

Kabinews

January/February 2010



The

MESSERSCHMITT
owners' club



THE MESSERSCHMITT OWNERS' CLUB Ltd.

Club President:-Phil Boothroyd. Hon. Vice President:- Ken Piper

A company limited by guarantee, incorporated in England and Wales no. 05416245

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Caledonian Region

Secretary:-John Miller

72 Newark Street, Greenock, Renfrewshire. PA16 7TF Tel. 01475 724229

www.messerschmitt.co.uk

Club Nights

Western

2nd Wednesday of the month
Compass Inn, Tormarton, nr Bath
Junction 18 M4
Contact Wyford Jones 01823
490922

Eastern

3rd Thursday of the month
The Queens Theatre, Billet Lane.
Hornchurch, Essex. RM11 1QT
Contact Mick Morton on 01708
475652

South Eastern

3rd Wednesday of the month
Venue under review
Contact Mark Snowden 01634
309292

Wales & West of England

3rd Tuesday of the month
The Fox & Hounds, Little Canford.
Bottom roundabout on the A31
Wimborne. Contact Colin Archer on
01202 882734 & Peter Houghton on
01202 897594

Nottingham Area

Last Wednesday of the month.
The Horse and Groom Public House
Linby, Notts.
Contact Colin Burton on 01623
481050

Caledonian

Contact John Miller on 01475
724229

Kabinews the magazine of the Messerschmitt Owners' Club Ltd is published bi-monthly, January, March, May, July, September & November. The views and opinions expressed in Kabinews are those of the authors and not necessarily those of either the Editor or the MOC. Members are also reminded that Karotips and similar articles of a technical nature are published in good faith but the MOC cannot be held responsible for their technical merit, nor does publication imply endorsement of any product or service. The MOC advises that it cannot act as an arbitrator in the purchase of any goods/services advertised herein.
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Editor's Desk



Hello and welcome to January's Kabinews. Thank you for all your contributions to this issue. A big thank you to Glynn for all his hard work over the years and for easing me gently into the Editor's chair. Amongst the articles David Garner has written an excellent tribute to Helga Bonner, who served the club for many years. Also, Yvonne Jaques has raised the issue of how the club's KR 200 should be sold if the

need arises. No doubt this will generate further discussion. It is quite a journey for some, but do try and attend the AGM in March, so you can air your views about club issues. Also in the magazine are details of the MOC rally next year at Plumpton, so mark it in your dairies.

Adam Quellan

Articles for next issue to be submitted to Editor no later than 8th February please, thank you.

Front cover: Mark Smith in action on the Liège Brescia Liège Rally

Helga Bonner - an appreciation

Helga was born 17th January, 1924 in what is now West Berlin in the former American sector near



Photo: Russell Church

the district of Zehlendorf. She grew up in Berlin with her parents, along with twin brother and sister, Peter and Sonja and youngest brother Klaus, and had a happy childhood. She attended the Zinnowwald-school in Berlin and later the University of Potsdam. Helga was a very private person and it was not easy to ask her about her past. Some years ago, our President, Phil Boothroyd, asked her frequently about the time during World War II and coaxed from her the fact that she had been conscripted to load ammunition in one of the many Flak towers around Berlin. She would not have wanted that to be known as she was concerned that it would still be a sensitive subject even 50 years after the war ended. Helga was still studying

medicine at the University of Potsdam, and was 18 years old when the Russians overran Berlin. A recently published history of wartime Berlin; Antony Beevor's "Berlin: the Downfall, 1945", paints a shocking picture of life in the closing days of the war. Helga's Father, (who was in civilian clothing), was shot dead by Russian forces just down the street from their home on the last day of the war. That was the fate of many men in Berlin and all Women suffered horribly in Russian hands. As Russian forces seized the city, Helga became separated from her parents and siblings, living in cellars in the ruined city. Eventually, a family of a school friend smuggled her over the border to the Western zone. 60 years ago in 1949, England recruited a large number of nurses in Germany. Helga was one of these prospective student nurses. They were collected in a group camp, transferred to England and given a choice of hospitals in which to work. Helga, along with three other student nurses, Ann, Elizabeth and Judy, for no particular reason, chose to work Black Notley Hospital, near Braintree in Essex. This foursome, plus two later arrivals, were the pioneers of the newly established Nurses Training School, under the kindly guidance of Sister Tutor,

Mr. (Spud) Murphy, who was always remembered with great affection. He made them pay a nickel every time he caught them speaking German. Helga spoke little English when she arrived, but learned very quickly, acquiring an Irish accent, as there were many Irish nurses present. She excelled in operating room assistance, was greatly respected by the hospital staff and well liked by her co-workers and friends. It was while training that she met Neville, a patient suffering from Ankylosing spondylitis, a form of arthritis. After becoming a State Registered Nurse, they married in January, 1953 and moved to nearby, Kelvedon. Neville's condition deteriorated gradually so that he ended up paralysed from head to foot with only limited arm and foot movement. Not surprisingly he was difficult to live with as the condition got worse but Helga did all she could, and nursed him to the end. Neville had worked for the Electricity Board and had been able to dance in his younger days. They greatly enjoyed telling of an incident when several police cars arrived outside their house after someone had reported seeing a dead body being transported in Helga's Wartburg estate car. The penny dropped only when Neville appeared propped up on his crutches causing the police officer much embarrass-

ment. After that, Neville made a point of waving to everyone who saw him in the car to let them know he was very much alive. During their 40 years of devoted married life, her determination and tenacity was such that, they travelled to many places together, including parts of Europe, at a time when special needs and wheelchairs were not considered, and certainly not catered for. Between 1954 and the late 1970's she worked for the Spastics Society at Prested Hall, then Drummonds Spastics Centre, and later went on to do computer programming at Fords, Dagenham. Neville's disability entitled him to a specially modified Villiers powered AC invalid carriage and he would be seen at Club events in convoy with Helga's pale blue KR200 ('811 TMG' we believe). She joined the MOC (London & South Eastern) soon after it was formed and quickly became part of Les Tilbury's team. He recognised her talents for precise bookkeeping and she served for a number of years as MOC (L&SE) Treasurer.

Helga was among the first to bring back spares from Germany for Club members and wrote to dealers in Germany who were in the vicinity of Aschaffenburg where she and Neville were going on their holiday. A number of clutch bearings were smuggled back on the train in a shoe box as the U.K had very tight expenditure and import restrictions for tourists during that time. Les eventually persuaded her to take on the Partsmart job when he could no longer manage it. Although she initially accepted the job with some misgivings due to her lack of technical knowledge, she quickly learnt what everything was for and was able to guide members in their parts purchases. She treated Partsmart as a full time occupation maintaining an enviable reputation for service that far exceeded what is encountered in most other car clubs. Those of us who supported the Partsmart service with parts sourcing and technical issues found her to be uncompromising in maintaining the parts supply and hence the standard of service. She would badger us regularly to keep up supplies as Partsmart developed into a worldwide source for Messerschmitt parts. While running the Partsmart service, she also managed the Club accounts, maintaining a strict control of

cash flow - refusing to buy parts until funds were in place to cover them. Under her control, MOC built a sound financial system that remains to this day. The Partsmart service enabled Helga and Neville to make friends all over the world - they were both thrilled when a member came all the way from Mexico to visit their house for spares. Soon the network extended throughout the world and she thoroughly enjoyed a visit to California where the local Club members gave her a memorable time. Her failing health was always a concern to her after Neville's death and she suffered a minor stroke that caused her to worry about continuing with Partsmart. Neville had cautioned her about this, reminding her how things had slipped somewhat when Les Tilbury's health was failing. Her good friend, Carolyn Knights stepped into the breach and supported her with preparing parts orders. Reluctantly, she gave up the Partsmart job on 1st August 2005 when she felt she could no longer maintain the level of service that she had set.

. We tried to persuade her to stay on as we felt the social contact would be better for her. All the residents of Kelvedon benefited from the MOC basing its Partsmart operation in this small Essex village as it kept both the local Post Office and Barclays Bank going. Both Helga and Neville, enjoyed bird watching and Helga kept a well stocked bird table outside her room at Coggeshall. She took a great interest in the Arts, and History. Helga has touched, and enriched many people's lives and will be sadly missed. Although many members wanted to attend a funeral to pay their respects to Helga, she had left specific instructions with her Executor Carolyn Knights regarding the funeral arrangements. Those of us who knew Helga well will understand that her specific requests are not negotiable and we respected her final wishes. A simple cremation took

place at a crematorium in Essex at 09:45 on Thursday 29th October. It was specifically requested that there should be no ceremony, flowers, cards, service, or anything marking the occasion. It was enough for her to know that we all thought of her at the cremation time. Her ashes are to be distributed on Shingle Street, Suffolk in the same location where the ashes of her Husband, Neville were scattered. A permanent memorial to Helga's achievements is to be developed. Although some ideas were presented at the recent Club meeting, it was felt that a Rally award was not suitable taking account of the loss of memorable items such as the Kabinews award.

We gratefully acknowledge the help of Carolyn Knights and Mark Smith in compiling these notes.

David Garner



Helga receiving a bouquet in 2005 for her services to the MOC.

A Member's View—The Club's KR 200

Some months have elapsed since the subject of the KR 200 owned by the MOC was included in the Agenda for the MOC Annual General meeting and then withdrawn at the request of the proposers.

Readers may recall that the arrangement to exhibit it at the Haynes museum was up for renewal, with the possibility of its sale to avoid increasing members' subscriptions. This triggered the item on the MOC Agenda last March. The exceptional prices being achieved for Messerschmitts may have also been a consideration. There was a limited discussion at the March MOC meeting and Grant Kearney (who asked that the item be placed on the October NEC Agenda) suggested that a fuller discussion on the car and its possible disposal would be useful. Kabinews readers were invited to make their views known so that the matter could be discussed at the October meeting.

I was not aware of the circumstances of the sale of the car to the MOC and others may not know either. By asking around I familiarized myself with the history of the car and I

spent some time over the Summer

months talking to other club members about it. Having discussed it by email with Andy Woolley (the MOC secretary and a Director of MOC) I suggested to him that all members could benefit from knowing the history of the car, and he wrote a quite informative piece in Kabinews. However, try as I did, I could not persuade the Secretary that consideration as to HOW the vehicle might be disposed of was important. No-one seemed to consider it was necessary. I have heard mentioned that it could be sold on Ebay, or it could be auctioned off to the highest bidder. What is true, is that it is a valuable asset and its method of sale should at least be discussed at this time rather than when the need arises. Selling it by either method is no guarantee to achieving the highest price. Also, whatever the method of sale is used for disposal, there is no guarantee as to what would happen to the car after a sale and neither should there be. It is nobody's business but the owner's.

I have asked a number of Club members what they think about the situation, and they all agree without exception that the method of disposal of the car is almost as important as the need to sell it all. It is vital to state here that it is within the legal powers of the Directors of the MOC to sell the vehicle if the company's finances require it. Indeed, the Directors have a legal obligation to keep the finances in good standing, and if the assets of the company have to be liquidated, they have the power to liquidate them.

I spent further time mulling over a scenario in which the car might be offered for sale in the event of a financial crisis. The method of choice for selling almost anything nowadays seems to be on Ebay. Of course that means that anyone worldwide could buy the car just because they can. They may even have no interest at all in its history or the marque at all. For example, one KR was sold to a British celebrity, I have never seen him photographed with the car, and to my knowledge no-one has seen the car since. The other option may be to send it to auction in which case the same situation may arise. It is quite likely that a good price **may** be achieved, but there will be fees to pay by both methods and, by

the way, who would fix the reserve price? . Personally, I support neither method. Whilst it is true that it is within the remit of the Directors to sell the car, it is an asset of the company. However, as all members have a £1 liability, I believe every member of the MOC throughout the world should (if they wish) have a right to express their views on how this asset should be sold. Just as importantly, to express their views on how the money yielded might be spent having been guided by the views and obligations of the Directors.

The article in the September 2009 edition of Kabinews suggested that the money might be used to "subsidise the Partsmart price increases caused by the falling pound". I am not sure that liquidizing a significant asset of the company to subsidise Partsmart and members subs is the right way forward. I attended the October NEC meeting with the sole purpose of asking the Directors and other members present to have a full discussion on HOW the vehicle might be sold if the need arose. Exclamations of "it'll never be sold" abounded - and that statement is seconded in the draft minutes already issued.

(continues overleaf)

I did explain that I had driven over 100 miles each way at my own expense to put the point of view other members as well as my own. At almost every MOC meeting I have attended the cry is always "why don't members come here and put forward their points of view".

To my mind, if the car belongs to the company in which all members have a £1 liability if it fails, then the membership should at least be consulted on the method of disposal of one of its assets. Perhaps the following method of sale is appropriate - and it is ONLY a suggestion. It should be offered for sale in Kabinews first so that any fully paid up member may buy it. It could be offered for sale by sealed bid. The date for the bids to be received would be advertised at the same time as it is offered and to be - say - by noon on a particular date and a particular month. The bids would have to be received by a fully paid up member of the MOC or another "responsible" and impartial person who need not be a member of the MOC but whose name would be advertised. Two named MOC members (and that does not necessarily mean Directors although it could) would be responsible for the process. The date of the bid opening would be advertised at the initial stage, with MOC members able to attend the opening but not allowed to take part in the proceedings. The high-

est bidder would be named and the price given in Kabinews. No fully paid up member would be barred from bidding at all.

Now you may think that this is just a sledge hammer to crack a nut, but the situation has to be fair and seen to be fair. It is the way that Council contracts used to be dealt with and it could work here. It is very possible that a successful bidder might want to retain it in the Haynes museum, and it is more than possible that the price achieved might be greater than a sale on Ebay.

Not every Schmitt advertised on Ebay has been sold. What happens to the money it might yield is something that will ultimately be determined by the MOC Directors responsible for the Club's finances.

Perhaps if you consider my proposal useful, or you have a better or different idea you may like to email (or even snail mail) Andy Woolley who's address is in every edition of Kabinews. Alternatively, you can send your ideas or thoughts to me on

yvonnejaques@blueyonder.co.uk.

You could also write to Adam Quelin the new editor of Kabinews. If nobody is interested in this matter at all and thinks it's a complete waste of time, I'll pull up the white flag and accept that no-one cares about it as much as I do. My fear would be that a disposal might be hastily arranged and not thought through, a Club member would take those responsible to task,

and in the worst case scenario, you could end up reading about it in the motoring Press.

I urge you to think that although the situation may never arise, none of us can be sure that it won't happen in 2 or 20 years time. If the Directors in post at the time are not prepared, no member is asked what they think, and the car is sold without consultation and due process, the decision makers may find themselves in a very uncomfortable position indeed. Everyone should ask themselves whether consulting with the membership matters at all. I think it does, and I have asked for it to be [placed on the Agenda for the MOC meeting in March 2010, when I hope. The matter can be discussed fully so that a strategy is in place for disposal of the car should the need arise. If alternative ideas come from MOC members via Kabinews or email, a really useful and comprehensive discussion will ensue. If you have a better idea, or live in a country which has a method of dealing with this situation, lets hear about it and smartish. Your views **do** matter so you should make yourself heard, even if its just to say you don't mind what happens to the car and are happy to leave the decision to others. **Yvonne Jaques**



I am pleased to advise one & all, the “The Famous Roger Barker” with all his fine work, has ensured that my Tiger passes its MOT easily, We use Dave Rimmer @ Johnston’s @ Churchtown Village, on the northern edge of Southport .David has a sympathetic touch with other locally owned Micros, including Kr 200’s, Trojans & Isettas, both 300’s & my BMW 600. Ryalwyn Garner & David Tattersall will generously vouch for this delightfully “old fashioned” garage. Our subtle Tester of our vehicles, has also helped to introduce other nearby Micro Car Owners, to share in the start up of the Northern MOC Branch too. The SWL 3.5 tonne lift did cope manfully with my comparatively svelte TG on board. Best wishes Editor with your new venture, yours sincerely, Alan Town

Louth Lincs Wolds Rally

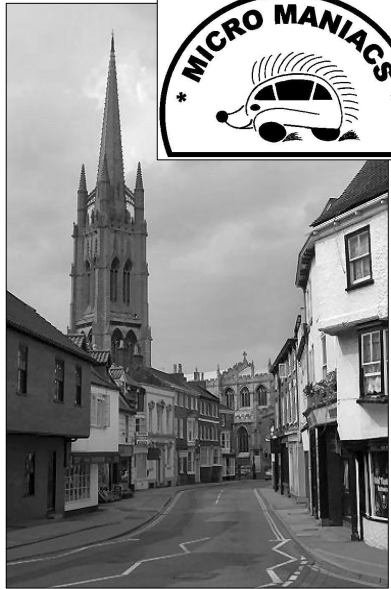
Hi All,

The Micromaniacs would like to Invite you all to the Louth Lincs Wolds Rally on the 13th to the 16th of May 2010, organised by Jon Hunt Esq. and Helpers. We will be Camping at the West End Farm Gt. Carlton [http://](http://www.westendfarm.co.uk/index.html)

www.westendfarm.co.uk/index.html

Also I hope to Organise a Meal out on Friday or Saturday and Scenic Testing Road Runs, Friday Saturday & Sunday. There are about 15 Electric Points but we are allowed to Piggy-Back if you have the right connectors, and a few toilets and showers available. The Nearest Fuel Garage is 9 miles away so a Fuel Can could be an Idea? More Info.

Jon.Hunt@Ntlworld.com



Messerschmitt Owners' Club - Annual Rally 16-18 July 2010

Initial rally information for January/February Kabinews (due out in early January) A slightly different version will appear on the MOC website in January with a link to an on-line pre-booking form. To be repeated with updated information including prices and request for meal deposits to be paid in advance in March/April Kabinews. Full detailed rally programme and any additional information to be published in June/July Kabinews. MOC website to be updated as each Kabinews is published.



The 2010 Rally will be a 3-day event based at Plumpton Racecourse in East Sussex in the heart of the beautiful South Downs.

Planned events:

- Welcome barbeque and drinks
- Scenic drive to local attraction
- Driving skill test
- Saturday night dinner
- Video show
- Partsmart – with 10% price discount for non-collect items
- Auction – bring your surplus parts or memorabilia to sell or find a bargain
- Autojumble
- Concours d’Elegance
- Prize giving

About the venue:

Plumpton is one the UK’s smaller horse racing courses and has excellent facilities for us including:

Exclusive use of centre course building for the duration of the rally – includes a large function room with bar, toilets and showers

A very large area of reasonably flat grass for our exclusive use - this provides us with plenty of space for tents, caravans, trailers, motorhomes and, of course, Messerschmitts

Barbeque area - we will be hosting a barbeque and drinks reception on the Friday evening and supplying salads, bread, desserts etc – just bring your own meat or fish to cook on our barebeques

On site restaurant for our dinner on Saturday night

For more information about the rally site visit:

<http://plumptonracecourse.co.uk/>

Accommodation at the rally site:

Camping on site will be available from Thursday night through to Sunday night. Please note that there will be no electrical or water/waste hook ups available for caravans or motorhomes.

Local Accommodation:

For the less hardy there is a wide choice of nearby accommodation. Early booking is recommended and our suggestions are:

Tovey Lodge, Underhill Lane, Ditchling, BN6 8XE – 0044 (0)845 612 0544 – <http://www.sussexcountryholidays.co.uk> - from £55 per night – 2.5 miles from Plumpton.

Abbey House, 2 The Holt, Burgess Hill RH15 0RF – 0044 (0)1444 233299 – <http://www.burgesshillbedandbreakfast.co.uk> - from £35 per night – 2.9 miles from Plumpton.

The Blacksmiths Arms, London Road, Offham BN7 3QD – 0044 (0)1273 472971 – <http://theblacksmithsarms-offham.co.uk> - from £50 per night – 3.2 miles from Plumpton.

Newmarket Inn, Brighton Road, Lewes BN7 3JJ - 0044 (0)845 805 3478 <http://www.activehotels.com> - from £45 per night – 4.3 miles from Plumpton

There is also a huge choice of accommodation in Brighton, which is only 13 miles from Plumpton (see <http://www.visitbrighton.com/>)

Travelling to Plumpton:

Distances to Plumpton by road:

- London – 55 miles (88 kms)
- Dover (ferry port) – 78 miles (125 kms)
- Newhaven (ferry port) – 15 miles (24 kms)
- Gatwick Airport – 23 miles (37 kms)



The post code of the racecourse is BN7 3AL

Plumpton has its own railway station, which is on the line from London Victoria to Eastbourne.

Pre-Booking:

To help us plan to make this the best event possible and assist with our budgeting, if you are intending to come to the rally please complete the enclosed Pre-Booking form and post it or fax it to Andy Woolley by the end of January. Alternatively visit www.messerschmitt.co.uk to complete an on-line version.

Look for further details in the March/April Kabinews
We look forward to seeing you in July.

Your Rally Committee:

Ralph & Janet Olesen
Mark Smith
Jane Southgate
Malcolm & Sheila Thomas
Maurice & Connie Rogers
Fabian Fresson
Andy Woolley



Andy Woolley's KR 200 seen here dwarfed by the landscape at the top of Ditchling Beacon—a famously steep hill on the South Downs. The rolling Sussex countryside stretches out to meet the sea. This will form part of the road run during the Plumpton Rally weekend in July.

Congratulations to Sam and Tim Linford...

My Daughter Sam (Linford) & her husband Tim gave birth to their first child (Daniel James LINFORD) on Monday (26 OCT 09). Mother & baby (7lbs) fine. It does not seem long ago that Sam was accompanying me in my Schmitt to UK/ Continental Rallies as a toddler herself. Sam & Tim have of course attended several microcar events over the last few years (Sam driving my KR200 to/from the last 4 MOC National Rallies including Southport last year & this year to Wychwood at circa 6 months pregnant!!) & are well known to many members.

Peter Houghton

London to Brighton Veteran Car Run 1st November 2009

The weather for this year's London to Brighton Run was the worst I can remember in the 45 years or so that I've been attending it. There were gale force winds and persistent rain with the rain often torrential, which made it very challenging for all the competitors driving their pre-1905 cars.

One result of this was a fairly low MOC attendance with only the TG500s of Mark Smith and Alan Whitlock plus my KR200 in attendance. However, we also had Mike Trafford, Ian Hopkins and Steve Vine as well as ex-Schmitt owners Nick Buchanan and Andy Gordon present in modern cars. Mike has recently acquired an un-restored low-mileage KR200 from Roger Adams, which he is currently restoring with a view to being on the road next spring.

The weather was so bad that I didn't even take any photos in Redhill but when we moved on to Staplefield in Sussex the weather started to improve and after initially taking cover in the Victory pub we eventually emerged to eat some burgers and sausages from the village's barbeque and see the cars coming through.



Messerschmitts in wet West Sussex at the London to Brighton veteran car run. Photo: Andy Woolley.



*London to Brighton Run:
After a wet and miserable
start, things brightened up in
the end, as can surely be
seen on the expression on
their faces.*

Photo: Andy Woolley

Messerschmitt Owners' Club Ltd.

Annual General Meeting to be held at the Heritage Motor Centre,
Banbury Road, Gaydon, Warwickshire starting at 10.30am on 28
March 2010

Agenda

1. Chairman's Report
2. Approval of 2009 AGM Minutes
3. Presentation of financial statement
4. Election of Directors
5. Any Other Business

Notice of Annual General Meeting – 28th March 2010

The fourth Annual General Meeting of Messerschmitt Owners' Club Ltd. will take place at 10.30am on 28 March 2010 at the Heritage Motor Centre, Gaydon, Warwickshire (see location map).

All members are invited and this is your opportunity to have your say in the running of your club. The club's current Directors are David Garner (Chairman), Lawrence House (Finance Director), Andy Woolley (Company Secretary), and Roger Clements. David Garner coming to the end of his 3-year term of office and is putting himself forward for re-election as a Director at the 2010 AGM.

Any member who wishes to put themselves forward for election as a Director of the club, in any capacity, or who wishes to submit a motion for consideration should contact Andy Woolley as soon as possible (e-mail to andrewwoolley169@hotmail.com or phone 07956 282241).

Once the formalities of the AGM have been concluded a meeting of the National Executive Committee will take place and should be concluded by 4.00pm. All members are also invited to attend and contribute to this meeting. There will be a break for lunch when the cafeteria will be open and there should also be time for a quick tour of some of the museum's exhibits. Entry to the museum normally costs £9 but is free to members attending the AGM and/or NEC meeting.

Mannheim 2009

Julian Harajda

Colin, Barry, Peter and myself set off on a Wednesday evening for the annual junk fest in Germany.

I very nearly didn't go, as recently I had fallen over and torn all the ligaments in my knee. After a spell on crutches, I was determined not to miss my 18th attendance. With a course of self induced physiotherapy, I was as fit as I thought I should be, ready to walk past the 2200 stalls that are at the jumble.

The Wednesday evening off, was uneventful, as was the P&O crossing to Calais. It was a short drive to Dunkerque. After a decent night's sleep and a quick breakfast at the Etap Hotel, we set off for Mannheim.

Provisions for the car journey were planned with military precision, involving a catering size sack of jelly babies. Colin was announced as sweet prefect as he had jumped into the front seat with amazing agility!

After a couple of hours with my ipod churning out a selection of music to stop us nodding off, it was time to alter the calorific intake, with some specially commissioned "Tiger" chocolate bars, only available of course to Tiger owners!

Nearly 300 miles later a petrol station was sought. The wonders of Sat Nav led us to the small village of Tritenheim, where we refreshed the Merc with diesel. We

also took the opportunity to enjoy a leisurely lunch. The village itself was in a valley which was one massive vineyard, with vines spreading beautifully over both sides of the river. We were slightly let down as it had been drizzling most of the way from Dunkerque but nevertheless, the views were superb.

Arriving at the newly refurbished Etap hotel, where we've stayed every year since it opened, we checked in and sat outside with a coffee, as the rain had now ceased.

The evening was finished off with a nice light dinner after our larger than normal lunch, and we retired for a well earned kip. Friday morning - the weather was very promising. We arrived at the jumble at around 10.00am, and to our surprise, there were more than the usual stalls already set up. We assumed the dealers were let in on Thursday evening. We walked through the gates with our VIP tickets and the first stall I approached offered a 'schmitt clock. This was quickly bought, and the second stall provided a genuine Tiger jack. A good start I thought, although both needed restoring. Shame the rest of the day didn't follow suit, but the prices asked by dealers were quite outrageous, with nothing seemingly under 50 euros. The exchange rate was almost 1:1, so not much else was bought, but at least the sun shone. On Friday evening we attended the local working men's club, as is now a bit of a tradition. We were joined by Nick Poll, Andy Carter with son Rory, Grant Kearney and Gerry Starling. Mixed grills all round followed; these were getting quite famous in this restaurant.

Saturday morning did not bode well. During breakfast the rain came down, and continued until about midday, after which it tried to rain some more, but somehow managed to not actually do so! Having attended this jumble for so many years now, you get to know a lot of the regular dealers. One such chap always seems to spot us before we manage to spot him. He's a bit of a character, but his command of English is outstanding, so we always indulge in some banter. Many of the known regular dealers were not in attendance this year. Most worrying was the pick & mix stall. I was on strict instructions from my daughter to buy up my usual 8 kilos' of "fizzy fish" and Colin was also looking forward to buying his supply of "snot balls" for the journey home. Sadly this trader was not in attendance. Having demolished the catering bag of jelly beans, we were quite worried about the sweet intake for the journey home. Saturday night was an opportunity for all us Brits along with our German friends in the MCD to go to dinner. Alfred booked the same restaurant as last year which had been refurbished over the past 12 months. The British contingent was further supported by Jim Hacking, Steve Vine, Winford Jones and Neil Foster. Sunday, was the last day. We trudged around again, still searching for those elusive bargains, which were sadly lacking.

With tired feet and the prospect of a tiring journey home, we set off earlier than normal heading back for Dunkerque. The motorways were thankfully clear, which enabled me to "max" the Merc. We somehow managed to keep up a steady 120mph for more than half the journey, arriving at our hotel at around 6.30pm. We enjoyed a pleasant dinner, served by an even more pleasant waitress, and looked back over the weekend. So what goodies did we see? A KR175 windscreen for 150 euros, a broken 'schmitt clock for 295, and very little else. Despite not buying much, we still had a most enjoyable weekend, spending more on food and drink than on spare parts.



Photo: Julian Harajda

Monday morning, after an early start with a good nights sleep behind us, we took no time to cover the 30 odd kilometres to Calais and ended up catching an earlier ferry. There was a wind whistling in the harbour, and the crossing was forecast as being a bit choppy. As it happened, it was not too bad, with only a few French school boys hurling in the toilets. We docked at Dover, for once with no rain, and were pulled by customs for a quick Q&A. *(continued overleaf)*

We were then moved on shortly after. The final trek home was in the usual M25 traffic, and by coincidence, Chris Rea's "Road to Hell" accompanied us on said motorway. We unpacked our bags and said our goodbyes, the weekend ending almost as quickly as it started. My thanks to Colin, Peter and Barry for a most enjoyable weekend. Thanks, too, of course to the organisers of Europe's largest autojumble, despite what the organisers of Beaulieu say. **Julian Harajda**

Liège-Brescia Liège 2010 Rally

Tigers Welcome on Liège-Brescia-Liège 2010 Following the hugely successful Liège-Brescia-Liège rally in 2008, where Andy Woolley's KR200 and the Tiger team of Mark Smith, Colin Archer and Roger Adams did so well, the 2010 event is targetted at cars up to 1200cc. But the organisers have just announced that, by popular demand, they have reduced the minimum engine size admissible to 500cc (previously 600cc). As all but one of the entries so far are under 1000cc, a Tiger should be quite competitive so if you missed out in 2008 - or you fancy another go - email LBLrally@aol.com or phone Malcolm McKay on 07711 901811. More info on www.classicrallypress.co.uk.



Photos Malcolm McKay



Malcolm McKay says: Mark and Jane did exceptionally well, but they were pipped at the post by the Subaru 360 - it wasn't quite fast enough to make the bogey time on the first test, but achieved an incredible zero on both the two other tests, whereas Mark and Jane were a second early on the first two and a second late on the third one - hence the Subaru took first overall and they had to settle for second. A great achievement nonetheless and the Tiger, as ever, was the most photographed car on the event.

Barge Schmitt Under Restoration

Some older members may recall the Thames Sailing Barge owner in Suffolk who carried a pale blue 1958 KR200 on the deck of his barge, which he used to crane ashore when he wanted to drive somewhere.



Photo: Andy Woolley

This car was acquired by Roger Adams many years ago and has now been sold to new member Mike Trafford of Caterham, Surrey. Mike's pride and joy is his Mai-coletta scooter, which he has painstakingly restored. After completing this he was on the look out for a new challenge and decided that he very much wanted a Messerschmitt. At the same time Roger Adams was looking to clear out his garage so introductions were made and a deal was done.

For Messerschmitt interiors talk to Nick Poll:

[http://
insidemesserschmitts.webs.com/](http://insidemesserschmitts.webs.com/)

I visited Mike recently to see how the restoration is progressing. The car was rolled at some point resulting in a smashed dome and other light damage, but this car has only done 21,000 miles and is in very sound condition. The floor still wears its original coat of paint and is very sound so this should be a relatively easy restoration. Mike is slowly taking the car apart and photographing every step. He is hoping to have it on the road next year.

Andy Woolley



Car For Sale

1960 KR 200 for restoration. Not run since early '80's, after which DVLA docs. were lost. With help & guidance from M.O.C. a V5 was obtained not long after my purchase.

Sadly I have not found time to restore it and the Schmitt now needs a new home.

Instruction and repair manuals (unused) are included with sale. Offers around £4,000.

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