

## Classic Cars For Sale

# Luton Festival of Transport

The Luton Festival of Transport, held at Stockwood Park, is organised by the Chiltern Vehicle Preservation Group, a classic vehicle club for enthusiasts in the Hertfordshire, Bedfordshire and Buckinghamshire area, which was established in 1991. Now with more than 300 members, the CVPG has won no less than eleven Best Club Display awards at the Alexandra Palace and NEC Classic Car Shows.

**Peter Noad** admired some classic Vauxhalls, and lots more besides, at the Chiltern Vehicle Preservation Group's big show.

**T**he Luton Festival, which is supported by the Borough Council, the Vauxhall Heritage Centre and the local radio station (BBC Three Counties), is one of the biggest outdoor shows in the South, attracting more than 1100 classic cars (as well as classic buses, commercial and military vehicles, tractors and motorbikes), plus about 60 club displays.

There's almost too much to see and do in a single day, especially as the admission tickets - only £2.50 for the general public and free for pre-booked classic car owners - also entitle holders to visit the nearby Vauxhall Heritage Centre (this being the only day of the year when it is open to the public) and the Mossman Museum at Stockwood Park. Another special feature of the Luton Festival is a 28-page printed programme



This 1931 Buick Straight Eight Limousine was exhibited by the Uxbridge & District Classic Vehicle Society. Bill Usher is the owner.



Unique Convertible-bodied Rover P3 built by the Graber Coachworks for the Geneva Motor Show in 1949 now belongs to Allen Pearce.



Top right: Peter Jury's Anglia E04A - an all-original and unrestored example of basic motoring from the 1940s that is still going strong.

which lists all the vehicles on show with their year, number and owner's name.

A remarkably good entry of older cars included more than 70 that were made before 1945. The oldest was Chris Ashton's 1912 Fiat 15/20, which was used by the Army as a despatch car in France during the First World War.

As well as classic cars, there was a fine selection of commercial vehicles and buses at the Luton Festival of Transport. The Fordson Pickup trucks date from 1947.



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Les Hanson's Hillman Minx has been in regular use since 1938. He is only the second owner - the first was his father.



John Hoar's 1928 Morgan Runabout.



Chris Ashton with his 1912 Fiat 15/20. The oldest car at the Luton Festival, it served in the First World War.



Barry Harvey's 1933 Vauxhall Light Six.

Runabout De Luxe, with water-cooled JAP 999 cc side-valve vee-twin engine and chain drive, believed to be the only surviving 1928 Morgan. From the next decade was Les Hanson's 1938 Hillman Minx. This car has had only two owners: Les's 90-year old father, who accompanied him to Luton, owned the car from new until 1965 and Les has been the owner ever since. The Minx has always been kept in running order; it has passed the MOT test every year

does not even have a water pump and the oil filter was an optional extra. The trafficators are a period accessory (not standard!). Drop-head Coupe models of the Jaguar Mk V 31/2-litre are rare (and valuable) because most were exported. The lovely silver-grey example belonging to W. J. Hughes was made in 1951 and spent its first 25 years in New Zealand. The Mk V retained the pre-war six-cylinder pushrod engine but had torsion bar independent front suspension and hydraulic brakes.

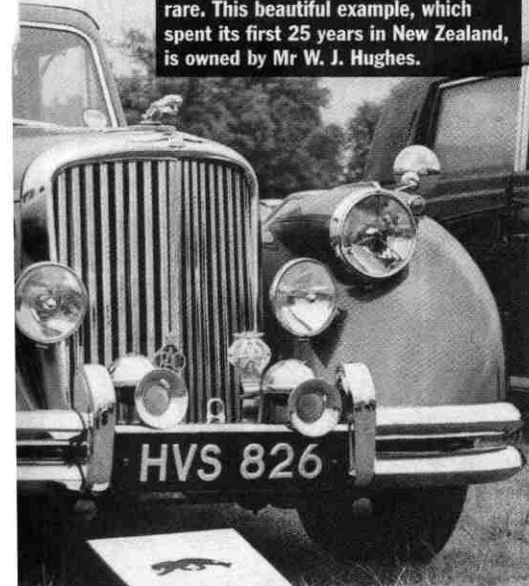
Other interesting cars from the Fifties included Fred Luscombe's 1953 Armstrong-Siddeley Whitley, Alan Blackwood's 1952 Bristol 401, Clive Coppenhall's 1954 Sunbeam Talbot 90, Dick Symonds's 1950 Ford V8 Pilot and Kenneth Brown's 1952 Jowett Javelin.

Cars from the 1920s included Geoff Beech's 1925 Bullnose Morris Oxford Tourer; Malcolm Tearle's 1926 Bentley 3-litre Red Label with Vanden Plas four-seater tourer bodywork, which was originally raced by Forrest Lycett and has been restored by Stanley Mann; Derek Needham's black and white 1927 Rolls-Royce 20 HP Saloon; Don Stringer's 1926 Austin Seven Chummy; Philip Rowe's aluminium-bodied Lea Francis J Type two-seat convertible with dickey, from 1927; and John Hoar's 1928 Morgan



Jack Brabham gave his name to this tuned version of the 1159 cc. HB Viva in 1967.

Drophead Coupe Jaguar Mk Vs are rare. This beautiful example, which spent its first 25 years in New Zealand, is owned by Mr W. J. Hughes.



since the tests began, and has now done 174,000 miles. The engine has been replaced but most of the other components are still original.

Among the early post-war rarities was a Rover P3/75 Convertible - a one-off that was built by the Graber Coachworks for the Geneva Motor Show in 1949 and believed to have been a prototype for the later Graber-bodied Alvises. This car was off the road for 35 years and has a chequered history of attempted restorations and fire damage by vandals. It is now in first class condition and owned by Allen Pearce.

Pete Jury's Ford Anglia is the less-common square-bonnet EO4A from 1946. It is a completely original and unrestored example of basic utility motoring as it was in the immediate post-war period. The 933 cc side-valve engine

The Uxbridge and District Classic Vehicle Society displayed Bill Usher's Hendon-built 1931 Buick Straight Eight Limousine and Denis Cookson's 1924 Sunbeam 14/40 Tourer, together with Mk1 and 2 Cortinas, a Vauxhall VX4/90, Jenson Interceptor, E Type Jaguar and a split-screen Morris Minor.

Watford and District Classic Vehicle Club brought along a 1953 Morris Oxford, a 1961 Ford Consul 375 Convertible, a 1958 Ford Thames (100E) Van, a DAF 66, a Humber Super Snipe and Hillman Husky. In the Letchworth Garden City Classic and Vintage Car Club's display I spotted a superb 1946 HRG - one of only 49 1100 cc models with the Singer Nine engine. This car was owned in the 1960s by Ian Dussek, who trial led, rallied and raced it. He told me that

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The Mercedes-Benz Club brought along this pair of 170 SD diesels from the 1950s:



Vauxhall's concept car for the 1974 London Motor Show was this 2.3-litre 'Droopsnoot' Sports Hatch.



Phase 1 and 2 Vanguards were shown by the Standard Motor Club.

the 1100 was a little slower on top speed than the 1500 but handled better, having a shorter chassis. Little is known of the car's history after Ian sold it until it was discovered in Devon in 1976. The present owner, John Bysouth, spent nine years restoring it and says: "It is very nice to drive, with a firm vintage ride".

The Standard Motor Club showed a pair of Vanguards (Phase 1 and 2), while the Mercedes-Benz Club display included two 170 SD Saloons (diesels from the Fifties) and a 190 SL. Other clubs that brought along a fine selection of classics included the Ford Anglia (105E) Owners,

A30/A35 Owners, Sunbeam Rapier Owners, the Rover P4 Drivers Guild, Rover P6 Owners, and the Triumph TR Register.

Luton is the home of Vauxhall so it was natural that the marque was well represented. The Vauxhall Owners Club, catering for cars made between 1903 and 1957, featured several Veloxes and Wyverns, plus a stunning array of Light Six models and others from the 1930s. Derek Hartland's 1933 Vauxhall Cadet, which took part in the recent London to Brighton Classic Run, was there, as was Alan Jackson's 1936 14/6. Barry Harvey said of his 1933 model, with

1530 cc six-cylinder engine: "It is a pleasure to drive on touring holidays and is totally reliable".

Among the 'modern' classic Vauxhalls were a number of VX4/90s, a Brabham Viva HB, a Viva GT, and the 'Droopsnoot' Sports Hatch that was exhibited at the 1974 Motos Show - an HC Viva/Magnum Estate with 2.3-litre engine (originally fuel injection but Vauxhall changed it to carburettors after the Motor Show), five-speed Getrag gearbox, leather interior and the famous fibreglass 'droopsnoot' bonnet.

Photos by Peter Noad

Perhaps the most desirable of all classic British sports cars, an HRG: functional, rugged, traditional and rare. This 1100 model dates from 1946 and belongs to John Bysouth.

