earlier, say 6.30 so I can have a bite to eat in order to keep them happy though we are not all expected to have a meal, just a few of us to show willing so we get the place for free.



Anyway I am sure some of you will be interested in the reason I was absent from the last meet though others will just think I'm showing off but hey, amabovered! If you got invited to attend a dinner with Sir Sterling and Lady Moss at the RAC in Pall Mall would you turn it down? The Royal Automobile Club as such is no longer anything to do with the RAC Road Rescue though they obviously started life as such. As some of you may know, apart from the Aston Martin Owners Club, there is also an Aston Martin Heritage Trust. The latter now have their museum and headquarters (along with some beautiful old Astons and memorabilia) located in a massive old barn down in Drayton St Leonard, Oxford which I was fortunate enough to be involved in the formation of. It was the AMHT that organized the dinner for Sterling who is still recovering from falling down a lift shaft at his home in Mayfair in March last year when he broke both ankles and other assorted bits. At 82 years old that would have killed a lesser man, but if he could recover from his horrific crash in 1962 when he was in a coma for months, what's a little fall down through three floors!

Since I had recently seen the TV documentary about the opening of the Savoy Hotel by Prince Charles after it's £230million refit and since I am busily engaged in spending my children's inheritance (along with the fact that I was taking Russell with me as a guest in any case) I decided to splash out and stay there for the night. It is only a couple of hundred yards from the RAC so we didn't even need a taxi so the expense was obviously mitigated!

Neither the hotel nor the evening disappointed us and Sterling was an absolute joy to listen to. The Aston Martin DBR1/1 in which he drove to victory at the 1000km Nurburgring in 1957 was in the foyer and I have attached a few photos to give a flavour of what a fabulous club the RAC is. Sterling gave an insight into what characters (and sex maniacs) many of his team-mates were as they travelled the world's motor circuits but Susie had obviously heard it all before and never batted an eyelid. He certainly deserves the title of "The Champion without a Crown" and it was a great honour to be in the company of a man who has won outright more than 200 races of the 500 he competed in.

Special Interest Articles:

- AMHT Event
- Herbie's Trip to Belgium
- Quiz Answers

Events

Check the website
for full calendar
details

I thought Russ might have been bored as I was sat next to the treasurer of the AMHT who engaged me in conversation but he seemed to be getting on like a house on fire with the guy sat next to him who apart from being an Aston member was also a member of the RAC and frequently used their art deco indoor swimming pool which is the largest of any club in London. Also handy for squash courts, Turkish baths, sauna, beautiful members' lounges and a library that is kept up to date with every motor magazine published in Europe. Whilst I wouldn't want to live in London I am very envious of them having a club like that to enjoy.



2010 Trip to Alden Biesen Belgium By Herbie Davies



While on holiday in France during June this year I took with me the latest copy of Triumph World Magazine, and there it was a small insertion 'Belgian Triumph Owners Festival September 2010'. I thought that this might be achievable in my 1966 Herald Convertible, which was at that time laid up with a poorly rear spring and lack of MOT. On my return home I made some enquiries about the location etc and duly entered the Herald as a participant.

Next we set about getting the Herald ready this, included replacing the rear spring, back brakes, pipes and cables and while there was access were under sealed the exposed bodywork. We also set about to tidy up the paintwork and fit a radio. [We refers to my 23 year old Triumph enthusiast son Jonathan]. By mid August the car had flown through the MOT and we were on the road. At the end of August we received a phone call from my friend Nick who announced would join us in his newly purchased Mk 3 Spitfire, an ideal opportunity to give it a run.



Next phase was booking ferry tickets Dover to Dunkirk and a hotel in Folkestone for the first leg of the trip. On Thursday the 16th of September we set off in convoy from Diggle in Saddleworth at 10.00am and had a very enjoyable trip via M1, A1 M11 A20 to Folkestone.

Friday 17th last minute shop in Dover and the 10.00am ferry saw us in France for approx 1.00pm. We set off for Lille and after slight navigational difficulties got to St Amand les Eaux where we found an excellent campsite and the proprietor was exceedingly helpful despite our late arrival.



Saturday 18th an early start and off to Alden Biesen. En route we heard a thunderous rumble behind and suddenly a vintage Bentley appeared complete with leather helmet clad driver who gave us a regal wave as he passed. We arrived at lunchtime and Nick settled in to his accommodation, Jonathan and I took the opportunity to visit Biltzen, the nearest town. After dinner at the hotel with Nick we settled down to an uneventful night in an orchard !!



Sunday 19th Triumph Festival at Alden Biesen there were over 130 cars in attendance from all over Europe. We met Trevor and his son in law from Huddersfield who have attended regularly in their TR3 and Standard 10. [See Photos], Cars ranged from TR2 to 6, Spitfires, Heralds, Vitesses, Saloons and Roadsters the most remarkable were a Fenchamp TR3 and a beautiful Roadster complete with dickie seat. That afternoon we bade Nick a fond farewell as he had to get back to the UK by Monday, on the return journey he stayed in Diksmude, a lovely market town.

2010 Trip to Alden Biesen Belgium By Herbie Davies....Cont'd

Monday 20th we had noticed an increasingly noisy sound from the rear of the car and on investigation found that we had a broken outrigger on the nearside of the chassis. We made enquiries at a local garage we were directed to the Red Barron Garage on the outskirts of Maastricht see www.redbarongarage.com They were exceedingly helpful and we were attended to by the proprietor Jo Willems himself. While his mechanics welded our car he gave us a guided tour of his workshops [see photo] and a trip to his home on the banks of the River Maas.

Tuesday 21st we set off from Visental and drove firstly to Maastricht and then on to Achen in Germany for the morning. In the afternoon drove via Brussels to the outskirts of Bruges some 300 miles in total.

Wednesday 22nd we drove into Bruges for a day's sightseeing and then on to Adinkerke on the Belgian French border and that evening for the first time it rained.

Thursday 23rd we again encountered an occasional knocking noise from the rear axle and despite some tentative investigations could not pinpoint the problem. So we set off with the roof up for the FIRST time since leaving home. Some 10 miles later we stopped for last minute shopping and lunch outside Dunkirk, then continued with the roof down and caught the 6.00pm ferry to Dover. As we set off from Dover Port it became increasingly obvious that the back axle had some 'issues' making screeching noises going uphill which changed pitch as we went round corners!! Fortunately we had accommodation booked in Folkestone.

Friday 24th we called the A.A. who advised that the car had a suspected broken differential so we were relayed home which turned out to be an episode in itself [perhaps the subject of another article?]. Jonathan and I arrived home in a hire car.

Saturday 25th the car arrived home. We were able to remove a driveshaft only to find that the roller bearings in 2 of the 4 ends of the universal joint were non-existent!. Clearly motoring on the flat Belgian roads did not put much strain on the UJ but the hills and bends in the UK certainly highlighted the problem.

Sunday 26th: 2 new universal joints later and 'we're back on the road again' considering our next trip.



More Pictures and report on the website!!

SCARCE

Saddleworth Classic And
Rare Car Enthusiasts

Chairman: Tony Littlewood:

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We're on the Web!

See us at:

www.scarce.org.uk

Mike's Picture Quiz THE ANSWERS!

Picture 1

Make: Armstrong
Siddeley

Model: Fourteen
Saloon. (Radiator
mascot)

Year: 1935



Picture 2

Make: Riley Elf

Model: Mk111

Year: 1967



Picture 3

Make: Maserati
Quattroporte

Model: Ottocilindri-
eight cylinder V8

Year: 1998



Picture 3

Make: Alvis TD21

Model: Series11
Saloon

Year: 1963



Have fun and see you at the next meeting!