



The Bird in Hand

Newsletter June 1977

THE FOUNDING OF THE CLUB

Tony Cooke (Cutler) and David Tedham (Austin 7) came to see me early in 1966 inviting me to join them in order to form some kind of pre-war car club. This was to be held at the Bird In Hand, at Oldswinford in their "best rooms - a small room that could hold a dozen people, no bar and hard red upholstered seats.

However, it soon became quite a bit more than an excuse for a night on the beer, when within a week the company was Norman Walker (Austin 7) Bob Taylor (Daimler) John Smallman (Bullnose Morris) and Dennis Milner (Austin 7), Very shortly afterwards we were joined by Mac Grimmet (Austin 7), Rodger Mason (Morris Lorry), Gooff Ifcson (Standard Avon) and Jeremy Watkins (Standard 10).

We began to run short of space so made our first move to the Forresters, Wollaston. Second move to the Birch Tree, Quarry Bank and then to the Stewpony (thrown out). Next to the New Inns, Kinver and finally to the Community Centre, Kinver.

DENNIS MILNER.



The Forresters Arms
Wollaston

Newsletter June 1977

Shortly after the club was formed, the members of the committee approached a newly formed club at Worcester who seemed to be quite successful, very well organised and administered, seeking advice on how we may improve our own club.

The chaps from Worcester were quite pleased naturally, and flattered that we sought their advice, but pointed out that there was no secret formula, - just hard work and enthusiasm, all of which would be taken for granted by some members who would on occasion be very critical and scornful of the efforts of the committee. Looking back I would say that there was probably some measure of truth in their observations, but I would also say that the enjoyment and satisfaction that we have had in the first ten years amply rewards. Another suggestion put forward by the Worcester lads was that we should form a joint club with them - this however, was turned down flatly - we did visit their club meetings on a few occasions and were made most welcome - they met at the "Mug House" which is a charming little pub approached through a church yard.

The Birch Tree

Quarry Bank



On one such visit with John Smallman in the Daimler, we were proceeding at a brisk pace past the "Mitre Oak" and overtook a Sunbeam Alpine, top down - bloke behind the wheel in check cloth cap, moustache flying - we continued on to Worcester to visit Mr. Payne (Chairman of their club) On returning to the "Mug House" saw the same Sunbeam Alpine in the car park and moustache was describing in detail how he'd been bombing along past the Mitre Oak when he'd been overtaken by this "Bloody Great Hearse" doing ninety. This of course was gross exaggeration as the speed limit was sixty.

I believe that their club split up some time ago - some of their members coming to us whilst we were at the "Stewpony" which from a personal point of view was a very successful and eventful part of the club life - the first five years of which we were almost like a band of nomads, moving from one headquarters to another. If a member missed two meetings he had to scour the district to find where we had moved to and a considerable amount of the committee time was spent visiting and inspecting pubs to ascertain if they would be suitable for our requirements.

Five years ago we were invited to hold our meetings at the K.C.A. where we now seem to be part of the furniture. We look forward to the next ten years as being as eventful as the first.

BOB TAYLOR.



The Stewpony Kinver

From 2007 collection published previously

THE STOURBRIDGE PRE-WAR CAR CLUB

From little acorns grow

In March 1966 Mr. Tony Cook moved from Redditch to the new Clent View estate at Wollaston, bringing with him his 1935 Triumph Gloria Vitesse 6, a car that despite its years was used every day for travelling to and from the solicitors practice in Birmingham where he worked. Approximately six months later Mr. Dave Tedham, a teacher at Stourbridge college of Art moved into a house directly opposite Tony Cook. In a very short time Tony and Dave became firm friends having one thing very much in common, a love of old motor cars. Dave was the proud possessor of an Austin Seven Chummy which, unfortunately remained in the London area, its restoration not finished before Dave had moved into the Stourbridge area. Before long Dave has sold the remote Chummy and bought a 1934 Austin Seven Box Saloon, which was towed from Swindon in Wiltshire by Tony with his new car a 1934 Triumph Gloria 4 cylinder saloon.

Out of the friendship sprung a desire to form a local club for old motor cars as it seemed there were quite a few in the Stourbridge area, very much in everyday use. Both men belonged to other clubs already Dave being a staunch supporter of the Austin Seven Register and 750 Motor Club. Tony held

the position as secretary of the Triumph Owners Club and is a honorary member of the Triumph Owners Club of Holland and the Vintage and Classic car club of Spain.

Personal contact was made with some old motor owners in the district and the suggestion of forming a local club put to them, notable among these were Dennis Milner and Mac Grimmett, both Austin Seven Chummy owners and Bob Taylor of Stambermill, the owner of a very large Daimler Straight Eight seven seater limousine of 1934 vintage. They were keen on the idea and suggested a room be booked for a regular meeting place.

This was arranged at the Bird in Hand, Hagley Road, Stourbridge on a Thursday evening in the summer of 1967. To encourage other enthusiasts to drop in details of the proposed club were printed in the motoring columns of the Express and Star shortly after the first meeting took place. In a very short time, members started to flow in, prompted by both the article in the paper and personal contact with existing members. Before long the club was too big for the small room at the Bird in Hand, other venues were tried, some very successful, like the Stewpony, and others not so successful. Eventually the club was invited to hold their meetings, which initially were monthly, but now are every week at the Kinver Community Centre, Kinver. The invitation was accepted and has proved highly successful from every point of view. In fact the community association has actively encouraged the club in local events by allowing extensive use of the centres facilities.



The club has expanded from those early years into one of, if not the best club of it's size in the country.

Initially we took in Veteran, Edwardian, Vintage and Post Vintage machines up to 1939. Some years ago moving with the times, we included the war years from 1939 to the classic years up to the 1970's. in fact you do not have to have to own a vehicle from any of these era's to become a member, an interest in the subject is all that matters. We now have many members who also own a vast selection of other machinery including motor cycles and

bicycles. Membership is at an all time high, approaching 120 members (so Mac Grimmett tells me) the youngest in their 20's and the oldest approaching his mid 90's and still going strong. The clubs 40th year is not all that far away, for those who took part in the 25th and 30th anniversaries will tell you, we do not do things by half in our club. Tony Cook has been living in Australia for many years now; he is retired and still keeps in touch via Dave Tedham, who says he is still very active in the old motor matters down under, especially Triumph. Dave Tedham is still a member of our club, although retired; he still finds bags to restore and sells Austin Sevens and related goodies. He is only too happy to give help and advice to any member on Austin Seven queries.

That's oil for now folks

Dippy Dipstick



April 1977 Hamish Bowie

Letter from your Editor.

I have had a response to my request for club history from Dennis Miner who handed us a folder crammed full of Club magazines including the first issue which had a black background with white lettering. Dennis informs me the first meeting was in 1967 at the Bird in the Hand, Oldswinford and the gathering consisted of Tony Cook (Cutler), Dave Tedham (Austin 7), Dennis Milner (Austin 7), Norman Walker (Austin 7), joined by Roger Mason (Alvis), Jeff Mason (Standard Avon), Bob Taylor (Daimler) and Mac Grimmett (Austin 7). The first Club Concours was in 1969 at Quarry Bank Conservative Club and according to the first magazine the Class Winners wore 1st Alan Robbins....192A Overland Tourer 2nd Jeff and Roger Mason.... 193A Standard Avon coupe with dickey 3rd Bob Taylor ,... 1936 Daimler straight eight limousine. The judging was by Mr S:allbone and the Mayor of Dudley was present.

Dennis Milner provided the first article extolling the advantages of good visibility for spotting vintage spares and cars from the cab of his furniture van. No doubt useful for transporting them home.' Articles about Restoration by D.Coke and Exhaust Notes by Dicky Dipstick are featured. Those nome de plumes were to feature in the magazine for some time. I wonder who used them? Will they reappear?

I shall extract more information from Dennis' collection next month.



Newsletter October 1977

STOURBRIDGE PRE-WAR CAR CLUB

The Stourbridge Pre-War Car Club is ten years old this June, it was formed to further the interest and enjoyment of old cars. It has gradually increased over the years to a membership today of around sixty all built up from six or eight dead keen (and probably mad) chaps like myself interested in old cars.

We used to meet every week for a pint and a natter in the back room of an old pub in Old Swinford, the sort of place where you had to stand up to open the door. We've seen four or five different venues over the years, we even had one which was supposed to be haunted, although we were never troubled, probably thought we were part of the spirit world seeing our old cars and us.

Today we meet in a different world, a warm, a pleasant and modern atmosphere at the Kinver Community Centre in Kinver village where we even have a field to hold our events on, besides a large car park.

Unlike other car clubs who keep to one make of car, we like to think we are unique because we accept any make of pre-war car and we think it makes the club that much more interesting by having such a variation of makes and models. For example, at one of our concours events, it is quite usual to see anything from a three wheel Morgan to a seven seater Daimler. During the last four months one member has obtained the club's first Veteran car, a 190A Autocar which is eligible for the London to Brighton Run, that will be another club venture for the future.

Over the years the Club has enjoyed a bit of lime-light occasionally, some time ago the famous B.B.C. made a film of us at a meeting. They spent all day dashing about with camera's and other equipment and we thought it was marvellous, but when we eventually saw it on television, it all boiled down to about ten minutes, a bit disappointing, but good advertising. One club member had his Austin Seven used for a time in a serial on television and recently we were interviewed, recorded etc, and broadcasting on B.R.M.B. Radio. These are just a few highlights of the Club.

Most of the summer season is spent on outdoor events, it's possible to be at some rally, meeting or concours event every weekend and to travel all over the country, we even support local charities to help swell their funds. There is usually a plaque for attendance and of course different cups etc, for different classes of cars to be competed for.

Very often on a club night, instead of sitting inside nattering about gear boxes etc. we have a ride out around the country lanes usually in an open tourer of some sort., letting the fresh air blow away the cobwebs and working up an appetite for a cheese cob and another pint when we get back.

Summer Sundays are always a great day, it often finds club members visiting each others homes to see how the other half is getting on with their latest renovation and very often being able to sort out some technical problem as a result (but never the problem of getting the lawn cut, pipes up the wife in the background).

Other members are often heard about sneaking off to find some elusive Mode1 T Ford or other make of car which is usually said to be lying under a hedge, or hiding in a barn in some farmers field.

The stories about some of those Sunday jaunts would fill a book and we still have many a laugh about the time v/hen some shady looking types had the farmer set his geese loose on them when they were caught skulking about under hedges.

Another time two of our members were accosted by the police for being suspicious characters and they still talk about digging up some prehistoric monster they know is buried under some concrete, somewhere.

Weekend battles with club wives over whether the garden is done or time spent on the old cars, is all part of the fun, but I've a sneaking suspicion that when they are out with us dressed in their Sunday best, sitting in the back of that old car and people looking on with awe, they are really proud of us.

Of course wives aren't forgotten, they often prove to be quite helpful especially when it comes to sewing and machining of car linings or upholstery and sometimes a naughty word when its the last needle they have just broken on a tough bit.

We try to make up for their help and patience with us by a bit of light entertainment during the winter months with such things as cheese and wine nights, dances quite often, which can vary from modern ballroom to country style, film shows and the latest form of entertainment, a Black Country Night Out.

The men also have their fun nights with film shows, skittle nights, dart matches, auto-jumbles, even technical things like lectures on ols cars and welding demonstrations. Its even been known for them to sneak off to a strip show on the quiet, but still not a word to the women.

All in all I think there is something to please everybody, the Kinver Community Association also have their own dances and cabaret shows and if people want it, there is also a Fishing Club, Wine Circle, Film Society and Football Club.

If anyone wants to join our Car Club they will be most welcome with or without an old car.

Hoping to see you in the near future.

A.G.Jones. (Alias - KOJAK.)

Alf had this article published in his works magazine which goes as far as Detroit. ED.

Editor Newsletter July 2007

Once Upon a Time on a Thursday evening in the spring of 1967, the founder members of the Stourbridge Pre-War Car Club met at the Bird In Hand Public House, Oldswinford (see front cover of June's magazine). The object of the exercise was for a group of like minded souls to spend an hour or two over a pint discussing the merits of owning, restoring and driving their old cars, a Triumph Gloria, Austin 7's and a Straight 8 Daimler to name a few were owned by the founder members. The numbers of fellow enthusiasts quickly grew and several venues became too small. The club in early 1972 eventually settled in its present home at Kinver Community Centre, where meetings are still held on Thursday evenings with a business meeting the first Thursday in every Month. Since that first meeting the club has continued to grow, having now over 100 members and it has gone on to host a number of events (some mentioned below) as well as visiting shows as a group. Annual Dinner Dances were held at the now demolished 'Stewpony', they were formal events with a sit down meal dancing etc. and this is also where our long time member, and Chairman, Treasurer and now President Arthur Shepherd became famous for his rendition of 'When the Red Red Robin came Bob.Bob.Bobin along'. The Goodyear Rally was held on two occasions in 1971 and 72 at a local venue and saw cars attending from all over the country. Prizes/cups were donated by members and local businesses with many of the cups being used for our now closed concours. We now hold an Annual Barbecue and concours which provides good food a relaxed atmosphere and in the past seen members enjoying in a friendly game of rounders or French Cricket. Ladies nights are organised by the men and unlike some clubs are not kept solely for ladies, the most recent one being organised by John Lees at 'The Dog' in Worfield. Ladies attending are presented with a small gift and they don't have to do the washing up after the meal either!

A couple of 'Jazz Nights' have been organised and were very well attended, entertainment was provided by our member Jim Shelley and his jazz band. Tramps balls, 60's and 70's nights and quiz nights have all featured in our calendar. Talks from fascinating guests are arranged (anyone who would like to do a talk or knows of anyone who you think would provide an interesting talk can contact a committee member to arrange an evening). Chairman's runs have been an integral part of the club these take us in many different directions and sometimes in the guise of a treasurer hunt etc. with lunch and coffee stops organised along the way. Breakfast Runs, driving tests, trips to museums of interest and Christmas parties are just a few of the other things that members have been asked to organise and join in with, last year also saw the first transport festival held at the community centre. We also organise weekend events touring places of interest in our cars with overnight stays enjoying the company of like minded friends. It is very hard to keep any form of enthusiasts club going these days and year after year we hear of clubs folding or merging due to lack of support. I think it is therefore a credit to SPWCC that our club would not only be celebrating its 40th year but with 114 members. Lets hope we can look forward to celebrating another big anniversary in the future. Past Chairmen Thanks go to Albert Fullwood, who had a collection of old magazines from the club. It was interesting reading and I will attempt to produce some of the old articles over the coming months. It also enabled me to list some of the past chairmen and I think in the order that they were in office. I know Bob Taylor was not the first Chairman as the newsletters indicate it was around 1971, so if anyone has any more information can you let me know.

Bob Taylor, Bob Townsend, Alan Pratt, Ian Brough, Arthur Shepherd, Pete Roberts, Dave Groves, Pete Fox, John Davies and current Chair Roy Lyt

2017 50th Anniversary Stourbridge Pre War Car Club

Rod Jones

After owning a number of Pre War Cars I bought my Triumph Gloria D/H Coupe from my brother in 1966. I had already become acquainted with Tony Cook who had founded the Pre 1940 Triumph Club. Tony was very helpful in enabling us to get the Triumph back on the road again by putting us in touch with a chap who sold us some necessary bits for a token sum.

Tony moved from Redditch to Partridge Rd. Wollaston, during a visit to Tony's place he took me across the road to meet his friend who was a keen Austin 7 enthusiast namely David Tedham. A little while later Tony introduced me to Dennis Milner who happened by one day he also being an Austin 7 enthusiast.

Tony used to host a monthly "at home" for Pre War Triumph Owners and during the summer of 1967 asked me if I would like to join a new club. David and Tony together with Mac Grimmett had formed the Stourbridge Pre War Car Club, venue The Bird In Hand, Oldswinford, meeting every fortnight.

Among the people I met at The Bird in Hand were Bob Taylor(Daimler Straight 8) John Smallman (Bullnose Morris)Billy Hanks (Bullnose Morris)Geoff & Roger Mason (Morris Lorry & Standard Avon) Tony Cook ,David Tedham, Mac Grimmett and Peter James were of course amongst the regulars as was Dennis Milner.

After a while the club moved to the Foresters Arms, Wollaston. I remember two lads called the Handy Brothers joining us who owned an Austin Ruby. It was while we were at the Foresters that Tony Cook told me he was leaving for Australia he left these shores sometime in the early 70's I never heard any more from him.

Our next move was to the Birch Tree Amblecote, Alan Pratt was Chairman and I recall some lively exchanges between Alan and Roger Mason during Business Meetings

The next venue was the Stewpony and as well as the car events the Annual Dinner Dance held there was the highlight of the social side. The club held a number of concours at the Stewpony and I remember helping with the judging with Richard Needham 9Derby Bentley 3 ½ litre). I remember the Smallone family entered an Austin 12 and Harry Pickering a Rolls Royce Phantom 111.

In those days Bob Taylor, John Smallbone, and Dennis Milner were prominent members and Bob did a number of stints as chairman.

I believe we were under a false sense of security thinking we had a permanent home at the Stewpony as one evening mine (not so jovial host) invited us to leave using anglo saxon terms.

Once or twice we met at a pub in White Hill Kinver, until we were accepted by the KCA where the Steward's were Marg and Harry Dunn. I remember Bob Townsend becoming Chairman, he was a Riley fan and he bought a Riley Falcon from Alan Pratt.

Norman Walker was a regular attender in those days he owned a vintage Bentley and a very Spartan Lagonda an early model not like the exotic sports cars of the late 20's and 30's.

I remember Steve Lowe and John Lees joining us in the early 70's

Club members did not see eye to eye with the KCA top brass and we moved to the Clent Club for a while. I cant remember how long but many members disliked the place and I must admit it did not feel very welcoming.

Eventually we came back to the KCA, under a new regime where we were made most welcome, the club went from strength to strength.

One of our members John Ward who had several desirable motors including a Riley 9 March Special was made curator of the Patrick Collection a museum of very desirable vintage and classic motors.

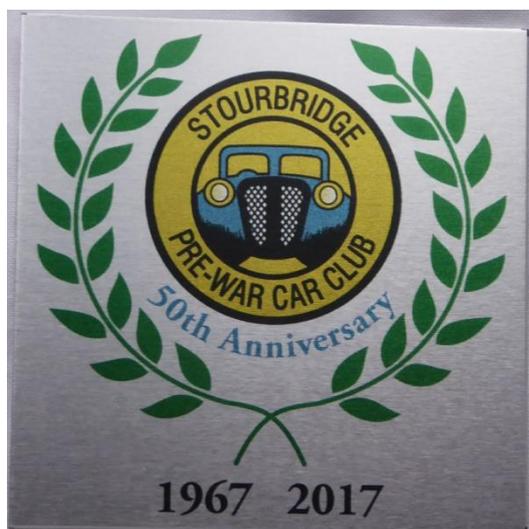
I remember in the early days attending a committee meeting at Bob Taylors house in Bagley St Stambermill, Maurice Dickens was there in his Austin 7 Box Saloon.

Our club provided a number of entries in the London to Brighton Run, Bob Taylor (Autocar), John Smallman (Cadillac) , Roger Eggington (Warwick)

I recall a number of trips to London where a group of us would cheer on our hardy comrades as they started off in the November mist for Brighton, 90 miles to go!

Our Club continues ,as healthy as ever , to organise it's own events under our hard working committee members, and attend numerous other events, keeping up the tradition of its founders. Here's to the next 50 years

Rod Jones.



Edited by Chris Read

With Many Thanks to:-

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Also Rod Jones for writing the 2017 50th Anniversary review of the SPWCC