



Nottingham Classic Tour

# Nottingham Classic News

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## AMBER VALLEY RUN CANCELLED AND AMALGAMATED WITH NOTTINGHAM

Due to a lack of entries, we have had no option but to cancel the Amber Valley Run on July 1st.

Disappointing as this is, we would not be able to create the atmosphere we usually enjoy and it would not be fair to the people who have pledged donations to Guide Dogs not to put on a good show.

However, we have discussed the matter and decided to take advantage of the work done so far on the route and move the start of the Nottingham Classic to Amber Valley. The route will then go straight into open country before heading south to Mallory Park

and returning to Nottingham Castle for our traditional finish. An added bonus is that Amber Valley Housing will still get their fundraising and our entrants will get extra awards. Plus we get a new section of route that will be pleasing to the drivers and the start venue is only 15 miles from Nottingham.

The start will be at 10.00 am with plenty of time to enjoy a breakfast with us. The facilities at Amber Valley are spacious and comfortable.

Full refunds will be given to the entrants who had applied to take part in the Amber Valley Run.



*Editor in America see inside for more .....*

Other extra benefits will include two free raffle tickets per car to win a place in our London to Brighton Team. The Carlton entry into this years run has been confirmed.

**See back page for latest route update and itinerary.**

### Diary List

Contact numbers are as follows:

August 12th  
Nottm Classic  
01773 785927

September 16th  
Sherwood 41  
01773 785927

## Date Change for the Sherwood 41

In yet another change to our programme, we have changed the date of the Sherwood 41 to 23rd September at the request of Sherwood Restorations.

of planning but it is likely a loop heading north will be the case possibly as far as South Yorkshire.

Details of the route are still in the early stages



### More News

- ♦ We are very pleased to confirm support from Millers Oils Ltd for the 2007 Nottingham classic Tour, Millers have very kindly agreed to provide product and marketing support
- ♦ [Www.millersoils.co.uk](http://www.millersoils.co.uk)



## **SUE & JOHN'S AMERICAN ADVENTURE—PART 1**

Those regulars amongst you may recall the 2005 Nottingham Classic Tour and the strange case of a toy dog! Jackie Hodges and Pat Lowe took part in the run in Jackie's MGB GT but with a strange passenger, a toy dog christened George after the American President George Washington. There is a perfectly rational explanation for this behaviour, we were (A) raising money for The Guide Dogs for the Blind Association and (B) we had received a donation from the United States. That donation came from an English Sports Car enthusiast and his wife, Bill & Beth Kennedy of Olympia , Washington .

It seemed appropriate to mark their generosity by giving them an entry in the Nottingham Classic Tour by proxy in the shape of George.

An entry was arranged, rally plates organised and road book issued together with, as you can see in the picture, suitable American snacks to nibble on the journey.



**George checks his info before the start**

Jackie and Pat took George around the route getting his route card stamped up at each control as proof. Later, the completed pack of information together with finishers awards were despatched by Royal Mail to the former colony, arriving in the Pacific North West a few days later much to the delight of Bill & Beth. Needless to say, Bill, his family and all of his friends think we are barking mad.

You may be wondering how Bill came to hear about our event. Well, I will tell you. Bill and I 'met' on ebay where we traded together in pursuit of a mutual interest, all things Lotus and in particular Lotus Grand Prix Cars. I fixed Bill up with an English translation for a Japanese instruction book to an old plastic model and we exchanged letters instead of cash for the transaction. It soon became apparent our interests matched even more when Bill told me about his two English sports cars, a 1959 Triumph TR3 and a 1960 MGA. They are both in superb condition and are driven regularly.

Gradually as you do, our letters expanded to family things and both Bill and his wife Beth became fascinated with my wife Sue's full time voluntary work for Guide Dogs and her dog training skills, so much so that the cash donation for GDBA appeared out of the blue. Knowing many of you as we do and that you wouldn't object, we thought it would be a nice touch to do the toy dog thing and created the entry. Bill is now a regular visitor to the websites of the Classic and Carlton as well as a follower of the British Classic Car scene.



**Bills 1959 Triumph TR3**

Long before the proxy entry story, Bill had invited Sue and I to visit them in Olympia to drive the cars, he even bought a bottle of malt whisky and refused to open it until he saw the whites of my eyes! It took a while to take in such a generous offer but Bill and Beth managed to persuade us to go and this is where Sue comes in.....

Most of you know Sue through her Guide Dog work but also as Secretary of the Meeting for the Nottingham Classic. Despite her total lack of interest in anything to do with motor sport, Sue is one of the best rally marshals I know. Her CV includes rally driving in the early seventies, marshalling at every type of rally control, taking charge of signing on for many events including the Norwich Union Classic, driving course cars on the FIVA World Rally and generally supporting me throughout my own involvement in motorsport since 1972. She drives me around road rallies in the middle of the night in my RLO role for the Motor Sports Association and has even cooked my breakfast in the Brands Hatch paddock at 5.30 am. Despite all of this, Sue realised that any trip to the United States in these circumstances would be heavily biased toward all things petrol related but still this amazing woman agreed to go, even when I chanced my arm further by suggesting we might pay a visit to the Indianapolis 500 on the way! (see later story). The trip was arranged with an itinerary stretching 16000miles across the Atlantic and all corners of the US, so much so that we are now in the Continental Airlines frequent flyer scheme.

When we finally arrived at Seattle's Seatac airport, Bill & Beth met us and took us to their beautiful sea front home near Olympia , state capital of Washington, to amongst other things of course, meet the two cars.

Sue and I were guests with Bill and Beth for the next eleven days, during that time I had the privilege of driving both the cars on the lanes of Washington, a beautiful uncrowded area with little in the way of foreign tourists. Perfect weather, perfect scenery and two completely different cars.

The TR3 sounded just as it should, with a responsive power unit it was a joy to drive as you would expect from its 1991 cc Standard Vanguard derived engine although the steering was an adventure at times, especially being in the wrong place! There was no overdrive on this car but gear box was a delight and provoked just a hint of wheel spin on occasion that would inspire the widest grin. Long straight lanes and lazy hot days were just perfect, I even got the thumbs up from a Porsche driver coming in the opposite direction. Bill bought the car as a fifty dollar spares box and has performed a magnificent job to bring it to its current superb condition.



***Phil's Hobby Workshop, Wow!!***

The MGA, was also a delight but with its 1588cc B series engine was always going to be slightly less responsive than the TR but as it turned out much more driveable. The steering is very positive compared to the Triumph but having just driven the TR I struggled initially with the gear changes being a little wider in the gate on the MG than the Triumph, and of course, I was on the wrong side of the car! But we soon got the hang of it. Whilst out in the Triumph, Bill and I visited his neighbour Phil Price, whose hobby workshop is something else, but that is a story for another time (see photo).

Driving the lanes of Washington State, has some similarities with our roads except these tended to be straighter, longer and wider. It is a beautiful wooded region with mainly Cedars, Alders and Fir trees and gorgeous views of snow capped mountains in the Olympic and Cascade ranges, it well deserves its Evergreen State title. We drove up to the visitor centre on Mt Rainier which is 5500 feet, some 9000 feet below the summit and found snow still waiting to melt at six feet deep. The roads themselves are in excellent condition but these people don't have direction signs off the main highways! If you don't know the route to the next town chances are you will get lost. Every road has groups of typical US Mailboxes at the end of every private lane, the postman doesn't come to your door like ours and Bill has a five litre 85 Chevy pick up to run the three quarter mile up to the end of his drive with the wheelie bins and to collect the mail. The bin men won't come near if you don't live on a County Road.

Both of the 'little' cars as Bill calls them, live in a luxurious garage designed by Bill himself. They are a tribute to his enthusiasm and would grace any UK event. They aren't driven in bad weather, but then that isn't a criticism as many of us feel the same way about our own classic cars, neither is it easy to keep the cars in top class shape as the climate can be very changeable, much like our own but more severe in terms of snow and rain during the winter. The air can be salty as the garage is only yards from the Pacific Inlet of Puget Sound, the waterway that serves the cities of Vancouver, Seattle, Tacoma and Olympia.

It was a great privilege to be asked over to the US and just to talk and drive classic cars, Sue and I met some amazing people who all went out of their way in allowing us to enter their world, arranging parties and receptions to meet us and although Bill and Beth had never before met Sue and I until we arrived at Seatac, we felt that we had known them for

***The editor pilots Bill's MGA safely back to the garage next to its TR3 stablemate***



years such is the bond that forms when like minded people connect. My ambition is to get them both over here and driving a classic in the Nottingham Classic Tour.

***More of Sue & John's American Adventure Next Issue.***

***If you have a motoring story you would like to share, let me have it and I will publish it in a future edition of Nottingham Classic News ————— John Thornhill—Editor***

## Nottingham Classic—Route update

Following the cancellation of the Amber Valley Classic Tour, we have restructured this years Nottingham Classic as follows:

- Start will be at the offices of Amber Valley Housing Ltd on Asher Lane in Ripley at 10.00am
- Signing on will be 9.00am and breakfast will be available and included in your entry fee.
- The route will visit the Battle Railway Line and Mallory Park Race Circuit.
- We have an option of parade laps at Mallory but this very much depends on the race programme on the day, there is a very busy VSCC Race Meeting taking place and our 'window' will be at the end of morning practice in the lunch break.
- Obviously, if a problem occurs during practice we may not get on the track but at worst we shall have our own parking area with a good view overlooking the race track .
- We shall have to adjust the schedule to have you all parked and ready to go on the track but we shall make this clear in our final instructions.
- The most important part of the day is still of course, the route. Our aim is make this as interesting and scenic as possible.
- Finish will be at Nottingham Castle, where we hope to have another surprise ready for you as well as the usual hospitality.



**Start of the 2006  
Nottingham Classic Tour  
1948 Jaguar**

To download an entry form visit [www.nottinghamclassic.co.uk](http://www.nottinghamclassic.co.uk)





**Special Offer**  
Our range of Nottingham Classic Tour Clothing is now available with traditional polo shirts, including Ladies cut, together with short sleeved shirts, sweats and tees shirts. Colours: navy, light blue, white. These are embroidered to order and take around three weeks. So if you would like any for this years tour, order now. See price list. Cheques should be made payable to Carlton & District Motor Club Ltd.

Garment	Price including postage & packing
<b>Gents Polo—small/med/large/xlarge</b>	<b>£14.00</b>
<b>Ladies fit Polo 10/12/14</b>	<b>£15.50</b>
<b>Unisex Sweatshirt—small/med/large/xlarge</b>	<b>£15.50</b>
<b>Unisex Tee Shirt—small/medium/large/xlarge</b>	<b>£10.50</b>
<b>Classic short sleeve shirt—small/med/large/xlarge</b>	<b>£15.50</b>

### Nottingham Classic Tour

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