



The Nottingham Classic Tour

Nottingham Classic eNews

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CHRISTMAS GREETINGS 'to all our readers'



The organisers of the Nottingham Classic and of all classic events associated with Carlton and District Motor Club wish all of our participants, supporters, friends and sponsors the very best of Christmas greetings and a very happy, peaceful and prosperous new year. We hope that 2008 for you will be as successful as 2007 was for us and that we can share in your successes by welcoming you back to our new calendar of events.

For us 2007 went extremely well with all our goals met and in some cases surpassed. From our start on day one of Race Retro right up to the openings and opportunities arising out of completing the London to Brighton Run, our 'season' seems to have been a blur but that must be down to having so many varied activities to participate in. It was fantastic, but, to make it fantastic we needed people, and people we got, all of you are the ones who made this season happen so a big thank you. Thank you for sharing your hobby with us, for bringing your vehicles to participate in our events and for all the encouragement you give us that motivates the next event or the next newsletter or the next project.

We hope our 2008 offerings will encourage you even more, see you soon.

2008 NOTTINGHAM CLASSIC UPDATE



Just to prove the sun did shine in 2007 as Mike Pyne drives his Lotus Elan through the finish arch at Nottingham Castle

The 10th Nottingham Classic is already taking shape with some well known Nottinghamshire landmarks included following some of the Satisfaction Survey requests from this years event.

We have decided to move the start for 2008 to the recently refurbished Wollaton Hall. We have a new start layout planned and our route will visit Newstead Abbey, our participants will also be able to drive Lime Tree Avenue through Clumber Park for a finish at Newark Air Museum. This together with the usual high standard of organisation and value for money should make for a great classic motoring day out. Put the date in your diary now! Drive the tenth, on the 10th, of August that is.

Dates for your Diary :

**NATIONAL 'DRIVE
IT' DAY April 20th
2008, half day
run Wollaton
Park.**

**Pre-War Austin 7
Club - Half Day
Run Wollaton
Park**

31st May 2008

**Heritage School
Tour of the Peak
15th June 2008**

**The 10th
Nottingham
Classic Tour**

10th August 2008

Sherwood 42

**21st Setember
2008**

**Contact 01773
785927**



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Lancia Rumour

Imminent arrival of Series 2
Lancia Fulvia



NATIONAL 'DRIVE IT' DAY SUNDAY 20TH APRIL 2008

Whats in you garage ? Another of our organisers, Richard English, is hot on the trail of a Series 2 Lancia Fulvia and the strong rumour is that he is about to land his catch. The Lancia Fulvia was a very pretty car and in it's nimble HF version, won the RAC Rally of Great Britain in 1969 and 1970 in the hands of Harry Kallstrom. No doubt Richard will let us preview the car as soon as possible, I know he also has an article up his sleeve that he may just allow me to 'scoop'.

In recent years, the Federation of British Historic Vehicles have championed the idea of an annual National 'Drive it' Day where owners of all types of classic or historic vehicles are encouraged just to jump in and drive them on a particular day that highlights the classic and historic vehicles scene. To many people, just by the fact of suddenly noticing more than a normal spattering of old timers (cars as well) out on the road that day will hopefully connect with what we are doing.

Inevitably, clubs and organisations already involved with driving such vehicles are starting to offer specific events on the day 20th April 2008. We are no exception and are very keen to support the idea set out by FBHVC and so with the agreement of Wollaton Hall, we are able to offer a half day, afternoon classic car run out to one coffee stop and back to Wollaton. We hope it will be a totally relaxed affair with not even a time limit, there may even be some things happening in the Park. Entry forms will be available in January and we do hope you will come along and support the day. Best thing is, to enter will cost you nowt!

Whats in your garage?

In a year when it has been a priveledge on so many occasions to have people share their interest with erstwhile strangers, another of those opportunities arose out of our Celer project. Following the success of the London to Brighton Veteran Car Run, people who saw us on the TV have been lining up to contact us, Brian had a call from the son of a previous owner of the Celer and Richard has had contact with the son of the man who restored the following its rediscovery on an Exeter farm. Hopefully, these contacts and my own recent research will lead us to definitive origins of the car and that whoever drives it over the finish at next years London to Brighton will not be greeted by a commentator with little knowledge except to label the Celer 'the mystery car'. By far the best contact came in the form of a man who owns another vehicle made by Charles Binks, manufacturer of the CELER. This vehicle is a NEW LEADER and very quickly Brian and I made arrangements to see the man and his car. The man is Owen Parkin, who with his wife Barbara run a successful Autojumble business from a converted Nottinghamshire junior school which is their home and business base. All of the seven former classrooms are stacked floor to ceiling with car parts from the 1920s to the 1960s. His yard is littered with the odd classic, an Austin A55 and a Rover P5 to name two and a Dodge Motorhome chassis from the twenties that was used in WW2 to evacuate dogs and cats from blitz torn London! But lurking in his garage alongside an Alvis Sports is the NEW LEADER.

Owen and Barbara have traced the history of this

Owen saw the vehicle as a teenager, being pushed into a garage some sixty years ago. It stayed there until Owen was able to obtain it and judging by what we saw, it can be restored. The engine for instance still turns freely and the timbers of the pick up body are very sound.



You can see by the upright steering position, short engine area and flat front radiator mounting panel, that this is a purpose built commercial vehicle

There are many design cues from Binks' CELER car, such as the valve arrangement and cylinder design although the New Leader is a four cylinder and the Celer a two. Each cylinder jacket has New Leader Motor Co cast into it and the braking/gear change levers are exactly the same principle.

.....from page 2

It is in the type of vehicle that Brian and I differ in opinion, I am convinced it is pure commercial, whilst Brian believes it is a car. It has had a pick up back since new but the style of the radiator layout and driving position is much more upright than pictures of the NEW LEADER cars we have seen and the design leaves little room for comfort at the business end. NEW LEADER cars had sleek circular bonnet lines but the commercials had upright almost industrial radiators and little or no embellishment. There are also many design traits that are shared with the CELER with more than a hint that the CELER was in fact a prototype for the NEW LEADER. But whatever the origins, Owen is determined to complete the restoration in 2008.

Having kept Owen talking for over four hours, he said that he would like to show us his three wheeler, not any old three wheeler but a very old three wheeler of 1899 vintage, of German origin the Carpavian resides in Owens lock up storage he bought a year ago to put this car and a couple of others in, when I say a couple I really mean about twenty and what cars they are. Some of the jewels include a fully restored 41/4 LITRE Lagonda chassis, a partially restored body for the Dodge Motorhome, a V63 Cadillac from 1923 again with fully restored chassis, a couple of Dodges, Morris and Austin Commercials and a Healey Sports Saloon. It was just Mecca and when we finally left Brian and me were shell shocked.

It was very generous of Owen and Barbara to allow us to visit them and to marvel at what we saw. Thanks again.



Underneath the flaking paintwork, this signwriting on the rear of the seat became visible and has been highlighted with some emulsion paint prior to full restoration. Owen and Barbara have traced the full history of the vehicle from new.

The origin of the species

part one

I am indebted to Owen and Barbara for sharing some of their knowledge regarding the origins of their New Leader and I must say how impressive their research of both the vehicle and its original owners has been. They also gave me a couple of pointers to the CELER which hopefully will lead me to establishing the correct origins of this important Nottingham resident.

You may recall my article from the London to Brighton Run expressing dismay at the lack of available information regarding the CELER and it's history. Since the run we have had contact from the son of the previous owner and also the son of the previous restorer, I refer here to the last restoration following the finding of the car in an Exeter Barn. Whilst welcome, the information on offer will really only tell us about the vehicle from its previous restoration with very little before that, but, I made a pledge to ensure that the next person who drives the CELER over the Brighton finish line will do so knowing that the commentator will at least have more information than 'this is a mystery car'.

Popular theory had the car made at Bobbers Mill and we all accepted this to be the case. The files kept by Nottingham City Council Museums and galleries also point to this theory but now, I at least know the source of compilation of the file and remain sceptical about the contents. The dating panel of the Veteran Car Club set the official date for London to Brighton purposes at 1904, the basis for this being the registration number AU250 which was issued by the Nottingham Vehicle Licencing Authorities in September 1904. At that time, Charles Binks founder of the Celer Car Company was operating out of the J B Whitehall factory at the corner of Wollaton Street and Goldsmith Street, Mr Binks had several 'reincarnations' during his working life and on two occasions suffered disastrous factory fires prompting a move of premises, he also had more than one company wound up but for our purposes, his factory in Wollaton Street burned down on 5th August 1905, before he 'emigrated' to Bobbers Mill so my submission is that the CELER AU250 registered in September 1904 could not have been built at Bobbers Mill and was actually made in the city centre. I have quite some more research to do but I hope to have copyright permission for next month on a couple of interesting photographs from that time.

Nottingham Classic Factoids:

Did you know that between the turn of the 20th Century and the outbreak of World War Two—The City of Nottingham was the home of seven motor manufacturers.

Do you know who they are? Answer next issue. One of the names is HUMBER a 1907 version is shown in the picture.



LOOK WHAT BRIAN HAS FOUND

Look what Brian has found. Our very own Brian H is now the proud owner of a genuine local, a 1965 Triumph TR4. Since being bought by a Nottingham owner at a Coys auction in 1990, the car has spent most of its life in a dusty shelter, but beneath that layer, lies a short project to bring it back to life and following a prolonged wallet extraction DTV 391C will be joining it's new ALPINE stablemate. This little black number is the second TR4 I have seen in original factory black this year – the first being the one I featured from the US in earlier issues.



Unfortunately for Brian's other cars, one has to go to make space for the TR and he has decided to put his wife's 1968 MGB GT up for sale ! What cheek !(see ad) but no doubt we will see the TR4 in a road going format very soon but one thing is for certain, it can't look forward to concours amounts of spit and polish if it lives in Brian's garage, his mounts are expected to look lived in!

For Sale—1967 MGB GT

The wife's MGB GT has to go! Used on many classic runs, last one 2007 Norwich Union. This is not a show car and does not get polished every weekend but is in excellent condition.

Much prefer to drive it.



MOT Sept 08, tax exempt, 2 new wings and sills fitted 2005, full length webasto sunroof, re covered 2005. New front wiring loom with spotlamp relay 2007. Wires, Overdrive, Black leather interior finished in Old English White.

Good solid car fit for any classic enthusiast.



£3890 right price wife goes with car, for more info email: bryanhodges@btinternet.co.uk

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Restoration engineers to the Nottingham Celer