

## Monthly Newsletter June 2021

I've been caught out, Robin sent in his ramblings on time so no excuses I have to knuckle down and get this month's offering done. The club's Launceston Trial was just over a week ago, with thanks to Nigel, Simon, Pete and the team, not only for a great day out but also for organising the weather, it was lovely. The rain a few days before the event got the sections in prime condition, on the day it was just what we wanted, sun, and a lovely laid back atmosphere. The new regulations for car competitors to sign on electronically and the same for MSUK marshals meant that on the day it was merely getting the marshals to sign on for the bikes and for the motorcycle competitors to sign on, much easier.

Although there were 13 non starters we still had 50 competitors battling it out on the day, The Fulford cup was won by Ryan Tonkin, the Cycle Bowl went to Richard Maddern. What was very interesting is that Roger Ashby's sidevalve powered Coates Ophthera came a close 2<sup>nd</sup> to Ryan, good to see a classic old style special in the mix for the points. To say that this event appealed to all ages is almost an under statement, with the youngest competitor being 11 years old and the eldest in his mid 80's you could say there was something for everyone. The day ended on time and by around 5.00pm all the organising crew were exiting the woods allowing the tame Ferret to once again roam in peace.

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So now it's over to our club President Robin Moore.

The Ramblings of RHTM. Part 2 of the Graham Paige story.

*And so it was, on a dry but overcast day a few weeks later, I left Trefrew to collect the Graham Paige from Somerset. I walked the mile to Camelford station to catch the first up-train of the day at 9.10 travelling the Southern line to Yeovil junction, where I picked up the short link to Yeovil Pen Mill, and so to reach the GWR line to Castle Cary. All this journey hauled by steam locomotives, apart from the link which was diesel.*

*Mr Norris was there to meet me when I arrived at Castle Cary, with the Graham Paige standing outside awaiting its new owner. Mr Norris drove the short*

*distance to Castle Cary explaining one or two things that I needed to be aware of. I was surprised to discover this 1928 motorcar had a steering lock activated manually by key, and fitted on the inner side of the steering column near to the dashboard. Instructions and advice was minimal and soon dealt with, and I immediately set off to drive the 115 miles back to Cornwall with confidence, more faith than sense comes to mind, but youth knows no bounds. Surprisingly I had no problem, and trepidation turned to confidence. On reaching Honiton I stopped in the High Street for refreshment at a café.*

*Having satisfied the inner man I came out to find a gentleman waiting by my car, patiently waiting for the owner to appear. It was my first acquaintance with Colin Shears, who was later to assemble the large collection of commercial passenger transport vehicles homed at the old wartime airfield at Winkleigh, and subsequently the mecca for enthusiasts on the annual open days weekend.*

*“Mr Shears, - did I wish to sell my motorcar, adding that he would very much like to buy it”. “ Mr Moore, thinking there’s nothing wrong with a quick profit, and the time to sell is when someone wishes to buy, I replied thanking him for his interest, and no, I didn’t wish to sell, - I’ve only just bought the car, and haven’t reached home yet.” I suppose it’s not every day that one would find a Graham Paige parked in Honiton High St. I eventually reached home safely, and the old girl never missing a beat.*

*Now those of you who are connoisseurs in the old car movement, will have already noted from the picture of XV 4512 in last month’s newsletter, that this car was not of the standard offering of Graham Paige Motors Ltd, of Brixton Rd, London SW9 1929-1931 . These American automobiles would normally have the standard pressed steel saloon bodies, whereas XV has Mulliner Weymans coachwork, (Not to be confused with HJ Mulliner). The Mulliner Weyman firm patented the use of graphited linen placed between the wooden joints of the coachwork to eliminate squeaks which often became a problem over a period of time. I only discovered at a later date that a chassis had been supplied to Mulliner for them to showcase the work, and the car that I had purchased had been exhibited on their stand at the 1928 London (Olympia) Motor Show as an example of what could be offered by this renowned firm.*

*The fabric covered coachbuilt body was finished inside with a top quality leather hide throughout, with the front bucket seats able to be adjusted to recline by straps with buckles fitted, each side of the base. This early type of reclining seat was to be found on other prestige coachwork of the period. The large squab of the rear seat was generously filled with best "down" feathers.*

*I later, had the good fortune to meet a gentleman named Bill Vaux and his father. These two gents resided in Ilchester in a large house with a motor house attached in which their cherished giant chain driven cars resided, yes, there were two housed there, and both in pristine condition. We had made arrangements to visit, and Marjorie and I were invited in and found ourselves in a large room where Mr Vaux senior was seated by a very large circular table on which was displayed a fabulous collection of antique paper weights and other small collectables of great value. My wife spied a small glass with a handle on it and intrigued as to what it was. Mr Vaux told her that it was a custard glass.*

*When I originally discovered the Graham Paige, Mr Norris had told me that the car had been purchased new by the late Dr Flowers a Somerset GP, and from whom Mr Norris had purchased when the doctor replaced it with another car, Mr Norris using the Graham as a hackney carriage until replaced by the Austins. It was on meeting Bill Vaux which later led to us meeting at his Ilchester home, that I was able to meet Dr Flowers widow, for Bill Vaux was a personal friend and able to introduce me to the lady.*

*Mrs Flowers lived with a companion in a house at East Coker, and Marjorie and I were able to visit her subsequent to our meeting the Vaux's at Ilchester. I remember as a very charming lady who was very interested to learn about our acquisition of her late husband's old car. She (Mrs Flowers) was still driving herself, her car being a P3 post war Rover 12. I return to Ilchester and our meeting with Bill Vaux and his father. As we prepared to leave after having had a lengthy conversation of mutual interest, Mr Vaux senior rose from his chair, picked up the custard glass and turned to my dear wife Marjorie, and said, "I would like you to have this my dear",- I'm sure readers can imagine the rest, but I can tell you, this gift was very much treasured and became, Marjorie's sherry glass for the rest of her life on God's Good Earth.*

*RHTM*

*To be continued.*



# Lanson Trial

