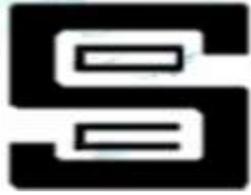
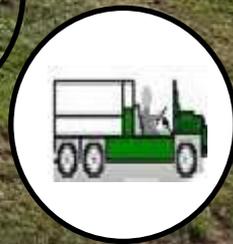
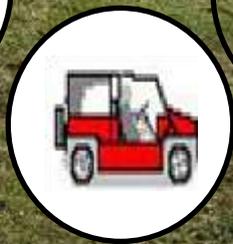
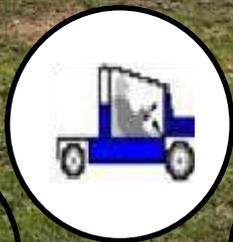


November 2017 Edition



SCAMPERS

**THE NEWSLETTER FOR THE SCAMP
OWNER'S CLUB**



The Presidents Bit

That's it then! Feet up in front of the fire for the winter whilst Scamp licks it's wounds from the arduous tasks that have been asked of it during the yearNAA! Non of that I here you say. Anyway folks another fine year, another great picnic and another great Stanford Hall, and a very wet but very great 2CV hat camp. Whilst my Scamp now lays in readiness for another rear subframe and front knuckle joints, the Scamp Christmas dinner and dance will be with us in December and I hope to organise a pre Christmas pub do at O1ershaw in late November.

A couple of things that came of the Scamp Picnic, the first, and seemed to be accepted by the majority, was the 5 mph speed limit around the campsite area. Put in place because of the danger to people, especially the children on the lower field, thanks to everyone for abiding by that. The second was the need for some to be there a day before or a4er the event. **We hire the Picnic site for the dura on of the bank holiday weekend and they normally allow us onto the site some me on the Friday to set up and allow the toilets to be delivered. So that's from Friday a ernoon un l Monday a ernoon/evening, anything before or a er we do not have permission from the farmer and we do not have public liability insurance for.** So please be aware of that in the future, we did have to reprimand one member a4er staying an extra night and driving a figure of eight into the camping field, a4er we had le4, and in direct view of the farmhouse and the road.

On a lighter note, we have now introduced a Scamp Owner's Club shop, with all of your Scamp owner's club goodies and we are looking for a budding ar st to come up with a design for a MK2 Scamp to go on to a tee shirt or any other item of clothing that you require, as we now have the Mk3 design (aka the Scamp Motor Company logo) and the Mk1 design taken from a cartoon designed by member Colin Edmonson some years back.

O.k. then that's me done, enjoy the rest of the mag and I'll see some of you at Christmas.

Your President Chris Westgate



The Secretary's Bit

Hello Scampers!

Well we are coming to the end of another year which has been full of many events. Since the last mag Tyler has passed his exams with flying colours and secured an apprenticeship tinkering with cars what else!!! Members have attended shows and club events and an immense amount of fettling of scamps has gone on which has been recorded and posted on our Facebook page. Much in preparation for the main event "The Scamp Picnic" which I am pleased to say was a great success.

Regards Nettie

Nettie's Ramblings

My last ramblings finished with Martin at full speed on Florence's rebuild and she was coming along nicely until Martin sustained an injury to his back. How??? We're not sure but after further investigation the verdict was a trapped Sciatic nerve. After medication which didn't really help we resorted to a chiropractor. This has been quite successful and he is back at work!!! But this meant no picnic for Florence but I am sure she will be there next year!!!

The Scamp Picnic

I had been busy for a few months organising the picnic. The site and toilets were booked all the paperwork was in order we had an agenda and were all set to go. All we needed was some good weather and for lots of Scampers to attend and get involved!!!

Friday morning, I was up bright and early checking the van and loading all the club stuff so finally we set off. It was sunny and traffic did not seem to bad but one should never take things for granted! Many of you will know what is coming next about an hour into our journey we hit horrific traffic and that slowed us down considerably. Then the toilet man phoned me to ask where did I want the toilets? He could see lots of vans and cars in the field

then began a discussion about where to place them. But hold on a minute they were supposed to be delivered at 8 o'clock well I just do as I'm told came the answer ... last delivery it say's on my sheet.

We finally arrived late afternoon to the site already brimming with vans, tents and scamps a good sign for the weekend. After finding a flat spot we set up the van and the kettle went on!!! After a refreshing brew I went for a walk to say hello to all the scampers who had arrived which was a considerable number. A fish and chip supper followed with a glass of coke which was much needed by then it had been a long day!!! A few more hello's as more scampers arrived then it was off to bed.

Saturday arrived bright and sunny and warm. After breakfast I began my walk around the various vans and tents greeting Scampers and collecting subs and camping fees. With campers arriving throughout the morning it was very busy on the bottom field. Already lots of scamps had been offroaded and visited the trig point. Around 11 o'clock our President Chris Westgate arrived and set up his van. After a catch, up on the agenda for the weekend I went off shopping for the BBQ food and other essentials!! On my return more, members had arrived including Matt Parker and his son Frazer (he bought Dougal from us earlier in the year and has done some fettling on him and he is looking good) along with Robin Waite and his son Ewan from deepest Wales!



It was now late afternoon and my stomach was telling me to have something to eat! After a sandwich and a brew, it was time to think about preparations for the BBQ and buffet. Whilst our (esteemed president) Chris, Mike Smith and Rob Keen began putting up the club gazebo and set up the BBQ ready to cook the burgers and bangers, I began putting out the rest of the food inside the gazebo with Kieran (Bingham) who was very helpful and is good at chopping up veg! By now Mike and Chris were barbequing and the smells were making me feel hungry! Soon we had burgers, sausages and chicken ready, first came all the youngsters then the adults. All seemed to be enjoying the food sitting eating and chatting in the sunshine. After everyone had eaten and a general tidy up I went for a walk around to chat with everyone.

This is one of my favourite things about the picnic as I get to see some of my scamp mates who I have known for a long time, one over 28 years and I have seen his children grow up and come to events. And now they have their own scamps and bring their children it is so good to see.

By now it's late evening and the babies are asleep, everyone's relaxing with drinks and chatting and some of us more mature members are in the

gazebo drinking and chatting and passing round the nibbles!!! After a few hours tiredness overcame me so I said goodnight and retired for the night.

Sunday morning 6am!!! What I hear you say? What about a lie in? Well I don't sleep so good Old Age so that's my time to have a brew and maybe read a book for a couple of hours till Martin's awake and its breakfast time. It's another lovely sunny day and I can hear lots of voices and smell lots of lovely smells! Today some of us are going out for a trundle on "Mikes magical mystery tour" he does this every picnic as he knows the area very well and we always have a great time! At 10.30am we set off in convoy our destination a closely guarded secret! After a few detours we arrived at our destination.

Parking up we all walked to the canal side where there were lots of barges moored up. They were all selling trinkets and goods of some kind after a walk along the tow path and a peruse of these goods it was time for tea and cake from one of the barges. It was very pleasant sitting in the sun having my tea and cake. Walking further up the tow path we



came upon more barges selling their goods one particularly caught Chris's eye. The couple on this barge were producing mugs with pictures of animals etc. Chris asked if they could put a picture of one of our Scamps on a mug, how long it would take and the cost? If we had a picture with a high enough resolution they could transfer it to a mug. Half an hour later we had two mugs



By now it was late afternoon and I was feeling a little hot and frazzled, I hadn't put on any sun tan lotion I paid the price over the next few days. I won't do that again! So, we set off back to Coney Green to get ready for the Scamp judging. Arriving back at the site it was a hive of activity young

scampers going off-roading in their buggies others with their parents in scamps, lots more chilling and relaxing. Judging was due around 6 o'clock so just time for Chris, to get everyone lined up and the scamps numbered whilst I gave out voting forms and pens. Once everyone had voted it was time to collate the results again Kieran came to my rescue!!! With the aid of his trusty laptop and his fast typing the votes were counted and collated and the results were in!! Now I could sit back and relax and wind down, after some food it was time to join our fellow scampers chilling in the gazebo. I had prepared a quiz just for a bit of fun, more scampers joined us and got into teams. Everyone who took part seemed to enjoy it and the winning team which included Mike and Kieran

enjoyed a few beers for their efforts!! After a few more drinks I retired to bed tomorrow was going to be busy as there would be lots to do!!!!

Monday morning arrived all too soon . A walk around the site to check on everyone and check they knew the times for the prize giving and AGM. Back to the van for some breakfast and to check I had all the trophies to give out and a list of winning Scamps. A little later Chris came over and we began to take over the trophies, raffle prizes and winners list. We set everything up on the table and then it was time to begin!!!



Chris was the first winner for his Mark 1, next James with Pea his Mark 2, Lynne with Pepe her Mark 3, Mike with his Mark 4 (Yellow Peril). John Cople had to get the 6-wheeler as his was the only one there! Leanne got Best of the Bunch with her pristine Scamp and Best Young Scamper went to Joseph Mee. The Broken Spanner went to John Cople whilst the award for Ugly Duckling went to Rob Keen and it rather upset him! The final award for Furthest Travelled after much deliberation went to Mick Rawstron.

Next, we had the AGM. Chris myself and Tyler were re-elected to our positions. Thanks, were given to Mike and Wendy and those who had helped and organised over the weekend. Discussions were held about re-instating Best Under Bonnet and Best Off-Roader for next year and a new category Young Scampers Broken Spanner! Coming events were mentioned including Cholmondeley Hall and the Christmas Dinner.

And finally prizes for all the children as they had taken part in the quiz I had given out and the raffle with Chris had his 'mystery' parcels and lots of other prizes!

Then it was time to pack up and get on our way!!! Over the next couple of hours, we said many "Goodbyes" and "See you at Stanford Hall" or at "The Christmas Dinner"! Finally we were all packed up and ready to go!

Junior Scamper Birthdays

Last month young Jenson Worth had his 8th birthday and this month Conner Copple 14 Charlie Stephens 14 and Frazer Parker 7

Happy Birthday Conner Charlie and Frazer

Your Secretary Nettie Spindler



Scamp Awards



Best Mk1 - Chris Westgate
Best Mk2 - James Worth
Best Mk3 - Lynne Scipio
Best Mk4x4 - Mike Bingham
Best 6 Wheeler - John Copple
Best of the Bunch - Leanne Worth
Best Young Scamper - Joseph Mee
Broken Spanner - John Copple
Ugly Duckling - Rob Kean
Furthest Travelled - Mick Rawstron

Editors bit

Once again the year draws to a close with many new scamps having emerged from the undergrowth from hedges and barns as well. Having just had a wet Hat Camp the year draws to a sad close with just the Christmas Dinner le4....Yes Christmas! There maybe another pub meet soon at the castle o1ershaw just dependant on the organisa on. Hopefully over the winter my GT3 will have all new Cones with all round hilows as this year at the picnic I mainly

got stuck due to my scamp being to low. Watch this space.
Hopefully my future is secured with an appren ceship (again)
working on cars new and old. Watch This Space. If Anyone has any
thing they would like in the Scamp Shop feel free to ask for the next
mag.

Your Editor

Tyler Hughes



The Scamp Shop

Due to popular demand for Scamp related clothes a Scamp Shop has come
out of the works and into new light.



Available From Andrew MacLean in any colour
and size:

- Fleeces
- T-Shirts
- Sweatshirts (Large Logo)



Available From Chris Westgate the T-Shirt and Logo
is available in any base colour:

- Zip Fleeces (£25.00)
- T-Shirts(£15.00)
- Polo Tops (£17.00)
- Mugs (£7 Plus Postage Contact Mar n and NeHe

Spindler)



Available From Pete Hughes in any colour or size
(prior arrangement) Some Stock Held:

- Hoodies (£21.50) -T-
- Shirts (£15.00)
- Polo Tops (£17.00)
- Baseball Caps (£10.00)
- Beanies (£12.50)
- Zip Fleece (£25.00)
- Kids T-Shirt (£10.00)
- So4 Shell Jacket (£POA, Hood Op onal)
- Mugs (£7 Plus Postage Contact Mar n and
NeHe Spinder)

The Scamp Motor Company

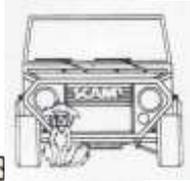
I am pleased to hear the Scamp Motor Company is again producing Scamp frames. So if you require a new Scamp body please don't hesitate to contact Andrew MacLean.

details below.

All panels and frames are available please note hoods are not

Andrew MacLean
The Scamp Motor Company
Home Grove Nurseries
Wallage Lane Rowfant,
Crawley
West Sussex
RH10 4NL

Telephone:
(01342) 715088



Telephone:
(01342) 715088



Scamp Picnic

Scamps are very good kits cars. I like the way they were made and how they're good at off roading .The owners are very good at looking after them and keeping them alive throughout the years. I've named all of the scamps ours is called Jellybean . I think its cool to go off roading and driving through puddles as deep as a metre, we did it in Jellybean except there was a hole in the floor and it flooded and the engine went steamy. Any way that's what scamps are made for!

These are the names I've given the scamps (although some of them were already called these)

Ma1 Parkers is called DOOGLE.

Ours is called JELLY BEAN.

The yellow one with the red roof is called THE KING

The blue one with the orange stripe and the roll cage is called PEA

The black one with the skunk on the bonnet is called MIDGET

The orange one with the 2 black stripes going down the middle is called ORANGINA

The black scamp with the van back end is called MIKEY

The scamp with the wood on the side is called WOODY

The 4X4is called MOO because of the horn

The silver 1 and the name spike on the side is called SPIKE

The green one with 6 wheels is called GENERAL LEE and sadly thats all I know.

our scamp in the past

Our scamp was once white and had 6 wheels and was owned by Ma1 Parker.

our scamp in the future Our scamp is now orange with four wheels and is amazing, like all scamps are. My Mum and Dad even had it as their wedding car! One day I will be able to drive it.

Ewan Waite age 9.

the scamp with the wood on the side is called WOODY
 the 4x4 is called moo because of Horn
 the silver 1 with the name spike
 on the side is called SPIKE
 the scamp with the green paint job ~~is~~ and
 6 wheels is called G
 And sadly thats all I know.

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 6 wheels. And owned by matt parker

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 wedding car. [↑]
 Ewan has I be a besodrick
 the one

Name: Ewan Waite
 Age: 9
 Scamp's mark 1
 name of auto 3019 penn

Scamp
 Scamps are very good bit cars. I like the way
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these are the names of the scamps I've
 given (although some of them are already
 called them)

Matt parker's is called DOOGIE
 ours is called JELLYBEAN
 the yellow one with the 6 wheels is called
 the blue one with the orange stripe going
 down the middle is called BOB
 the black 1 with the SKUNK on the hood
 is called MIDOT.
 the orange 1 with the black stripe is called
 General LEE
 the black one with the van rack and is
 called MILEY. please don't
 please don't



Picnic Pictures



Picnic Pictures



Picnic Pictures



Picnic Pictures



Hat Camp



Stanford Hall



The RTV History Continued!

By May 1991 the Harper Adams students and staff had a fully built and road-worthy Ford Sierra based RTV, clad in aluminium panels all nicely painted blue, by SF Body Builders, Church Stretton.. They built 2 more similar frames to be used for stress testing and decided that the 40x40x2.5mm steel box-section tubing wasn't man enough for the job and redesigned much of the chassis frame in 40x80x2.5mm steel box section tubes and at the same time made the rear load area square to simplify and reduce costs. They were then contracted to construct two more frames to this stronger specification..... Now, bewildering to me, considering their last expensive fiasco, the project was shifted back to Spyder-Sport who, pulled up their socks and upgraded the Ford theme to larger, more robust

Granada Scorpio running gear with Cosworth LSD's back and front whilst keeping, the now stock, Ford Endura 1.8 non-turbo Diesel and



Automatic 4 speed gearbox. Also at this interjection, new partnerships were developing and a new company set up to tackle some of the expected mass-production sales....called...very imaginatively, but confusingly.... RTV Sales Ltd.! Now, to me, this is where it gets extremely complicated and confusing, not just with 3 or 4 Limited Companies headlining the show, sorry, forgot to mention....Anglo Russian Sales Ltd. and Techno-Transfers Ltd.,, but 4 businesses building the RTVs! Neither Harper Adams, nor Spyder-Sport had the in-house facilities to fabricate and paint aluminium bodywork, or make anything that needed heavy machining, so this was all farmed out, by Antow, a delivery courier based in Redhill, Surrey, to RF Body Builders, mentioned above and Prior Engineering, Nuneaton, Surrey. Shame I wasn't contacted to get involved, as there were many similarities to manufacturing Scamp Chassis frames and aluminium body panels, perhaps they were looking at higher volume mass production. Scamp manufacturing was busy, in its own small way, making Scamps, frame numbers were up to almost 300 by 1994, and more

if you include prototypes and Jiminis, with the recent acquisition of the Jimini moulds from David Cameron....and a manufacturing franchise sold to the Nigerian Government and companies in Jamaica and Barbados.

Ford based RTVs now numbered about 7 and two part built chassis frames and an escalation £150k in costs, probably much more! I couldn't afford to spend that amount in developing the Mk3 and Mk4x4 Scamps, yes, I know, it shows and we didn't use any Grants, sponsorship, or borrowings, and, we gave away a Scamp frame, to DVLA for use as a training tool at their Bristol based Training Centre, under the orders of my late friend Dr George Reid and... they liked it!. We also loaned the DVLA Peter Simpson's very dry Scamp Mk3 SWB, for a few weeks and they loved that too! Both were used training SVA testers, and was free of charge, with a massive written report of their conclusions, but no "MAC" Certificate. Very impressed they were! But! Too many sharp edges, so they came up with LGVSA, just for Scamps, I like to think, but, perhaps, for other commercial kitcars too. It would, however, still require a collapsible steering column, self adjusting front and rear brakes and have to comply with interior sharp edges and projections etc. The only other Kit Car manufacturer, to my knowledge, to assist with SVA training at the time, was Gerry Hawkrige from Hawk Kit Cars. I met Gerry many times over the years at various STATUS events and meetings and approached him to make the "Scamp" Jimini body-shells for me, but at the time his lightweight Mini Sprint replica was under scrutiny from BMW. They forced him to stop production, due to copyright infringements. Thus the "Scamp" Jiminis were to be made by Fi-glass in Edenbridge and numbered about 24 including a new set of moulds being shipped out to Barbados for franchise production out there (instead of Scamps!), but that's another story. Later Jimini production had to be sold on to Beacon Group, West Midlands after Fi-glass went bust! I very much regret Maximum Mini 2 comments on my several years of Jimini production and spelling my name wrong! Several times!



By June 1991, RTV Sales Ltd., from what I can only conclude, by reading through some of the huge pile of solicitations and confusing Faxes toing and froing, thought they owned the manufacturing rights to the RTV. They had invested much of their own funds and efforts into the project and perhaps had secretly, or not so secretly, developed a Lada-Cossack based RTV at Harper Adams and Spydorsport? Confusingly

there are so many solicitors involved and reams of Business plans and projected sales figures and of who would get how much for each



sale. Reading through some of the many hand written Fax letters, some in German with hand-written translations, it is far too complicated to understand how and why Spydorsport and Harper Adams had been contracted to develop a Lada based RTV with or without consent or knowledge of Lawrence

Hawgood? But good to see at least another few RTVs and by now prospective sales were expected to be flowing and flooding out of East Germany, via the Trabant or Barkas Factories andRUSSIA!

The Lada RTV should really have been the pinnacle of development. The one-off, pre-production prototype was based on a brand new Lada Niva 4x4 and utilised both front and rear Lada axles, suspension and steering. Peugeot 1.9 Diesel coupled to a 3 speed GM auto-box. It might even have gone into production at the Trabant Factory in East Germany. Lawrence attended the Leipzig International Motor Show, displaying the Harper Adams built, blue Sierra RTV and selling it whilst there to either the Trabant car Company or Liaz, or Vas. However, after the wall fell down in 1989, much of East German industry was slowly being relocated to Russia. A year or so, was taken in the planning of RTV production facilities at the defunct Trabant and Barkas Works. I have a unique "Barkas" RTV sales brochure in German! However, the Factory contents were also shipped one weekend, by the army, back to Russia. Techno-Transfer carried out a mammoth task of translating the proceedings of the three/four languages! Then, shock horror, as mentioned above, Anglo Russian Ltd., had their own copied version of the RTV and were going to set up Lada-based production in Russia! I have a photocopy of their sales blurb in English of this new "Puma" RTV.

I cannot find any records of how many were actually manufactured, but, there was mention of a Russian DVD of Russian Built RTVs! Lawrie tells me that they had trouble getting Lada parts and would have had more troubles obtaining the non-Lada running gear from Peugeot and GM! Lawrence put up a good fight, trying to secure royalties and copyrights to the Lada based RTV and tells me it cost over 12 months of solicitations and about £100k in court fees and solicitors. The Russians

agreed to stop production and probably couldn't have produced many, due to lack of parts, strikes and other issues. So stalemate? Such a waste

of funds and such a shame. £100k would have gone a long way to producing another few pre-production prototype Lada or Ford Granada Scorpio based RTVs?



Lawrence was out of work for a while during the 90's, whilst still funding interest and development for RTV from his own pocket. His plans for RTV were to take it to the highest level of development and find a UK based manufacturer to take it on and build thousands of them! He worked for Foers Engineering for a short while, in sales and marketing, met up with Engineering Development Company under the hands of Terry Stanger and Dennis Adams (Adams Rotrax, Marcos Car designer). He also approached the recently, 1996, re-established Reliant Motor Company, (Helpcarry Ltd) with an idea for a fibreglass RTV cab. Reliant was under the new command of, ex Jaguar man, Jonathan Heynes, who was so impressed with Lawries CV, that he took him on as his number 2. Reliant were hopeful to be pioneering a new range of electric 3 wheelers (two wheels at the front for better stability and braking!!!) with fibreglass bodies, aluminium chassis, oil-less transmission and lightweight hi-tech batteries, alongside the now very dated, but revamped old faithful Reliant Robin! There were also murings and sketches of a new Ogle-Designed Bond "Resort" Bug, perhaps a 4 wheel Bond Bug, both petrol and electric versions. I have a unique artist impression on file. And a revamp of the Reliant Ant and Sprint. Work at Reliant was only for a couple of years, as the company floundered again and another take-over consortium loomed.

In 1995/6, a business Angel arrived to scoop up the RTV remains. Wealthy landowner, politician, psychiatrist, entrepreneur and provocateur of Wind Power for Wales, Dr Daffyd Huws, poured funding and enthusiasm back into RTV Ltd., buying the prototype Ford Granada Scorpio based RTV and threw all his ideas in a mad rush for full production...for a Welsh RTV to be named Merlyn! I have loads of sketches of his proposals and of prancing Welsh ponies, their new Logo! At the same time Stanger and Adams were onboard, both very well experienced with manufacture and marketing. But, very sadly, it all eventually folded in late 1996 without any more RTVs being produced. Daffyd was refunded with remunerations in the forms of the other prototypes, the Red Escort RTV, the Sierra RTV and other unfinished frames and projects. Two of these unfinished Ford Sierra based projects are now with Tom Floyd, a farmer and gamekeeper on Dartmoor. The other RTVs are, hopefully being looked after by the late Dr Huws's family in Wales.



In 2013 Lawrence broached me to see if I'd be interested in taking over what was left of RTV Ltd., Lock, Stock and Barrel, expired patents, blueprints and all its history, but no vehicles or jigs. 4 years later, I am still, painstakingly, sifting through the jumble. I collected a garage full of RTV spares to begin with. A few dozen, 15x13x4" PCD white, 8-spoke, Weller Wheels, no tyres, and crates of other Mini RTV mechanical and chassis parts. There were huge numbers, hundreds, of some parts, such as extra long throttle & choke cables, boxes of battery earth straps, extra-long, Mini auto gear-change cables, handbrake calipers and forward-control steering boxes! All useless for anything other than a Mini based RTV. About a couple of years later, I went back for the paper-history, a whole Transit van full, so about as much paperwork as spare parts! I have been busy sorting it all into boxes of solicitations, invoices and bills, folders and files of business plans, facts and figures, memos, estimates of facts and figures and more memos and a lot of private stuff. Mr Hawgood was an Accountant, unqualified, hence, I assume, lots and lots of figures and reams and reams of calculations and sums. And much of it is in eye-watering SHOUTING capital letters!

It's been interesting looking through the photo history, as I discovered 2 more mystery, unpainted, Mini based RTV's and they are with the Harper Adams Ford Sierra RTV's, so probably built at the same time in 1991/93. They share the same simplified Ford chassis frame and larger centre bearing, but are totally Mini based with 4 x disc-braked Mini hubs, rubber-cones and Triumph Herald diffs at each end, as per the Mandry RTV's! One of these quite unique RTV's now resides with Mini enthusiast extraordinaire Ian Sims from the Isle of Man and is in splendid fully functioning condition with hydraulic lifting rear deck! A photo restoration of Ian's RTV can be seen on his website dedicated to all things RTV theroughterrainvehicle.co.uk. I was glad to be able to sell Ian a whole bundle of Mini based RTV spares, relieved to reduce my huge mountain of spares. And I had the great fortune to meet up with Ian on my trip to the 2016 IOM Classic TT with my good friend John Oliver on his bomb-proof 1954 Triumph Tiger 110 and me on my ridiculously unreliable, 1966, much modified, dirt-track-racer, 750cc Bonneville Bobber. My machine threw off its exhaust, on one of its many tantrums, and Ian thankfully had welding facilities, along with an amazing museum of Minis including one of the first and last and a most unique Mini based RTV!

Quite a sad story that deservedly should have gone on to be an amazing success from the beginnings of Mandry's marvelous and much televised Mini RTV to Lawrence's, much more televised, World Record Holding, Blind-Run RTV, modded and improved Super Scorpio RTV and then the Russians! I am so proud to be a very small part of its history and even more proud to be putting a Scamp mark back on my Mini based RTV's. It



has gone full circle and good to see RTV and Scamp side by side again, 30 years later! Lawrie, now 70 and retired to Austria with his wife, a house in Greece and a flat in Croydon!

I hope to see him again soon and try to prise some more RTV stories and perhaps find that DVD of the 3 Russian

RTV's. However, all said and done, I can't help thinking...how basic the square tube, Scamp-like frames and angle-iron doors, external door hinges and flat glass, how 1980's

Kitcarish, and so similar to the heavy, dated, 2-wheel-drive, £3m McLaren Ox and yet for a tenth of the price, THE Rough Terrain Vehicle, four wheel drive with a Twist? The very first Rough Terrain Vehicle? Well done Mr Lawrence Hawgood!



Arcle By Andrew MacLean



Scamp sightings



Retro Rides Show – Shelsley Walsh – 2017



The Scamp Owners Club **Diary**

New events to come, as dates are finalized.

Christmas Dinner

2/12/17

This years Scamp Owners Club Christmas Dinner is being held again at the Best Western Yew Lodge Hotel, 33 Packington Hill, Kegworth, DE74 2DEF.

Cost of meal £24.95 per person, £10 deposit urgently required by Nettie by 12/09/2017, if you require a room please ring the hotel 01509672518 and mention your are part of the Scamp party to get a double/twin at £95 including breakfast (be quick they are going fast).

Contact Nettie on 07949054635 for payment details.

Theme - Boogie Nights 70's, 80's to present day



Tempted By A MK3?



SCAMP



**THE NEW SCAMP
MK3**
*GOES WHERE NO SCAMP
HAS GONE BEFORE*
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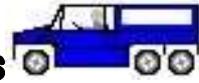


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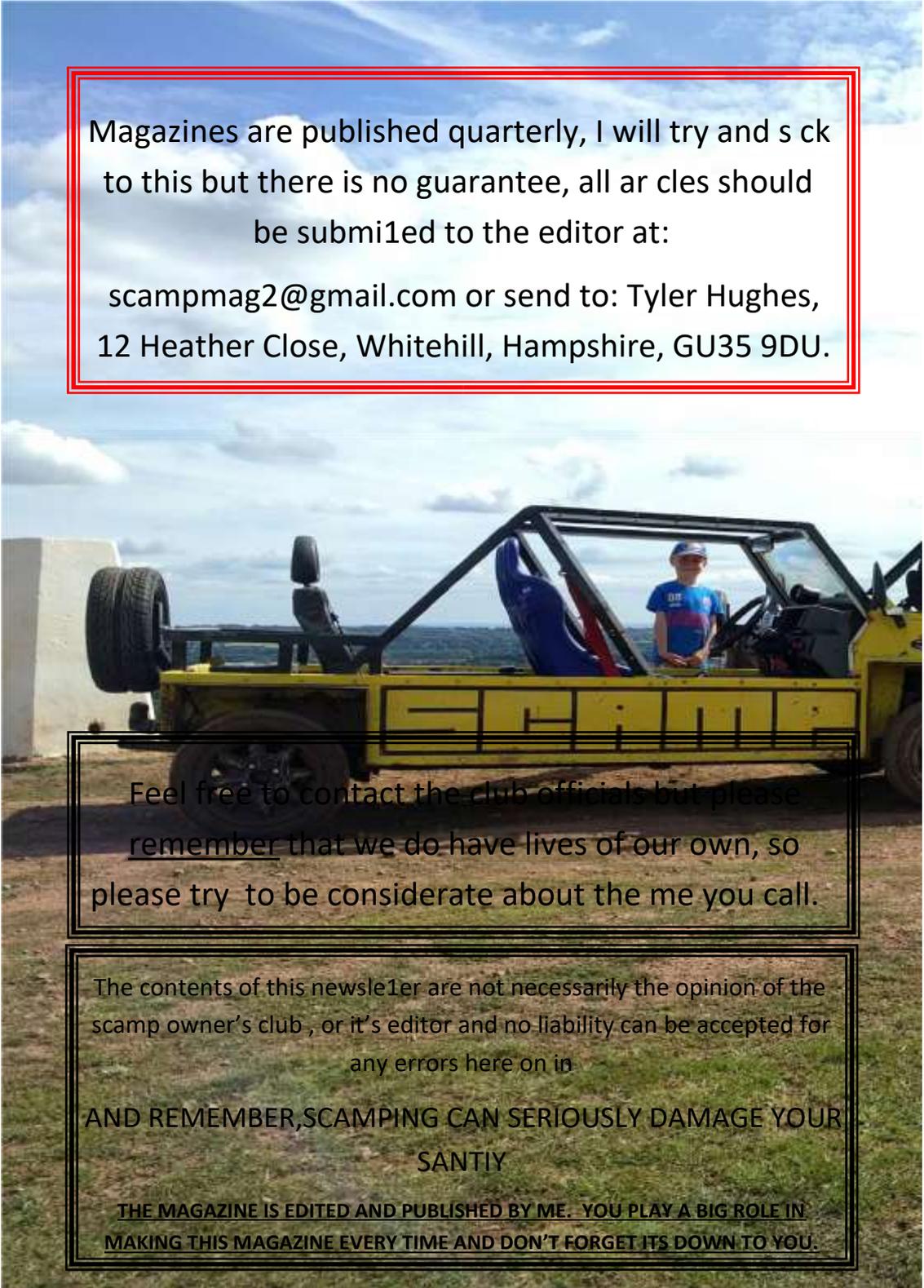


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Feel free to contact the club officials but please remember that we do have lives of our own, so please try to be considerate about the time you call.

The contents of this newsletter are not necessarily the opinion of the scamp owner's club, or its editor and no liability can be accepted for any errors here on in

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SANTITY**

**THE MAGAZINE IS EDITED AND PUBLISHED BY ME. YOU PLAY A BIG ROLE IN
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