

THE XK SPIRIT

THE ARISTOCAT REGISTER MAGAZINE



JSV Aristocat race car the start of it all

WINTER 2022



Motorsport lunch P4



Classic Motor Show 2022 P5



Early days of kit cars P6

ENGINE NOTES

EDITORIAL

As next month I celebrate my 77th birthday I have been reflecting back on my 'Cat' journey. Back in 2005 when the journey to building an Aristocat really started. I had met the Autotune Team, Anthony, Richard and Carolyn in 2004 and seen and test driven their demonstrator. After many years of wanting to build a kit car, and my eldest son, Barry buying his 1st house with garage, the long held dream was a possibility. Initially an Ultima GTR was 1st choice, but too expensive, too wide and although a fantastic supercar not a daily driver.

Having collected our donor XJ6 s2 Daimler from Anthony we drove back from Lancashire and started the 2 year journey to build our 'Cat'. 2 years of work and only having refurbished and fitted axles, engine, brakes and steering into the chassis, we realised that this wasn't a short term project. Having got her through the dreaded IVA testing in 2017 after 3 visits we commenced phase 2 making 'Delilah' into the 'Cat' we

wanted and by 2019 she was out and about and the decision was made to sell her. The original vision of using 'Delilah' as a daily driver had been surpassed by the ownership of a Jaguar XJS and two XJ8's. Subsequently in 2020 we went to the dark side and ordered a Tesla model 3 which we've been thoroughly enjoying for 2 years.

I've also been reflecting on the 15 years that I have been the Editor of 'The XK Spirit'. Particularly over the last 2 years I have been endeavouring to set separate deadline dates for the posting but also to have all articles in for editing, photo adjusting, proofing, printing, packing and posting each edition which takes me about 30-40 hours to accomplish for each edition. The main problem that I am having is that the majority of articles, pics, etc. are not sent to me until about one week prior to my deadline of posting out the current issue. Due to my other commitments, particularly my 25 year Private Therapy Practice, I'm unable to spend more than a

whole week solidly working to hit the postage deadline. For this Winter issue I had only received one article by our Chairman, at the posting deadline.

So what can **WE** do about this. After discussion with Anthony, Richard and Carolyn we only have two courses of action to take.

1. We need a firm commitment from members to take time between each issue to write articles with pics (where possible) and send in to me asap. Surplus articles can be used in a following issue.
2. We will take the decision that this will be our last issue.

We need a commitment from you regarding articles (email/call) as to what decision we take!

On that sombre note as Christmas approaches from all the Team, we wish you a happy and restful Christmas with your families. Once again a big thank-you to all who have contributed in this past year.

TEAM



CHAIRMAN
Martin Webb
Hartlands
1 Jenkins Orchard
New Road
Bromyard
Herts HR7 4AL
018 8548 3966
aristocatregister
@btinternet.com



HON SECRETARY & TREASURER
Carolyn Taylor
Autotune Ltd
Riverside Industrial
Estate Rishton
Blackburn
Lancs BB1 4NF
012 5488 6819
taylors@autotuneuk.com



EDITOR
Chris Thacker
Maison Ouverte
24 Fernhurst Road
Addiscombe,
Croydon CR0 7DG
020 8654 7609
aristocateditor@gmail.com

DRIVER'S SEAT

COMMENTS FROM THE CHAIRMAN

As you may already know, this is going to be my last Chairman's Message.

It is with mixed feelings that I will be stepping down from the Chairman of the Aristocat Owners Register at the end of this year. I have been Chair for over 10 years and have thoroughly enjoyed the privilege. To be honest, my role as Chair does not involve a quarter of the work that our Editor, Chris puts in to produce and publish this magazine three times a year, and also that of our Treasurer, Carolyn to keep the club financially stable and ensure the accuracy of our membership list.

However, due to increasing personal and professional commitments, I feel it is the right time for someone to take our club forward and perhaps add a breath of fresh air into it. I will not be disappearing from the club altogether. I still intend to support the club and attend events. I look forward to meeting many of you at future events over the coming years.

Fortunately, Gerard Hickey has stepped forward and volunteered to be the new Chairman. I am sure he will do a fabulous job and I hope that you will support him as he takes over.

I have been looking at past magazines and have come across

the first ever Chairman's Message that I wrote back in 2011. At that time, I had recently managed to get my Aristocat through the SVA (Single Vehicle Approval) at my first attempt.

Yes, in 2009 it was still just about the SVA. The SVA was superseded by the IVA (Individual Vehicle Approval) later that year, I think. Although most people agree that the IVA process is harder and certainly more complex than the SVA, they both produce the same amount of anxiety and frustration amongst Aristocat Builders. Some things never change.

Talking of things that haven't changed over the past 10 years, I just want to acknowledge the support our club has received from a handful of members throughout my time as Chairman. Not only would I like to express my heartfelt gratitude to the 'faithful few' (you all know who you are!) who regularly turn up at Kit Car Shows and other events, but I would like to encourage you all to support the club in whatever way you can. I could turn my last Chairman's Message into a bit of a moan that we only ever see the same faces time after time at our meets. But rather than moan at the reluctant attendees, I want to point out what you are missing out on.

2023 Article to Editor Deadlines: Spring latest Feb. 28th Summer latest Jun. 30th Winter latest Oct. 31st

In November, we attended the NEC Classic Motor Show and displayed two Aristocats. I share more about this later in the magazine. We were given 18 entry tickets worth £35 each to this flagship event. You could have had one of these tickets for attending the show and spending a couple of hours talking to like-minded members of the public, all of whom were very interested in the Aristocats and very complimentary of the cars and the club. Every one of our club members who attended commented on how much they enjoyed the experience. You would also have had plenty of time to look around the whole show. One thing that has changed is the venue and date for the National Kit Car Show in 2023. This is one of our regular meets which in the past has always been at Stoneleigh in Warwickshire. Next year it has moved to the Three Counties Showground at Malvern in Worcestershire. It has been renamed as the National Kit & Sports Car Motor Show and is on 3rd and 4th June 2023. You may remember in previous editions of 'The XK Spirit', that I have commented on the fact that attendance at Stoneleigh (both of exhibitors and members of the public) has been in decline over a number of years. Let's hope that the change of venue can reverse its fortunes.

Motorsport lunch

As the Social Secretary for the Lancashire Automobile Club, I recently organised our 9th Triennial Motorsport Lunch. I am always looking for international figures from within the sport to come and this year worked out slightly differently for one iconic British Historic driver.

Richard Attwood, nickname 'Dickie' who drove in Formula 1 for BRM, Lotus and Cooper competed in 17 World Championship Grands Prix. As a Sports Car racer he competed and won the 24 hour Le Mans race, driving a Porsche 917, the first of Porsche's record 19 victories at the famous race. He then became my Interviewer for the night; unusual because he is normally on the other side of the microphone.

Richard was in conversation with Mike Knight, an interesting character who started the Winfield School of Racing Drivers in Magny-Cours, France. Under the tuition of Mike and his brother Richard, are around 90 Formula 1 Race Wins and 5 Formula 1 World Champions. We discovered that



Alain Prost headed up as the driver with the most incredible technical skills, along with being a superstar racing driver. He declared Damon Hill to be the most persistent of all drivers, with a massive history to live up to, and dedicated himself over about ten years to working towards that Formula1 goal. My question to Mike was who did he think had the most natural ability of our later drivers. Delightedly he declared Lewis Hamilton as having the most natural ability, but I did also ban him from saying the V word!

Anthony and I were invited to join the Supersports Historic Series of Races, back in the seventies, put on by Mike Knight along with David

Piper, across Europe and latterly into South Africa. Basically, that was the start of people being invited to join in with the historic cars, that did not have categories to race in in the UK. And just look where that has led onto; all the Masters Series, a Historic Sports Car Club, Goodwood etc. They were pioneers, bringing out the older Le Mans type cars back onto the Track.

We had a superb lunch, a really interesting talk, and then were able to donate £500 to the Salvation Army from our Good Day all round! Wait for the next one in 2025 and come and join us. Who can we invite?

- Carolyn Taylor

Classic Motor Show 2022

In November, the Aristocat Owners Register attended the Lancaster Insurance NEC Classic Motor Show and what a fantastic event this was. Nearly 70,000 people came through the doors of the NEC to over 600 cars and drool at over 3000 classic motor vehicles in six vast halls over three days.

As exhibitors, the Aristocat Owners Register displayed two Aristocats and at times, it seemed like the team talked to all 70,000 visitors; sometimes all at once!

Back in the Classic Motor Show, over the three days the Aristocat Owners Register team were kept busy answering questions. Almost without exception, all members of the public were very positive and many left our stand extremely surprised that Aristocats were self-build cars that could be built for under £20,000 when there were examples of XK120s, XK140s and XK150s in the adjacent hall for sale at almost ten times as much. A significant number of attendees commented that they thought that the Aristocat was a better looking car than the originals.

We all had plenty of time to look around the halls at many of the other classic cars on display. This wasn't just a celebration of very expensive classic cars. Huge interest was shown in the car clubs of models such as the humble 1970s Ford Escort and Austin 1800 'Land Crab' both of which are



The Aristocat Owners Register Stand

arguably more rare than some of the more exotic models such as E-type Jaguars. There were even some historic cars from film and television.

On the first public day, it was great to see so many members of the public queuing up at opening time patiently waiting to be first into the halls. The NEC had organised several other exhibition halls in the complex to be occupied by the MCM Comic Con Show. For those that don't know, this is a celebration of pop culture with many young people dressed up as characters from Japanese Anime Cartoons. Consequently, walking through the NEC concourses we were

treated to the rather surreal sight of Classic Motor enthusiasts (mostly white, grey-haired men of a certain age and mostly wearing 'casual attire') mixing in the cafeterias with a group of people of a completely opposite age group and gender wearing some very impactful costumes and some carefully applied make up!

- Martin Webb



Attendees of The Comic Con Show

Insurance tailored around you and your Jaguar

Quoteline: 0800 916 1288

Mon-Thu 9am-9pm, Fri 9am-7pm Sat 9am-4pm. Authorised & regulated by the Financial Conduct Authority



ADRIANFLUX
adrianflux.co.uk/jaguar

Early days of the Kit Car Industry

Although Anthony successfully competing in the first Kit Car race season in 1984 had gained some good exposure for us, we also realised that we had to come up with an advertising plan and brochures. I found this sort of stuff really enjoyable, and it harked back to my days at the Telegraph, so out came the Letraset and I designed a couple of sheets of basic information with prices, dimensions, etc. This was assembled with lots of black and white photos of JSV 139, our prototype. We were highly amused to see one of these original paper brochures offered on eBay for quite a few quid, some 35 years later!

As we began to find our feet, the first exhibition that we ever did was the Classic Car Show at Earl's Court where we were astounded by the interest shown in the Aristocat. What seemed to really catch attention was the fact that it was made using Jaguar donor parts, being shaped like a Jaguar was one thing, but the fact that it would sound and perform like a Jaguar seemed to be a massive surprise to everyone.

The exhibition was one of the first times that the prototype ever had a proper windscreen fitted; finding suppliers for such one-off items back then was quite a task, and Ant designed a one-piece, flat

screen that used XK windscreen side pillars. The show went extremely well but it was also the first time that we discovered the "if only" phrase; the get out clause which much later we entitled "if only it had green tinted windows, I would have one". Before we fully understood what the "if only" phrase really meant, we began to regularly make and offer all sorts of changes and model variations based upon it!

Earl's Court was the first time I had met Jem Marsh who had an adjacent stand with a couple of his Marcos cars on display; what an amusing man, he was always the supreme showman out there in the marketing wilderness. I will never forget, as we were sharing a glass of wine at the very end of one long exhibition day, a prospective, or perhaps more likely non-prospective customer asked Jem, what would happen if you were hit very hard from the side in one of his cars. Jem looked him in the eye and replied 'well its quite simple, you're f*^>/ng dead'. I almost spat my wine out! Welcome to this wonderful world!!

Following on from this, we booked a stand at the NEC Classic Car Show, and alongside us was a company producing the Teal, a Bugatti Type 35 replica, owned by Ian and Maggie Foster. As we chatted over the weekend, we found we had lived and socialised in the same areas for years, had

many friends in common, even lived in a cottage bought from one of them. Somehow, our paths had never crossed before, but they became lifelong friends.

Newark Show was the first of the standalone Kit Car shows that we ever attended, it was following a Historic race meeting at Silverstone which we had done with the McLaren. We decided to call in on the way home for a recce prior to potentially booking a stand the following year. Dropping into the Show on the Sunday, we wandered the cattle sheds of the showground and met up with Ian Hyne and Pen Roberts of Kit Car magazine and began to discover the lighter side of the business life we had joined. Anthony was bemused to find a selection of McLaren M6GT replicas with their owners all proudly displaying them with their engine covers raised to reveal 1300cc VW Beetle engines hanging out behind the rear wheels. These Manta Montages had become very popular in the USA and were being imported en masse into the UK.

As the crowds gathered Anthony decided they ought to see what really should be under a McLaren engine cover. We rolled the McLaren out of the back of the bus and fired up the un-silenced Chevy engine and instantly the car was surrounded by an amazed crowd!

One of the most memorable Kit Car



Anthony's McLaren and big Bedford VAL coach transporter

shows we were invited to should have perhaps been better described as a 'Garden Party Extraordinaire'. It was held at the home of renowned vehicle designer William Towns and his lovely wife Liz. With an illustrious career, he had just designed the Hustler, and this, in its various forms was on display. We again crammed the tent, children and plenty of picnic goodies into the Aristocat and set off for Fosse Way where we set up camp on the immaculate lawns which ran downhill to a lake with boathouse and jetty. There were various other Kits on display, and the newly emerging industry brought other car enthusiast out to investigate our interesting new scene in this glorious setting. As the sun began to set the Towns family invited us all for drinks down by the lake, and we were really spoiled. Later in the evening the butler emerged from the summer house immaculately dressed to dispense the chilled wine but, walking towards us along the jetty with his tray held high, the poor chap missed his footing and went straight down into the water. Remarkably he managed it in quite a dignified manner and, with his tray still held high he even managed to keep a few drinks

intact which he then handed out, absolute class! The excitement didn't end there either as the following day our car displays were joined by many microlights. The children loved watching them take off from the steep field and there was the ever-present hum of small engines buzzing around the skies all morning. Suddenly in the afternoon there was the most awful mechanical noise from the sky, followed by silence, and then crunching of steel as one of the aerobatic displays proceeded to fall out of the sky, slide along the roof of a Dutch barn before falling off the other end! Everyone rushed across to assist and thankfully the pilot somehow emerged relatively unscathed!

The National Agricultural Showground Stoneleigh, was the first of the kit shows to really push the whole industry forward. Peter Filby and his Component Car magazine promoted the event along with the Cooling Family as the event organisers. It was very unfortunate that this show often coincided with a race meeting that we would have normally done, usually business came first and a grumpy Anthony would therefore miss the race. ►



◀ On one particular year however, circumstances meant that Anthony had to be at the race meeting, and we therefore decided that I, alone, would attend the exhibition. So, after helping me to set up the stand, Anthony left me for Silverstone with a good luck and a hotel booked on the recommendation of Jem Marsh close to the show ground. Initially I was quite apprehensive, but it wasn't long before I felt like I was back working at the Telegraph, with a great crowd of people all working together. Alongside the regulars there were several friendly new manufacturers and that night several of us went out for a great supper. Sat around the table were Jem and Chris Marsh of Marcos, John Berry and Peter from BRA, the Cobra replica manufacturer, along with Graham Nearne from Caterham, so I was in very good company! This turned out to be the start of many great social, wine drinking suppers we were all to share for a few years.

Anthony returned at show closing on Sunday, dropped off at the show ground whilst one of his pals drove the race transporter home. We packed up the stand together and then for the trip home, I jumped into the fully loaded Mk2 and he took the open topped Aristocat. I had noted a few snowflakes floating around the show during the day, but as we set off to drive north from Warwickshire, we hit dreadful

blizzards. We stopped briefly and the plan was that I would follow him, now wearing his race crash helmet, but after some time it became clear to me that he wasn't following the road too well and he must be struggling to see. With his visor steam beginning to freeze and an ice glazed vista I moved ahead to be his "guide". Finally, at Charnock Richard Services, on the M6, with his hands quite literally frozen to the steering wheel, we pulled in and Ant abandoned the Aristo outside the main entrance. "I don't care if I never see that blasted car again!". The following day we drove back to the Services to find a security man stationed guarding the car, the manager had thought it was a real XK, worth a fortune, and most likely stolen and abandoned!

Our cottage industry began to get on a roll, and so many Kit Car shows were sprouting up in agricultural fields and corporate buildings, with solid orders usually taken at each, it barely gave anyone time to manufacture the goods on order. An early show at Ingleston, Scotland, put on by the Cooling Family, was a one-off but we felt we needed to support and display north of the border. The long journey up from Lancashire was an interesting one; superb, quiet roads and Ant was pressing on in 'JSV' pushing the speeds up as the roads became ever more empty. Surprisingly, we found we were being hotly pursued by a new

plate British Racing green XJ12, with what appeared to be a son driving two rather gracious elders seated in the rear. Clearly the driver thought that his newer Jaguar should not be outpaced by an "old" XK Jaguar (he thought) and so he shot past us, we kept pace, then would overtake him, and this went on for numerous miles. Boys and their toys; but surely not with parents in the back seat! As we reached one particularly steep ascent, we were up front and I did not like to look over at the three figure numbers displaying on the speedo, but our rival had one more overtaking attempt. As he swept alongside, we actually heard the bang, and then we saw the huge smoke trail out of the XJ12! Whoops! It was rather a good job this bit of fun, though expensive for one, had ended, as shortly afterwards we shot past a couple of police motorbikes on the opposite carriageway; they later introduced themselves to us at the Exhibition and said they would look out for us on the way back and guess what, there they were on our homeward leg, so we cruised by obeying the laws and they both waved! Manchester heralded a couple of Exhibitions, the first being at the iconic Belle Vue Stadium, home of a very famous speedway track, later used for stock car racing and even a zoo! Unfortunately it was all looking a bit jaded by this time. A customer had promised to bring his newly finished road going Aristo to the



Winnebago motorhome replacement race transporter

stand as our own racing JSV was starting to look rather basic by comparison to some of the very smartly turned-out demo cars. Wow, did we make a mistake. It was not the perfect choice of an alternative exhibition car; initially it all looked very neatly put together, Old English White with chrome bits and looking good at the front, but then I saw the pale blue pie edge style scalloped edging of the interior trim all around the back of the cockpit! Why oh why? So I asked the builder and the reply was, "any fool can cut an edge in a straight line, this is creative!". That night at home I picked up a tartan travelling rug and a large picnic basket, which I nonchalantly draped across the back of the car, our display taking on a new theme. "The perfect high days and holidays leisure machine".

John Cooke became one of the main organisers, and Bristol shows came and went, Stafford Shows continued for years and were

always productive and good fun. With so many potential events we had to carefully select which we could take in, of those we didn't manage. Malvern was a regular, as were the many Devon shows.

Anthony felt that our big Bedford VAL race transporter coach (yes, the exact same type as the Italian job!) was getting somewhat long in the tooth and was also a tad oversize for taking a single car to display so he acquired a rather forlorn Winnebago motorhome; one of their very early models designed much like a brick. This was nicknamed in the US as 'The Pig'. Pretty it definitely wasn't and not in great shape either, with a stripped out interior and two holes in the floor where there had been two swivel chairs mounted. We later learned that it had been Liverpool's Radio City broadcast vehicle, of the era. Had the Beatles transmitted from there? We will never know! There was no engine and gearbox, and so, as only Anthony could, he decided it

should have a 4.2 Jaguar straight six engine and a manual box. This doesn't sound too crazy until you saw where the gearstick ended up. On entering the vehicle the gearstick seemed to be more an interior design feature than part of the controls. It emerging from the floor about two feet behind the driving seat was a long steel lever, about four feet long which Anthony had to reach back for to change gear. It was like stirring porridge with a four foot ladle behind you and blindfolded! He mastered it remarkably well, not ever really being able to see what all the fuss was about. Highly amusing.

Irrespective of what it was, it featured very much in our lives from there on, and the children almost grew up in it. It proved a remarkably useful vehicle and rarely ever let us down. Indeed on one trek to a Stoneleigh show the Aristocat that I was driving broke a fuel pump. "No problem" said Anthony, "we are only a few miles from the show ground". He put a tow rope on the back of the trailer and so the old Winnebago arrived at Stoneleigh with one Aristocat behind it on the trailer and another one on a rope on the end of the trailer. Those watching as we arrived really did think the Beverly Hillbillies had arrived! Conversely, returning north from a Newark Show, we hit long traffic queues. I was driving the Aristocat behind the Winnebago which had another ▶

trailer behind it. As the queue began to move again, the motorhome refused to start, so Anthony called me in the Aristocat to the front telling me that I was to tow him to get it started. As the rope was attached the HGV driver in the adjacent lane, looked gobsmacked; but kindly he then held up all the traffic and guess what I towed this massive load, with fear and trepidation, but finally there was a roaring engine behind me, the truckie applauded whilst blasting his airhorn and we were back up and away!

At the Kit Car shows, we would often trailer the Aristocat down on the back of the Minnie Winnie and then park it up close to the exhibition hall main doors. That would allow Anthony and I to work the stand knowing that the motorhome and the children were parked on the other side of the wall close enough if they needed us. Usually, the Fosters with their Teal equipe, were parked alongside, both in the display area and camped outside. At one very early Newark show, Mags and I thought it might be good if we did a barbecue on the Saturday evening and invited a few people, but nobody really responded in the affirmative. Unperturbed, we got on with our regular vino evening and put up a bit of food between our Motorhome and their Caravan but then to our surprise found the crowds beginning to arrive! Fortunately, the



Castle Coombe action day

Motorhome/Tardis provided sufficient of everything and the party really got going. Soon all the magazine writers, manufacturers, customers and what seemed like most of the showground turned up! Meanwhile, elsewhere on the showground, there was a big concert going on and the kids were over there having a ball. The whole atmosphere was just right. Finally a crowd from the Kit Car Mag, Ian Hyne and Pen Roberts turned up with their newest journalist, Kevin McGuveran somewhat overdressed in a white, fringed, star-spangled suit; suggesting Elvis had not left the building! It was another of the many good fun, family nights on the kit show circuit.

Perhaps the most enjoyable events were the regular Kit Car Action Days held at the Castle Combe Race Circuit in Wiltshire. The circuit owners, along with Steve Roberts of Merlin Motorsport, had come up with a great format where manufacturers could set up stands with a demo car on display and give on-track demonstrations with

another. We always took the same spot annually, with the motorhome and gazebos and tried to encourage those who had already built our cars to come along with their cars and enjoy a barbeque, buffet and drinks we served up at the end of the day. The public would roll in and envelope the paddock with their enthusiasm and desire to know more. Even better those wanting to know how the cars performed could jump in and be chauffeured around the circuit. We usually took along the Aristocat race car for the track runs and we had many people who made return trips over the years just to be taken out by Anthony for a fast, but safe trip round this very quick, open circuit, and most were happy to pay for the privilege.

One very memorable Castle Combe Action Day started for us driving down with motorhome and trailer, arriving Friday evening around dusk, having arranged to meet our good friends Linda & Geoff Parkinson in the paddock. It was a warm evening with no wind, and as

we drove into the paddock it was entirely empty, bar one singular white motorhome, alongside which was a table set with candles and wine, and these two mad people standing rigid to attention, as only a Downton Abbey Butler could, with napkins draped over their forearms and the Dinner prepared! After a five-hour trip, that was the funniest welcome ever enjoyed. Geoff and Linda often accompanied us to Kit Car events, as nobody but Geoff, could get people to talk and have fun with them as if he had known them all his life! The inevitable line, when we all moved on was "do you know, I remember meeting your mother on Bury market". We have heard it in pubs, hotels, motorway cafes, and many more, but then all the waitresses would be rushing to help, bringing food to tables, all for a really good laugh. We lost Geoff and Linda's company as he became more heavily involved in TVR racing, eventually becoming the stalwart of organisation in TVR Racing. Go to one of his post-race prize givings and there would be crowds gathered around for the fun!

Memorable for more sombre reasons was the Combe Action Day run the weekend which followed on from the tragic death of Princess Diana. The mood across the whole paddock was very sombre, many people seemed to be almost feeling guilty for being out having fun after that most

dreadful accident that had taken the Princess far too young.

Mallory Park was another Circuit keen to take on the Kit Car Action Days, but they never quite enjoyed the same atmosphere of Castle Combe. At one Mallory event Anthony had done his stint, working all day taking prospective customers around the track, however a quick check over late in the day showed the tyres were in a perilous state of wear. Going around the long, right hand, Gerrards bend all day had taken its toll on the two nearside tyres. He therefore had to apologise and decline one gentleman his ride, only to be met with anger and strong words and body language! Even when showed the wire protruding through the tyre carcass, the fool still demanded the ride! Anthony had to politely tell him that even if he had no regard for his own life, we did!

Kit shows then took on another slightly different look, where Organisers, usually Peter Filby and co. would take over the Donnington Exhibition Hall and Track so there was a double whammy, demo car in the show and race car on the track. For me, this event was mainly remembered by the fact that somebody stole my exhibition boards and chairs! It is curious, but not the first time the dark arts had come into being as at the second Stoneleigh Exhibition, we had all our printed



Where it all started

brochures and leaflets stolen! The only possible explanation we could think of for such a strange theft was that they had been removed by a bitter competitor? This was an alternative means of boosting sales I hadn't really considered.

Stoneleigh eventually became the main show of the season for us, we always had success there usually going home with quite a few orders. With proper exhibition halls that each year became more sophisticated in presentation and we each seemed to move on from the cattle halls into the warmer, better lit halls. In the early days these shows were always fun, at the end of the long first 8 hours on your feet, answering a million questions, we would all move on to a sponsored, vino and nibbles affair upstairs. All the manufacturers got to know each other, discussed the issues of the industry, the solutions, and generally got on well and had fun. It was always clear to see that we were part of a fascinating industry, being run by the eccentrics of the automotive world!

- Carolyn & Richard Taylor

Got to have a laugh!



I drove my chevy to the levy, but the levy ain't dry

no gas no electric and zero emissions these are the vehicles of the future

