

Milbourn

FEBRUARY 1962 2nd MONTHLY

* INTERVIEW WITH TREVOR TAYLOR

MOTOR CLUBMAN



◀ JOHN WHITMORE

BRSCC SALOON CAR CHAMPION

RALLY REVIEW

SIMPLE SUPERCHARGING

RACING CAR SHOW

IN PICTURES

OFFICIAL ORGAN OF THE TVR CAR CLUB

A MESSAGE FROM THE FACTORY

This issue of MOTOR CLUBMAN is the first issue to bear the subtitle, 'Official Organ of the TVR Car Club'. It has been my privilege and pleasure to work with Mars McGuinness and Tony Gilfrin on this merger, and I think we are all justifiably proud to have been able to effect a link-up between one of the brightest and most influential motor magazines in print, and one of the most exciting Grand Touring cars produced since the war.

MOTOR CLUBMAN has a rapidly growing readership throughout the world, and I think readers will agree that Tony Gilfrin, though undoubtedly overworked, is doing a first rate job in the editing of the journal. He probably enjoys just reward for his labour on the occasions when he has a particularly potent piece of machinery to road test, but having seen at first-hand some of the problems with which he has to cope, I shall in future be content to sit and go grey at Blackpool.

The other half of the team is one of the most energetic advertising executives I have yet had the privilege of lunching with - Mars McGuinness. Mars appeared twice at the Racing Car Show trailing two damn big wolfhounds (who didn't want to go anyway) and spread such alarm and despondency amongst exhibitors and visitors alike that attendance at the Show was at one point 22% down on last year. He made ample amends when he brought Linda, but just as she arrived they carted me off to the Westminster Hospital and I was unable to find out why an angel becomes a wolfhound handler.

The foundations of Blackpool Tower are reported to be quaking through all the atomic energy being generated at the TVR Factory, but reports that Mercedes-Benz are worried should, we feel, be discounted. I would like, if I may, to introduce some members of the indefatigable team who are pushing the TVR star into orbit:-

We have Bloodshot Henry Moulds, our Assistant Managing Director - if you want a camel through the eye of a needle, Henry is the man to do it. Bernard Williams is our Production Director, his filing cabinet brain can reel off the chassis numbers of customers cars dating back to 1958. Trevor Wilkinson is here, he invented the car, and gave his initials to its name. K.N. (Charley) Aitchison takes care of Test Driving and if he lives long enough and doesn't get married, he will take his place with the truly great Test Drivers like Dewis of Jaguar and Sanesi of Alfa Romeo. Antony 'Fireball' Clarke takes care of sales, but judging from the gleam in his eye, I am beginning to think that TVR is selling itself. Ken Richardson has recently joined us and he will presently be doing his nut in his endeavours to prepare our Team Cars for the Classic Sports Car races this season. We shall be entering teams of cars at Sebring, Le Mans, Nurburgring and in the Good-

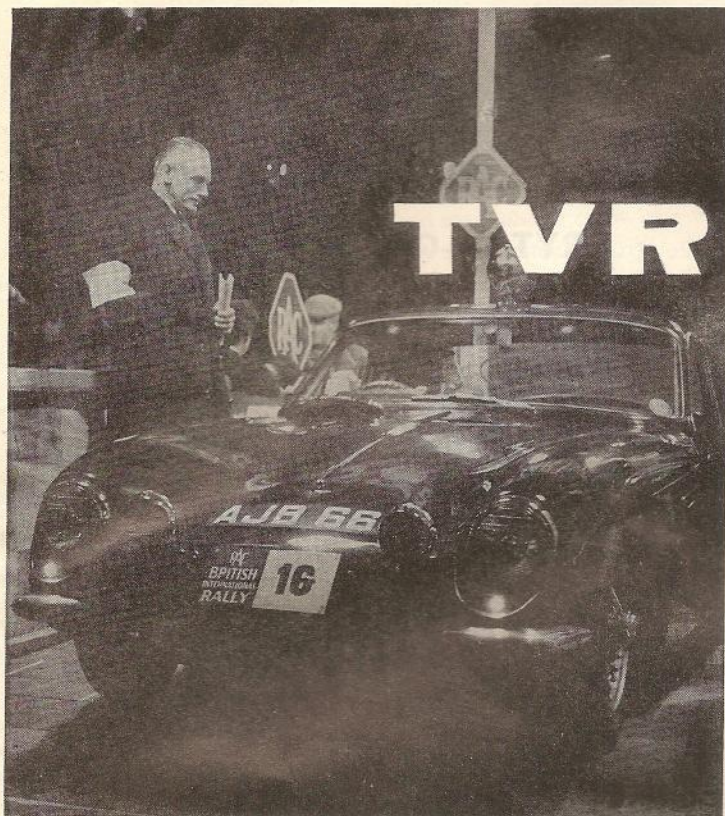


MR BRIAN HOPTON, MANAGING DIRECTOR OF TVR CARS LTD

wood TT, and this programme should keep Ken and his assistant Bob Hallett out of bed until the season closes. I would also like to pay tribute to the tremendous efforts which are made by the boys on the shop floor here at the Factory, it is only by their unsparing efforts that we are able to produce the TVR and my gratitude to them cannot adequately be expressed.

I must also make special mention of Katie Rowe, who, with here husband John and Christine and Ricky Oakes-Richards of Research Garage Ltd, Nuneaton, conceived, created and are today running the TVR Car Club. Without the untiring efforts of these friends the TVR Car Club simply would not exist. Our grateful thanks to you all.

It is hoped during the coming months to present readers with a magazine of hitherto undreamed of appeal, especially for the clubman, but also of great interest to all TVR owners everywhere. I would like to extend to MOTOR CLUBMAN - now the official organ of the TVR Car Club, my heartfelt wishes for a bright and happy future, if enthusiasm can be used as a guide, 1962 should provide some very interesting reading.



CAR CLUB

President:	D. Scott-Moncrieff
Chairman:	A. Oakes-Richards
Hon. Treasurer:	J.A.W. Rowe
Hon. Social Secretary:	Mrs. C. Oakes-Richards
Committee:	Mrs. A. Scott-Moncrieff
	D. Moss
	D.J. Willis
	R.B. Goodwin
	P.G. Abercromby
Hon. Secretary:	Mrs. Katie Rowe
	'Vlenmar', Cricket Lane,
	LICHFIELD, Staffs.
	Tel: Lichfield 3081.

The Club

The TVR Car Club was started some eight months ago by a group of enthusiasts in the Midlands. Their aims were to cater for the interests of TVR owners, arrange meetings and events, and form a link between the works and club members. A committee was formed from the original body of enthusiasts and an inaugural meeting held in August at Newport Pagnell. At that time, membership was 55, which was thought to be excellent for a one make car club only three months old. Since then, membership to the committee's astonishment, has grown to 112. The club has now taken a further step forward and, by arrangement with the publishers, MOTOR CLUBMAN is now the official journal of the TVR Car Club. It is hoped that both club members and the many thousands of other readers will find the club section interesting. Our thanks are due to the Chairman of TVR Cars Ltd., Mr Brian Hopson for his initial negotiations on our behalf.



An imposing line-up of TVR's.

Social News

This year for the first time the club was represented at the Racing Car Show. Once again our thanks are due to the works, who very kindly allotted to us a corner of a much larger but even more crowded stand. During the week we had the pleasure of renewing our acquaintance with many existing club members and enrolling a further 23 bringing the membership to 112. A very good start to the New Year.

Great interest was shown in the members testing day at Shennington in November, and plans are going ahead for another meeting of this type in March.

The last evening of the show was marked by the first annual club dance at The Fishmongers Arms, Wood Green. Unfortunately due to the inclement weather and illness, the somewhat out-of-the-way venue and the fact that the works team who were manning the stand could not clear it until after eleven, the attendance was lower than we had anticipated. We were, however, very happy to see Trevor and Jean Wilkinson from Blackpool.

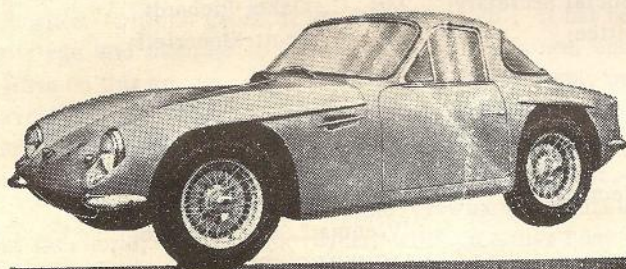
Our President, regrettably was not well enough to come but Averil and the boys made a great effort to attend, only to be turned back halfway by fog. However, those intrepid souls who did brave the elements had a whale of a time. Two prominent members gave us a spirited impression of The Twist which equalled any cabaret performance. Mr. Raimont provided excellent food and both the band and the buffet were sizzling hot.

It is hoped that next year we shall be able to hold the dance more centrally, which was not possible this year due to booking difficulties at the height of the social season. A fire extinguisher presented by a member, was won by Bob Burnett from Portland, Dorset.

AITCHISON HOPTON

OF CHESTER
for the **FABULOUS**

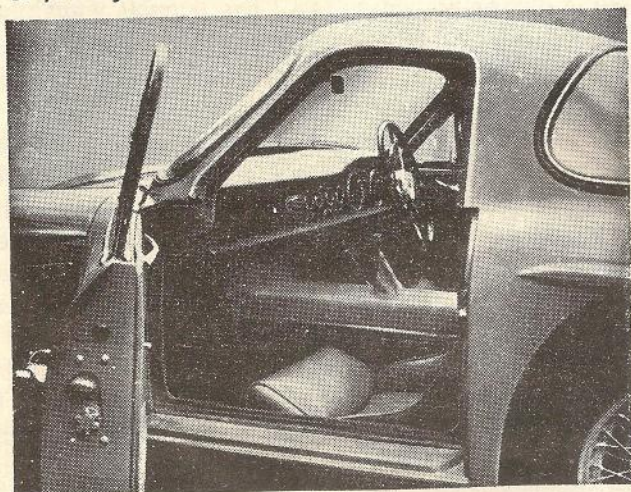
TVR
GRANTURA



the really **WORTHWHILE**
build-it-yourself Sports Car

- * all-independent torsion bar suspension
- * MGA 1600 or Coventry Climax 1220cc engine
- * tubular chassis — disc brakes
- * ample luggage room and top quality trim

complete kit from £795 tax free
or factory built car from £1078-9-8 tax paid



AITCHISON-HOPTON (ENGINEERS) LTD
DISTRIBUTORS OF
TVR • LOTUS • WARWICK
RACING AND SPORTS CAR SPECIALISTS
16 CANAL SIDE • SELLER STREET • CHESTER • Tel: 26100

BROWN & CO (WINLATON) LTD
RYTON SERVICE GARAGE

RYTON-ON-TYNE

TEL: 2301



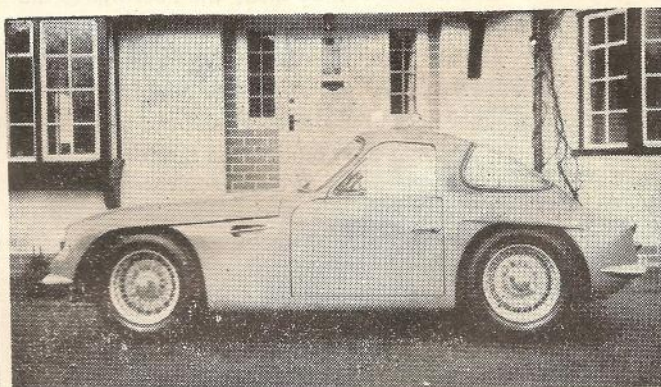
MAIN
DISTRIBUTORS

TVR

TONY BROOKS
LTD

is sole distributor of the

TVR GRANTURA



for
LONDON & HOME COUNTIES
BROOKLANDS ROAD, WEYBRIDGE,
SURREY

Tel.: Byfleet 42784

TECHNICAL QUERIES

(These should be addressed to the TVR Car Club)

Q. I have recently purchased a TVR with MG 1600 cc engine. Whilst I find the performance and roadholding to be of a very high order, I do find the tendency to oversteer a little disturbing at times! Perhaps your technical department can tell me what suspension settings are required to convert the handling characteristics to understeer?

A. Assuming that your tyre pressures are correct (we would suggest 24 rear 22 front for fast road work) it will be necessary to check your suspension settings very carefully. This entails the use of a camber gauge. The readings should be: front wheels $1\frac{1}{2}\%$ positive with $1/8$ in toe in, rear wheels $1\frac{1}{2}\%$ negative with from parallel to $1/16$ in toe in. Once these are correct, the fitting of an anti-roll bar, which is obtainable from any TVR distributor, should give enough understeer for normal fast roadwork.

APPLICATION FOR MEMBERSHIP

TO: Honorary Secretary, The T.V.R. Car Club, Mrs. Katie Rowe, "Vlenmar", Cricket Lane, Lichfield, Staffordshire. Telephone: Lichfield 3081

I HEREBY APPLY for membership of the T.V.R. Car Club. If elected I agree to abide by its rules and regulations.

Full Name:

Mr., Mrs., Title or Rank:

Address:

Tel. No.

Car(s) and Year: Engine:

Signature:

Date:

Proposed by:

Seconded by:

I enclose £	:	:	made up as under:-	£	s.	d.
Annual Subscription to 30th June 19			(£1 1s. 0d.)			
Junior Membership (under 17)			(10s. 6d.)			
Club Tie			(£1 1s. 0d.)			
(Dark blue terylene with silver T.V.R. motif)			(6s. 0d.)			
Club Badge (dashboard/buttonhole)			(5s. 0d.)			
T.V.R. Headed Notepaper 5" x 8" 50 sheets			(7s. 6d.)			
" " " 10" x 8" 50 sheets						

Total:

NOTE: If the date of this application is after 30th April, the Annual Subscription will expire on 30th June, the following year. If you decide to use the following Bankers Order, please detach, send it to your Bank, and notify the Club Secretary.

TO: The Manager, Bank Ltd.
Please pay to the "T.V.R. Car Club", Midland Bank, Market Street, Lichfield, Staffordshire £ : : now, and on 1st July in each succeeding year, £1 1s. 0d., being my subscription to the T.V.R. Car Club, until notified otherwise.

Signature:

Address:

Date:



Rear-end view of a TVR at the start line -

COMPETITION NEWS

Members will be pleased to hear that the club is now officially recognised by the RAC. This means of course, that we can now organise our own events, and participate with other clubs in competition.

It is proposed, after the very successful Members Testing Day at Shennington Aerodrome in November (which consisted of a standing start quarter mile sprint with electronic timing), to hold a similar event, using a longer course, with bends, some time in March - probably on the 31st. This will be a good opportunity for members to try their cars before the start of the racing season. Further details will be announced at a later date.

It has been suggested that the club runs a team of four cars at the 6 hour Relay Race this year. Would all members who are interested in competing in this event please write to the Secretary giving full details of car and driver experience. It is understood that the TVR is now eligible for Marque Races, which should make things interesting for MG's and TR's etc. For those who wish to compete in events this coming season, application forms for competition licences, and medical cards, are available from the Secretary.

Congratulations to the works on obtaining the services of Ken Richardson, ex Triumph & BRM, as Competitions Manager. We understand he is, at this moment, preparing a team of TVR's for the Sebring 12 hour race in March. We have no doubt that, if the Triumph Team is a yardstick, his management of the TVR Team will prove highly successful.

SOME OF THE BEGINNING

DAVID SCOTT-MONCRIEFF

As one goes through life one comes across, from time to time, two or three earnest types building, in a leaky shed, what they believe to be a better car than any other. A tremendous rash of these single hearted idealists broke out after both the Kaiser War and the Hitler War. But, in almost every case the result has been the same. They were much more interested in building the perfect motor car than getting going on production or sales promotion. Then the money ran out, finally the leaky tin shed fell down and that was the end of the story.

If Mussolini's Minister of War had not telephoned to Officine Meccaniche in Brescia, nearly a quarter of a century ago, I might never have been associated with TVR. But he did, saying peremptorily 'You will cease production of O.M. motor cars as from midday today, we need your works for building war material for our glorious Abyssinian conquest'. So the O.M. car, which had in its day a fine racing record, was sunk forever without trace, and good surviving examples became collectors pieces. I heard of what sounded and indeed turned out to be, a fine O.M. in Blackpool. It belonged to the girl who subsequently became Trevor Wilkinson's wife. I do not know my way around Blackpool so Trevor Wilkinson very kindly agreed to meet me a few miles outside the town, at Kirkham, and lead me in to the O.M. And meet me he did, in a most interesting little motor car, the like of which I have never seen before. But the great thing was that this odd, forward-thinking little car LOOKED RIGHT. And I was brought up with the old school of engineers who hold that if a job look right it probably is right.

The OM which pulled me into TVR.



An early production TVR built by the writer.

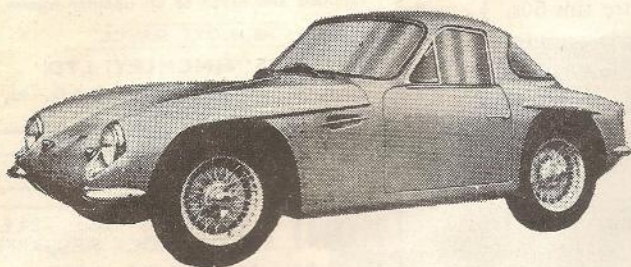
Cavaliere Lancia is held by all and sundry to know as much about automotive suspension as the next man. As I drove my Lancia behind this new thing it became abundantly clear that this prototype hugged the road every bit as well as my own car. Harry Digby whose parents wished him to be a Master of Foxhounds, and who in consequence has devoted his entire life to motor cars, was accompanying me. Harry was also enormously impressed and he is a very experienced motorist who has done quite a bit of racing. We were both extremely intrigued.

The O.M. was brought and with the Lancia, vanishes into mists of history. But the TVR began to occupy an increasingly large place in my life. I found the inevitable trio of earnest characters building motor cars one at a time in a small tin shed which must, I am sure, have been a very small Chinese laundry. This was early in 1958, and Trevor, Bernard and Jack had already been building frames, and their motor cars in very small quantities for five or six years. I am going to skip this early period till I have got the whole 'I was there' story from the three principal characters and incorporate it in a later instalment of TVR history.

But, although the TVR set-up, short of money, tools materials, of indeed everything except brilliant ideas and an infinite capacity for long hours of hard work, was all to distressingly familiar, there was one priceless asset. The car was, to my mind, a potential world beater.

I was by no means the only person to think so. A chartered account called Lambert felt that, put in proper production, this car had a very bright future indeed. Remember this was 1958, before the slump hit the motor industry. Henry Moulds and David Hosking thought along the same lines. So did Derick Harris, the solicitor who had been roped in to form the new company. So, in the late summer of 1958, Henry, David, Trevor, Bernard, Lambert and myself sat around a table in Blackpool, with Derick in the Chair. At the end of the year, a new company was formed under the name of 'Layton Sports Cars Ltd' with an authorised capital of £30,000 which we, in our innocence believed would be amply sufficient for our needs. Nobody, not even Lambert who always looked on the blacker than black side of everything, had an inkling of the appalling, shattering calamities that were to befall this little band of commercial adventurers.

To be continued.



**AGENTS
FOR THE
FABULOUS TVR GRANTURA**

Cheshire Sports Cars

WRITE NOW FOR FURTHER DETAILS & ILLUSTRATED BROCHURE
247 STOCKPORT RD., CHEADLE, CHESHIRE
Telephone: GATLEY 5818

RESEARCH GARAGE LTD.

DISTRIBUTORS — T.V.R. — DISTRIBUTORS

SO CONFIDENT ARE WE IN THIS SUPERB
G.T. CAR THAT WE ARE THE ONLY
DISTRIBUTORS TO SPECIALISE SOLELY IN
THE SALES AND SERVICING OF T.V.R.s

*Free Delivery Anywhere
H.P. and Insurance Facilities*

WATLING STREET, NUNEATON
TELEPHONE : 2649



WHICHEVER WAY YOU SEE IT, WE
OFFER THE BEST SERVICE

W. J. LAST LTD.

BY-PASS GARAGE · WOODBRIDGE (890) SUFFOLK Tel.: WOODBRIDGE 890



for full
details of this
fantastic car
write to us or
to one of our
reliable agents
listed here

BAKER & ROGER LTD
170 High Street South · Dunstable
Tel.: Dunstable 62575

CLEETHORPES MOTORS LTD
77/93 Grimsby Rd., Cleethorpes · Lincs
Tel.: 57178/9