



NEWSLETTER 28

INAUGURAL MID-WEEK RUN - 23rd. March 2016 RUN RABBIT RUN

At a recent Committee meeting it was felt that many members might be able to enjoy a mid-week run whereas they may find weekends taken up with various other family events and so it was decided that in future our Club Calendar would offer both possibilities so as to give everyone a fair choice. For our first event Deryck kindly organised the route, rechristened Happy Valley Run, and as he enjoys the delights of driving one of the narrowest cars ever made - the TR series, he complimented this with some of the narrowest lanes in the country (only joking Deryck). A dozen cars arrived at the Kingfisher to partake in the run with my brother and I choosing two of the widest cars in the stable - my Aston Virage and his 420 Jag closely followed by Dave Richardson in his Merc. As for John Buckley who turned up in his beautiful Armstrong Siddley. Thank heavens he was forewarned to cut out a portion of the course so he was one of the first to arrive safely at the eventual venue. Our other hardy participants included Andrew Lord in his green MGB roadster, Andrew Taylor and Barry Pelmore with a brace of MX5's, Gerard Marsden in his Midget and Peter Hobson in his Frog-eye (good choice-obviously pre-warned about the narrow lanes!), Jonathan in his XJS, Chris and his son Tim in a red TR6 with Deryck searching for stragglers and kindly bringing up the rear in his white TR6.

The weather was fairly kind to us and whilst chilly it was dry so many of us went topless, nothing like a bit of wind in the hair motoring. We set off in the direction of Marsden and it wasn't long before we found ourselves confronted by a tractor that upon seeing the line of vehicles he had to negotiate did the sensible thing and condescended to reverse out of our way. Veering north we found ourselves heading through Barkisland and some of the names of the lanes paint a picture of what was in store - Boggart Lane, Blackwall Lane, Pavement Lane, Pit Lane to name but a few.

By this time we had split into groups and Barry, who was heading the group that I was literally following (since I was driving solo and reading tulips with one hand and steering with the other would not be clever round some of those roads!), decided it was time to relieve a few bladders and turned 'conveniently' into Lane End Farm Shop where the attendant could not have been more co-operative and kindly allowed us the use of their conveniences. Many of us were so relieved we purchased a few items from his mini-delicatessen and were back on our way again. Ten miles from our eventual target we passed through some beautiful countryside surrounding the Bronte Parsonage Museum at Haworth and finally arrived at the Top Brink Inn and Restaurant just in time for lunch at 2.00pm.

Sixty miles in four hours but we all got there without a scratch; I haven't checked the silencer boxes, best not look. I have to confess I have never been in the Top Brink before but what a beautiful Olde Worlde pub/restaurant it is. Still family run and the food was fantastic. Our thanks to Deryck for organising a splendid day out, and it was literally most of the day. I couldn't help grabbing a few plants as we were passing Gordon Riggs so didn't arrive home till 5.00pm.

Tony Littlewood

SOUTH AFRICAN DRIVE - ROUTE 62 & GARDEN ROUTE – February 2016

I was surprised to hear Simon Calder on the BBC advising everyone to avoid driving in South Africa the other day as I had not realised how many deaths are caused by poor drivers in that Country. I am relieved to say that Heather and I had a wonderful time driving the 500 miles along the south coast of South Africa at the end of February and I would recommend Route 62 which offers the scenic alternative to the N2 highway and on along the Garden Route to anyone who enjoys scenic driving. Cape Route 62 is an enjoyable drive along the longest wine route in the Western Cape and probably the World. The changing colours of mountain, pass and orchards were wonderful to see and since this was their summer the light was fantastic.

We had arrived in Cape Town at the start of the fortnight and we took the cable car the following morning to the top of Table Mountain, looking across Lion's Head towards our Hotel in Camps Bay. We visited the Mount Nelson Hotel and the beautiful Kirstenbosch National Gardens on the way back from driving to the Cape of Good Hope, only about an hour's lazy drive from the centre of Cape Town. On our way to the Western Cape we skirted Stellenbosch staying at a beautiful Hotel in Franschhoek where we visited many vineyards on the Wine Tram and I spent an afternoon looking round the Franschhoek Motor Museum.

Whilst staying at our first hotel in Camps Bay the owner, Mr Ezzard, recommended a trip to the nearby Motor Museum and I am so glad he did. He had just sold his hotel to the owner of Etihad Airways and told me that he was glad to be on his way back to Blighty as he originates from around here, so he has my phone number and I hope he may eventually join our little Club. The Franschhoek Motor Museum is privately owned and lists a time line of vehicles there and shows examples of each period.

- Antique: Before 1905 exhibiting Mars Carette
- Veteran: 1905-1918 exhibiting 1910 Wolseley 12/16
- Vintage: 1919-1930 exhibiting 1929 Hoopmobile 8
- Post Vintage: 1931-1945 exhibiting a Buick Series 60 Century
- Post 45 exhibiting Studebaker President
- Post 60 exhibiting 1972 Buick Riviera 1

Some of the highlights included a 1922 Isotta Fraschini, 1911 Lorraine Dietrich, Bugattis from 1925 to 1931: Types 23, 35B, 41, and 46, 1936 Cord 810 Convertible, 1928 RR Phantom, 1936 RR 20/25, 1930 Chevrolet Phaeton, MG's from 1932 to 1958: models J2,TD,TF and A, 1936 Jag SS100, 1955 Jag XK-D, Ferraris from 1961 to 2003 including 1960 250 Nembo Spider, 1961 250 SWB, 1966 GTB long nose alloy, 1984 288 GTO, 1985 F40, 1995 F50, 2003 Enzo, 1966 Ford GT40, 1937 Maserati 6CM, 1948 Maserati 4CLT, 1966 Maserati 150S, 1955 Aston Martin DB3S, 1971 McLaren M6 GTR, the list goes on..... over 220 vehicles all looking like they have just come out of the showroom but what I couldn't get my head round was that there was not a drop of oil on the beautiful Italian tiled floor and yet vehicles were being driven in and out!

I suppose if you are the second richest man in the country with a fortune worth more than \$8 billion you like things tidy. Johann Rupert grew up in Stellenbosch and started out as a banker in Chase Manhattan eventually starting his own bank Rand Merchant Bank in 1979. He apparently enjoys a game of golf twice a week unless his pal, Ernie Els, is in town when he plays four times a week. You'd probably know he was on the course if you saw his 1963 Ferrari Lusso GT in the car-park!

Pressing on to Outsdhoorn we stayed at an Ostrich Farm before continuing along the Garden Route through George And Knsyna passing through the Tsitsikamma National Park to Plettenberg Bay. We then drove through Port Elizabeth to our thatched lodge in the Amakhala Game Reserve in the Eastern Cape where our Safaris gave us sightings of all the Big Five.

We then returned to Port Elizabeth to board our flight connection to Johannesburg and back home. A fabulous fortnight and some magnificent driving. Highly recommended.

Tony Littlewood

A SNAPSHOT OF TWO ALVIS RESTORATIONS

Alvis TE 21 Series 111 Park Ward automatic saloon with Webasto sunroof (before)





Alvis TE 21 Series 111 Park Ward automatic saloon with Webasto sunroof (after)





Alvis TE 21 Series 111 Park Ward Manual Drop Head Coupé (before)





Alvis TE 21 Series 111 Park Ward Manual Drop Head Coupé (after)

