



*WESSEX VEHICLE
PRESERVATION CLUB*
FOUNDED 1971

www.wvpc.org.uk



'WESSEX WAYS' AUGUST 2019

VEHICLE OF THE MONTH



The **Volkswagen Type 2 (T1)** was made in Germany between 1950 and 1967, but was produced in Brazil from 1957 until 1975. It was intended as a light commercial vehicle, with van, minibus and pick-up variations available. The most well-known model nowadays is the Westfalia Camper, which was a conversion made on the Type 2 (T1) by Westfalia-Werke. The split screen campers are now valuable and eagerly sought after. Power was provided by an air-cooled flat-4 cylinder 'boxer' engine located beneath the rear floor pan. Engine sizes were from 1.1 to 1.5 litres, with 1.6 litres available in later Brazil made vehicles. Power available was only between 24 and 40bhp via a 4-speed gearbox, so performance was never sprightly, especially with the extra weight of the camper equipment!



The Westfalia Camper, van and pick-up models.

CHAIRMAN'S CHATTER

Hi Everyone,

I'm writing this as the rain is lashing it down. I am moaning about it, but Mo is telling me that it's just what the garden needs! It just goes to show that you can't please everyone. Since last month we have the pleasure of Boris being our leader I realise that he is not every body's choice, but as with all these things, time will tell.

The club has been out and about over the last month - as mentioned, the Cream Tea was a success, also the Westival that was held at West-Moors was a very pleasant day: the club was well represented and I think everyone enjoyed themselves. I think that the event will grow with time although if it gets too popular then it may lose some of its charm.

The next one for me is the Purbeck Rally - all we can hope for is that the weather holds. Well that's me done for now so you all drive and ride with care and I will see you soon. Doug.

INCLUSION OF ALL MEMBERS.

This is the second time that I have had to mention this subject during the past year and it's something that I myself find it difficult to come to terms with. At the end of the day we are all interested in classic vehicles, be they cars, lorries or bikes.

This incident occurred at a recent show when a club member arrived on the club stand only to be told to move his car so that the people who were there could have their friends next to them. As you are no doubt aware, if you go to a show you are shown where to park and you have to park there, so if you want to park next to your friends then you must arrive together. The person does not want to cause a fuss but I think that all members are equal and should be treated as such.

I also realise that all clubs do tend to have the same people who sit together and that's not a problem. But I do hope that I can rely on you all that when a member arrives at a show or on club night who you have not met before, please make them feel welcome.

As for the member who brought this to my attention, all I can do is to apologise to him and to let him know that he is welcome at any future event and he will be received with a warm welcome. Doug,

ANNETTE GARRATTS

I am sorry to report the passing of a club member - the person was Annette Garratts, the wife of Martin Garratts. She had been ill for some while fighting cancer, and she passed away on 23rd July. Both Annette and Martin were great supporters of all club events, and our sympathy is extended to Martin at this sad time. Doug

HERE IS SOME NOSTALGIC POETRY KIND SENT IN BY AN ENGLISH LANGUAGE SCHOLAR! 'TANNERS AND BOBS' by ANONYMOUS

Back in the days of tanners and bobs,
When Mothers had patience and Fathers had jobs.
When football team families wore hand me down shoes,
And T.V gave only two channels to choose.

Back in the days of three penny bits,
when schools employed nurses to search for your nits.
When snowballs were harmless; ice slides were permitted
and all of your jumpers were warm and hand knitted.

Back in the days of hot ginger beers,
when children remained so for more than six years.
When children respected what older folks said,
and pot was a thing you kept under your bed.

Back in the days of Listen with Mother,
when neighbours were friendly and talked to each other.
When cars were so rare you could play in the street.
When Doctors made house calls and Police walked the beat.

Back in the days of Milligan's Goons,
when butter was butter and songs all had tunes.
It was dumplings for dinner and trifle for tea,
and your annual break was a day by the sea.

Back in the days of Dixon's Dock Green,
Crackerjack pens and Lyons ice cream.
When children could freely wear National Health glasses,
and teachers all stood at the FRONT of their classes.

Back in the days of rocking and reeling,
when mobiles were things that you hung from the ceiling.
When woodwork and pottery got taught in schools,
and everyone dreamed of a win on the pools.

Back in the days when I was a lad,
I can't help but smile for the fun that I had.
Hopscotch and roller skates; snowballs to lob.
Back in the days of tanners and bobs.

NORTON COMMANDO HISTORY (with thanks to Ultimate Motor Cycling.com)



The Norton 750 Commando SS with dual high pipes has pretense toward off-road rough-riding, but most vintage Commandos this fine won't do much work in the dirt.

In the pantheon of British motorcycles, there are only a few seen as true “hot rods.” In that elite group, probably none is more revered than the Norton Commando. Norton introduced the Commando in 1967 at the Earls Court Show in the U.K. to rave reviews. Norton was in need of something to get the market to rave about; its product line had already shrunk from 16 to five models only five years before 1967, with the new Commando at the top.

The financially struggling AMC group that owned Norton needed a hit to turn things around—unfortunately, over the coming decade not even a successful model like the Commando was enough by itself to prevent Norton from going under in 1978. The new Commando featured a 745cc Atlas engine that was rubber-mounted in an all-new chassis. The new bike got off to a fast start with the media as Motor Cycle News named it their Motorcycle of the Year in 1968 and for four years in a row thereafter.

In 1971, sales of Commandos, by then the only model Norton made in seven variants including a consumer-available production road racer, reached 12,000 units. It wasn't just media hype that elevated the Commando to iconic status—Commando-based racing machines were successful in road racing, TT competition and even in sidecar motocross!

With John Player financial backing, Peter Williams, Phil Read, John Cooper, Dave Croxford, Geoff Duke, Tony Rutter and Mick Grant campaigned the Norton production racing machines in the early seventies in what was then known as Formula 750. In a defining moment in 1973, Williams won the F750 TT. In 1972, Mick Grant won at Scarborough, Phil Read won at Brands Hatch, with Williams third; in 1973, Peter Williams won the John Player Transatlantic Trophy race, won at Cadwell Park and he took his victory at the Isle of Man TT. Williams also won the Motor Cycle News F750 Superbike championship that year.

While the road courses saw Norton Commandos win and earn a lot of notice in Britain and Europe, about the same time, a spectacular Norton-powered drag racing bike called the Hogslayer dislodged Harley-Davidson from the throne of Top Fuel NHRA drag racing.

Tom (T.C. Christenson), John Gregory and their crew from Sunset Motors in Wisconsin built a double-engine Norton Commando-based top fuel bike that won four consecutive world championships!

In 1973, the 750cc parallel twin cylinder Commando was joined by the 850cc Commando, which actually displaced 828cc, introduced in an effort to have enough punch to be competitive with the ever-increasing range of three and four cylinder superbikes from Japan.

In 1974, the 750cc models were dropped and only the 850 models went on to the end of Norton and the Commando in 1978, when only 30 bikes were built before the assembly line stopped. In all, over the history of the model, about 55,000 were built.

Happily, the thunder of a British-built bike called the Norton Commando did not stay silent indefinitely. In 2009 the 21st century's iteration of the Norton Commando 961 made its debut at the International Motorcycle Show in the U.K. The new Norton Commando 961 is modern in every respect, yet through some remarkable design and engineering, it retains strong linkage to the distinctive lines of the original Commandos. The new Commando has already served notice that it is not all show and no go; in 2010 Alan Cathcart rode a 961 to a best speed of 129.38 mph at the Bonneville Salt Flats —not bad for a first crack at the salt!

A SHORT HISTORY OF BUSES (with thanks to Wikipedia)

The horse bus era. The first omnibus service in the United Kingdom was started by John Greenwood between Pendleton and Manchester in 1824. Stagecoach services, sometimes over short distances, had existed for many years. Greenwood's innovation was to offer a service which did not require booking in advance, and which picked up and set down passengers en route. Greenwood did not use the term omnibus, which was first used in France in 1826.

In 1829 George Shillibeer started the first omnibus service in London. Over the next few decades, horse bus services developed in London, Manchester and other cities. They became bigger, and double deck buses were introduced in the 1850s. The growth of suburban railways, and later horse trams (from 1860) and electric trams (from 1885) changed the patterns of horse bus services, but horse buses continued to flourish. By 1900 there were 3,676 horse buses in London.^[4]

The first motor buses. There were experiments with steam buses in the 1830s,^[5] but harsh legislation in 1861 virtually eliminated mechanically propelled road transport from Britain until the law was changed in 1896.^[6] From 1897 various experimental motor bus services were operated with petrol-driven vehicles, including a service in Edinburgh which ran from 1898 to 1901. In 1903 motor bus services were started in Eastbourne, and in the same year a motor bus service was started between Helston and The Lizard by the Great Western Railway .

Motor bus services grew quickly, and soon eclipsed the horse buses. Early operators were the tramway companies, e.g. the British Electric Traction Company, and the railway companies. In London, the horse bus companies, the London General Omnibus Company and Thomas Tilling, introduced motor buses in 1902 and 1904, and the National Steam Car Company started steam bus services in 1909. By the time of the First World War, BET had begun to emerge as a national force.^[7]

Between the wars. By the time of the First World War, the LGOC had achieved dominance in London, and its two major competitors, Tilling and National (in 1919 renamed National Omnibus and Transport Company) looked elsewhere for expansion. After the war, many bus companies were started by ex-servicemen who had learnt mechanics in the Army. The 1920s were an era of intense competition, but BET, Tilling and National gradually acquired more companies. Tilling had shares in BET as well as competing with BET, and in 1928 the two companies formed Tilling & British Automobile Traction Co., which continued its acquisitions. At the end of the 1920s the railways mostly ceased direct bus operation, but acquired interests in many bus companies. The National transferred its operations to three companies jointly owned with the railways, Eastern National, Southern National and Western National.

The Road Traffic Act 1930 ended the period of competition and introduced a new system of regulation of bus services. One effect was to eliminate many of the smaller operators. In 1931, Tilling acquired control of the National. In England outside London and towns where municipalities ran their own buses, the industry was dominated by Tilling, BET and their joint company TBAT. In Scotland, Scottish Motor Traction came to be the dominant force. In London, including the surrounding area up to 30 miles from London, bus services were effectively nationalised in 1933, when operations were compulsorily transferred to the new London Passenger Transport Board. In 1942, TBAT was wound up, and its companies transferred to Tilling.

Nationalisation. The post-war Labour government embarked on a programme of nationalisation of transport. Under the Transport Act 1947, the British Transport Commission acquired the bus services of Thomas Tilling, Scottish Motor Traction and the large independent Red & White. By the nationalisation of the railways, the BTC also acquired interests in many of BET's bus companies, but BET was not forced to sell its companies and they were not nationalised.

In 1962 the BTC's bus companies were transferred to the Transport Holding Company. Then in 1968 BET sold its UK bus companies to the Transport Holding Company. Almost all of the UK bus industry was by then owned by the government or by municipalities. Bus passenger numbers declined in the 1960s. The Transport Act 1968 was an attempt to rationalise publicly owned bus services and provide a framework for the subsidy of uneconomic but socially necessary services. The Act:

- transferred the English and Welsh bus companies of the Transport Holding Company to the new National Bus Company
- transferred the country services of London Transport to the NBC.
- transferred the Scottish bus companies of the THC to the Scottish Transport Group
- transferred municipal bus operations in the 5 large metropolitan areas outside London to new Passenger Transport Executives, together with some operations of THC companies in those areas.

Privatisation. In 1980 the new Thatcher government embarked on a programme of deregulation and privatisation of bus services. The National Bus Company and Scottish Transport Group divided some of their larger subsidiaries into more saleable units. In 1986, under the Transport Act 1985, all bus services apart from those in London and Northern Ireland were deregulated. The NBC's and STG's subsidiaries were then sold, in most cases to their management and employees.

Bus services in London were transferred to a new company, London Buses in 1984, split into smaller companies in 1989 and then privatised. The PTEs were also required to sell their bus operations. Local authorities had to transfer their buses to arms length companies, some of which (but not all) were sold off. Post deregulation, the intended model had been for competition between private companies to increase services. Regulations prevented neighbouring state owned companies being sold to the same concern, to create a 'patch-work' distribution of the operating areas. Competition law prevented private companies acquiring more than a certain percentage of geographical market share.

Competition did occur in many areas, in some cases causing bus wars. However, many of the smaller start up operators were bought up by their larger neighbours after a few years. After some initial mergers, five large bus groups emerged - two (FirstGroup and Go-Ahead Group) were formed from NBC bus companies sold to their managements, two (Stagecoach and Arriva) were independent companies which pursued aggressive acquisition policies, and National Express was the privatised coach operator which diversified into bus operation.

There were few cases of long term competition. As competition often occurs on frequency, resulting in a period of loss making competition, where both operators operate a high frequency, ending with an operator leaving the route. In the early 1990s it seemed all services would fall into the hands of the few major groups, but recent trends have seen the disposal of relatively large companies where revenues do not meet shareholder expectations. The Stagecoach Group went so far as to dispose of its two large London operations, citing the inability to grow the business within the London regulated structure.^[9] They later repurchased their London operations in 2010, after it entered administration.^[10]

CALENDER OF FORTHCOMING EVENTS

Sept 10th - Car Club - Talk by Kay Townsend: 'Fairground Life Behind The Sideshows', including a Film.

October 8th - Car Club - Baked Spud Night.

November 12th - Car Club AGM (this is the one not to be missed).

December 10th - Car Club - Christmas Bingo.

December 21st - Christmas Dinner at Bloxworth.

WVPC COMMITTEE MEMBERS

Chairman – Doug Cronk - duggcronk@btinternet.com - 01202 895387

Secretary – Janet Palmer – familypalmer29@hotmail.com

Treasurer – Dennis Jones. Treasurer's support – Christine Jones.

Membership Secretary - Christine Fletcher.

Website Co-ordinator - Dennis Jones – djones49@talktalk.net

Motorcycle Section – Colin Baker - bikes@wvpc.org.uk

Events Co-ordinator – Peter Fletcher.

Committee members – Mo Cronk.

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