



**WESTCOUNTRY CLASSIC VEHICLE CLUB (WCVC)**  
[www.westcountryclassicvehicleclub.uk](http://www.westcountryclassicvehicleclub.uk)  
**Newsletter** **November 2018**

**Editorial: What ho dear friends;** The season has come to an end, and a most successful season it has been with record attendances and kind weather. The numbers attending at all events, especially at Newton Abbot, has been phenomenal and we look forward to next year with similar well attended events and good weather. Chairman John mentions in his Chairman's Chat that we might hope for more support from within our membership to help within the organisation, setting up, management and marshalling of the events. With our stalwart gang all gaining in increasing age and, for most of us, various degrees of infirmity, we plead to our younger and fitter members to come to our aid. It is becoming very necessary.



**It seems** that we can continue, for the moment, with our classic cars as no one is suggesting, as yet, that they be banned from the road. We keep our fingers crossed that this situation will continue. The government seems determined that electric vehicles will dominate our roads in the near future, but without any idea to the logistics needed to re-charge the batteries. No doubt they will determine that all new properties built will have a car re-charge point installed, and once they have improved the charging cycle so that you can drive your car 400 miles on a single charge instead of 100 and then re charge within a few minutes instead of a few hours, then electric motoring might have

a point.

**With this newsletter** comes the annual membership renewal form and you will find an important addition, that you fill in as required your permanent membership number; that number is the one issued to you for the 2018 season. May we wish you all a Very Happy Christmas and a Fraught Free New Year.

**The WCVC** newsletter is supported by the WCVC web-site which can be accessed by the address as shown at the newsletter heading above. The newsletter can be sent to you via email, please send your email address to Chris Baker at our new email address: bakerchrissue20@gmail.com

**Chairman's Chat. Well,** don't the seasons go by fast. We are at the end of the year with dark nights and cold days; roll on the 23<sup>rd</sup> December when the lighter evenings start.

**On looking back** at this past year, I believe it was an exceptional show year with fine turnouts and equally fine weather. All the shows organised by ourselves were superb; all the shows we attended as a club, for example Powderham, Torbay Old Wheels on Paignton Green, the Torbay Steam Fair and others, all turned out nice again with good attendance and weather.

**I know** I repeat myself, but yet again many thanks must go out to (those few) members of the club that organise functions, manage and marshall throughout the year. Please can we have some good support and help from our members in the coming year. We have deliberately cut out raffles and similar on show days to give our "overworked" helpers a break during the day; I believe at not too great a cost.

**We have had** fewer problems with drivers wanting to leave the events early, this year which makes life easier for all.

**With the passing** of Jim Cudlipp, we have lost a focal point at the shows. I understand that his lorry may be going to a museum; well deserved.

**We finished** this year with the skittles competition between us, Torbay Old Wheels and the Kick Start motorcycle club; final score for the season being one each.

**We are now** fast approaching the A.G.M., to be held on Friday 18<sup>th</sup> January 2019, where the membership renewal for 2019 will be required. Please inform us when renewing your membership for 2019, the membership number that you were given for 2018. This same number will continue so as to make a smooth transition into the new year.

**We are hoping** to have an evening Club Dinner on Friday, 11<sup>th</sup> January 2019, 7pm at the Toby Carvery at the Penn Inn. For those wishing to attend, please notify me by mid December so that I have an idea of numbers. Like last year the cost would be £16 per person for three courses.

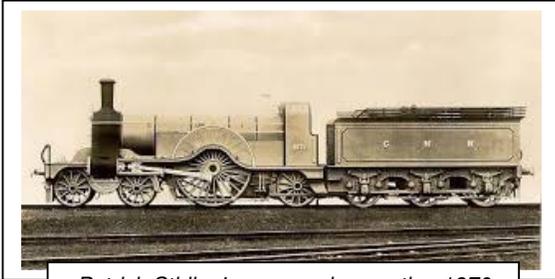
**For those** not attending any functions with the club before the A.G.M. I wish you all a happy Christmas from The Team.

*John Bartholomew*, Chairman

## Feature:

## What's in a name.

**Everyone has something they are good at**, regardless of how insignificant that may be, regardless of their physical or mental condition. Some people, however, rise to the status of genius in their particular abilities and, it seems, such people have names to match – not necessarily to match their capabilities but names of significance none the less.

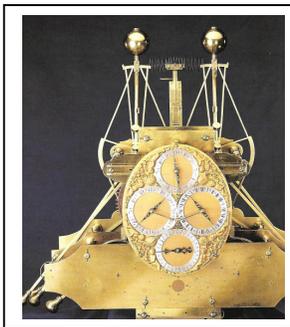


*Patrick Stirling's express locomotive, 1870*

**The Industrial Revolution**, that unique period of invention and development that was a speciality of this fine country of ours, produced mechanical engineers of great renown especially in those fields of steam machinery and horology. The Chief Mechanical Engineers of the independent railway companies were a unique species whose splendid artefacts graced the railway networks for a period of more than a 100 years, and their names live on. Who has not heard of Richard Trevithick, George Stevenson, Isambard Kingdom Brunel, Patrick Stirling, Nigel Gresley, Arthur Peppercorn, George

Churchward, Dugald Drummond, Oliver Bulleid, to name but a few. Examples of their genius are still to be found alive and in steam on the heritage rail sites throughout the country. Who has not heard of the Flying Scotsman, the locomotive that came from the drawing board of Sir Nigel Gresley in 1923, which has returned to hard work after a ten year rebuild. Patrick Stirling's express locomotive of 1870 resulted in 70 examples being built. In 1985 the surviving example, No 1, was in steam pulling a 350 ton rake of passenger coaches at 75mph.

**The world of horology**, watch and clock making that is, produced equally gifted men for a much longer period, in fact that last English watch making genius of note died only recently in 2011. Amongst the luminaries in this category we include George Graham, Thomas Mudge, Larcum Kendall, John Arnold, Thomas Reid, William Congreve and Charles Frodsham. But we also find John Harrison, the carpenter turned clockmaker who produced the maritime timepieces, chronometers, that solved the problem of determining longitude and whose amazing clocks still work with total accuracy in the museum at Greenwich, London after more than 250 years. His moving parts of his early clocks were set in bearings of *lignum vitae*, a wood that supplied its own lubrication so that the clocks never needed oil.



**And if its names we are after**, let us consider Lieutenant Commander Rupert Gould, R.N., the man who used his self taught watch-making skills to undertake the complete restoration of the collection of Harrison's maritime clocks to the current glorious state we see them in. It took him more than 13 years to achieve and if you consider the ultimate complexity of the clocks themselves and that a complete dismantling of each clock was necessary up to 40 times in order to undertake much of the restoration work, you marvel at Gould's ability and doggedness. Gould started the restoration of all the timepieces in 1920 and the first piece, H1, was re-started in February 1<sup>st</sup> 1933, for the first time since June 17<sup>th</sup>, 1767, an interval of 166 years. (*Harrison's maritime clock H1 pictured left*).

**But the genius of George Daniels** equals them all. George Daniels, (1926 – 2011) was considered to be the best horologist in the world during his lifetime. He was one of the few modern watchmakers who built complete watches by hand. But it was his creation of the coaxial escapement for which he is most famous; this movement, which, like Harrison's maritime clocks, has no need of lubrication, has been used by Swiss watch company Omega in their highest-grade watches since 1999. The mechanism, which was first unveiled in 1976 and patented in 1980, has since been described as the most important development in horology in the past 250 years.

**Daniels was born** in Sunderland in 1926. His watch making ability was ingrained in his DNA; he was self taught like Harrison, he had no formal training other than being associated with engineers during his army career. He opened his first watch repair and cleaning shop in 1960 in London and during this time he was introduced to the upscale timepiece market and was convinced that he had a future in expensive handcrafted watches. In 1968, Daniels constructed – for £2,000 – his first pocket watch. In 2012, it sold at auction in the United States for \$285,000.

**Daniels was a collector of classic cars.** His collection included the 1908 Itala 100 hp Grand Prix Car which won the 1908 French Grand Prix and 1910 Brooklands All-comers Plate (fastest lap at 101.8 mph); the 1929 4½-litre Bentley Tourerby Vanden Plas: ex-Maharaja of Bhavnagar; the 1929–32 Bentley 4½-Litre Supercharged Single-Seater: known as Bentley Blower No. 1; it set the Brooklands Outer Circuit Lap Record at more than 137 mph in 1931; and the 1932 Alfa Romeo 8C 2300, formerly Sir Henry 'Tim' Birkin's Le Mans Works car. (right).



**But it is the Copper Car,** the 1907 Daimler 45 hp built for the Earl of Craven, that was his favourite. Using his watch-making and engineering skills, he brought this car to its ultimate state in which it was capable of achieving more than 80 miles per hour. The Copper Car, (left) so called because all the bright-work is plated with copper, is still in this country. Daimlers of this period were manufactured to the standards of the German Daimler-Benz company and were vastly different to the later English Daimler models which favoured luxury, comfort and silence from the sleeve-valve engines. The Earl of Craven's Daimler had a 10 litre, 4 cylinder engine of Benz design which enabled the car to proceed very fast indeed.

**After Daniels death in 2011,** a Sotheby's auction was held on 6 November 2012 of part of Daniels' watch and clock collection, including a number of his own pieces. The auction raised over £8 million for the George Daniels Educational Trust, which helps students seeking higher education in the fields of horology and engineering. The most expensive item at the auction was his "Space Traveller's Watch" (right) which was sold for £1,329,250 and then for £3,196,250 when it was resold in 2017.



**So, this country** has had many gifted engineers and craftsmen, most from humble beginnings, all having stamped into their DNA an ability that goes beyond all imagination and, somehow, seems to be reflected in their names. We don't see many Smiths, Jones, Browns and Bakers reflected here but I am sure that there are many Smiths, Jones, Browns and Bakers who are able to show genius in something.

**WCVC Club Nights:** Our Club Nights are located at Old Forde Hall Social Club, Brunel Road, Newton Abbot TQ12 4AG. WCVC club nights take place on the third Friday of every month at 7.30pm. Dates for your 2018/2019 diary are:

- Carols down the line** – Tuesday 4<sup>th</sup> December 2018 (contact John 01803392154)
- AGM** – Friday 18<sup>th</sup> January, 2019 (old Forde Hall Social Club)

**WCVC Classic Car Events for 2019:** Dates to be confirmed and will feature in February 2019 newsletter.

**Club Dinner:** This will take place on Friday 11<sup>th</sup> January 2019 - 7.00pm at the Toby Carvery, the Penn Inn, Newton Abbot. For those wishing to attend, please notify Chairman John Bartholomew by mid December so that he can have an idea of numbers.

**Events Roundup:** The last events of the season were the very successful gathering of classic vehicles at Newton Abbot town centre on **Saturday 29<sup>th</sup> September**, adjacent to the clock tower. It was well attended with more than 70 cars. On **Friday 19<sup>th</sup> October** we had a joint skittles evening at Old Forde Hall Social Club, combining the talents of WCVC, TOWC and the Kickstart Motor Cycle Club. An excellent buffet was prepared by TOWC and the large selection of raffle prizes were supplied by the WCVC. The overall winners were the WCVC and the event was very well attended.

**WESTCOUNTRY CLASSIC VEHICLE CLUB (WCVC)**  
**Membership/Renewal Form 2019**



**FULL NAME:** .....

**ADDRESS:** .....

.....

**POSTCODE:**.....    **TELE NO:**.....    **EMAIL:**.....

Please write your existing Membership Number given to you in 2018 .....

Would you like to receive your newsletter by email    **YES/NO**

I/We agree to abide by the club rules and regulation    **Signature:**.....    **Date:**.....

Your details will not be shared with any other organisation. WCVC fully complies with Data Protection legislation

**Spouse/Partner/Children up to the age of 16 years**

**Names:**.....

**VEHICLE DETAILS:**

**MAKE:** .....    **MODEL CC:** .....

**YEAR:**.....    **REG NO:** .....

**ADDITIONAL VEHICLE DETAILS:**

**ANY OTHER RELEVANT INTERESTS:**

Cheques made payable to:  
**WESTCOUNTRY CLASSIC VEHICLE CLUB**  
**PLEASE RETURN COMPLETED FORM AND PAYMENT WITH A S.A.E. (Stamped/Self Addressed Envelope**  
**TO: Membership Secretary**  
**Mr J Bartholomew**  
**12 Landridge Road, Paignton TQ3 3PT**

<b>Memberships:</b>	<b>£ 6.00</b>	<b>Single</b>
	<b>£10.00</b>	<b>Family with Junior (up to the age of 16 years old)</b>
	<b>£ 3.00</b>	<b>Social Members Single</b>
	<b>£ 5.00</b>	<b>Social Members Family</b>