

ASCO at the 2013 NEC Classic Car Show - from Barry Paine



The club broke new ground this year by having a stand at the NEC Classic Car Show. It was a modest start, with four quite rare Singer cars, plus tables with club magazines, the 'Singer Motors' jerry can, and other information on display. Modest it may have been, but the atmosphere was high on enthusiasm and goodwill, with many visitors taking great interest in the cars. As a result we have recruited several new members, as well as making contact with visitors whose 'Dad had one of these'. It was probably the first time three SM1500/Hunter cars had been gathered together in one place for many years. The last time I remember there being such a significant gathering was in the nineteen seventies when our founder Dave True generated such enthusiasm for them that around six SM1500/Hunter cars turned up at Elvaston Castle for the SOC Singer National Day. Dave was the enthusiastic SM1500/Hunter Registrar and Editor for the SOC in those days.



We are very grateful to Mike Hyman (1956 Hunter), Charles and Jenny Sumser-Lupson (1939 Bantam), Bill Tull (1956 Hunter) and Ray Phillips (1953 SM1500) for bringing their Singers and manning the stand. David Keogh travelled from Devon to assist with organising and manning the stand - thanks David, your considerable efforts were much appreciated. We are also grateful to Andrew McAdam, who not only facilitated provision of the stand for ASCO, but also arranged

for Sir Stirling Moss to pay us a visit.

Bill Tull's Hunter must be the best preserved original Singer Hunter on the road today, still carrying its original paintwork etc. Bill bought it from long time Singer enthusiast, the late Colin Wright. It's great to know that the car is in such good hands.

Charles and Jenny Sumser-Lupson's 1939 Singer Bantam must be the best Bantam in the world. It is a rather understated car, and would not seem prominent in a row of similar cars, but when you look closely it becomes apparent that



an exacting restoration has taken place. The car is an absolute gem. Charles and Jenny adorned the car with period paraphernalia, including suitcases and a working gramophone on the luggage rack, and a picnic set complete with knitted tea-cosy!

On the Sunday a gentleman asked if he could try sitting in the car. He would have liked a Morris 8, but couldn't get in one, but he fitted nicely in the Bantam. He asked Charles if he would sell it, and still seemed interested - even after Charles told him he wouldn't part with it for less than £30K !

Mike Hyman's Hunter would probably not have survived had he not 'rescued' it. It had been owned for many years by a Singer enthusiast in South Wales, but when he could no longer keep it, the car clearly needed to go to a good home. Mike



stepped in and carried out much work on the car, which had suffered considerably from the ravages of the salt air on the coast near Swansea.

Ray Phillips' Singer SM1500, making up the last of our quartet, was also owned by Mike at one time. It was bought new by our SM1500/Hunter Registrar, Derrick Bedwell, in the early fifties, and passed through two other owners before Mike acquired it to complete an unfinished restoration. Ray is the second custodian after Mike, and he bought it for nostalgic reasons - he learned to drive on an SM1500. For the show, Ray had

NON 471 masquerading as his old SM1500, Annie. (See article on p32 - Ed.) And we have more reason to thank Ray for his efforts - not only did he display the car, but also kept us topped up with refreshments, and offered to assist with building up the stand next year. Many thanks Ray, and a warm welcome to the club!

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Sir Stirling Moss Visit. Sir Stirling was doing a promotional tour of selected stands for Peter James Insurance, and came to us following an encounter with the Minnie Minxes on the Hillman Stand, who were celebrating 100 years of the Minx.



With a Minnie Minx and Andrew McAdam



Perusing the Mascot



**Stirling Moss c1957 with his Gazelle.
(Picture Courtesy of the Coventry
Transport Museum)**

We showed him the Sept-Oct Mascot, with Bill Tull's article about his old Cooper 500, which he said he would like, and a picture of himself with the new Gazelle given to him by the Rootes Group to use while he was contracted to drive Sunbeam Talbot 90s and Alpines for the Rootes Group, which he did from the early 50s until 1958.



Having a good look at Charles' Bantam



Talking with Bill and Shirley

Stirling also enjoyed a good look at Charles' beautiful Bantam, and even managed to fit in a chat with Bill and Shirley about his old Cooper, before being whisked away by his 'minder'.
Barry.