



# The Locust Position

The newsletter of the Locust Enthusiasts Club

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## LOCUST PASSES S.V.A.!



Test report  
starts  
on page two

Yes, you are looking at the first Locust to successfully negotiate the Single Vehicle Approval test. The test report which starts on page two will hopefully encourage some of you other struggling builders that all is not in vain.

Bob Fenton has successfully claimed his fifty percent test refund for his efforts and don't forget there are two more refunds available to the next two builders to brave the test. If you are currently building, don't forget that the exemptions for vehicles started before 1st January 1998 run out at the end of the year so if you need to take advantage of these, extract digits now!

# Congratulations to Bob Fenton on being the first person to obtain an SVA pass for his Locust.



This is his report on the test.

The dreaded test day had arrived – Wednesday 28<sup>th</sup> April at the Yeading test Centre in West London. I had done all that I could to prepare the car using the many articles published in Kit Car and similar magazines. (I didn't have an official manual). But just how do you test brake balance percentages and the noise output without expensive specialist equipment?

I had put on the application form that I wanted an afternoon test appointment. This was to allow me to get to Yeading from Harwich over a leisurely morning drive. The confirmation of the test arrived with an 8AM appointment! I don't know why they bother asking what time would suit if they just dish out appointments anyway.

I didn't fancy actually driving the car round the M25 in the early hours of the morning so arranged a trailer and set off at 4AM - a time I hadn't seen for many a year.

The test Centre is next to a Tesco store, but don't hope to get a breakfast there. It doesn't open till 8 o'clock. On the site of the Centre is a mobile 'caff' and this serves a decent bacon butty and a cup of tea. I arrived at Yeading before 8AM and the lorries were already lining up to take their tests. There was plenty of space to park trailers and to have a little test drive to settle brakes (and nerves!) before being called to the test bay.

There was a good atmosphere with other lesser cars such as Westfields and Caterhams, a Cobra clone and a gaggle of personal imports, all lining up for tests. The 'kit car' guys were all chatty, and I learnt that the Westfield man was in for a re-test having failed on brake balance and brake hose mounting to the front callipers. It was clear that even with a 'kit in a box' build you could go wrong! I didn't fancy my chances with a total 'Bitza' build-up which is the essence of Locust construction. However, having been through the system it is time to ease a few fears that you may have.

The guys who do the testing were helpful and willing to listen to the problems that you have when a car is not a standard kit. They have seen the popular kits which just bolt together by the dozen, but are more respectful to the owner who has actually MADE the body and scraped all the bits together to make a working vehicle.

The man who conducted my test did it with, quiet professional efficiency and it was

clear that he was not out to fail the vehicle. Nor were the testers mere bureaucratic robots. The ones I chatted to had a background in the motor trade or were enthusiasts in their own right. There is no rush to push the car through the test. They only seem to do two a day on SVA work, plus some re-tests. So you will have time to sort out minor problems as they are spotted. The whole atmosphere is a relaxed one - a cup of tea in hand and a bunch of tools in the other is the order of the day. A few tie-wraps are a good idea as I soon found out. These examiners don't miss much, so take heed over the quality control during the build.

**THE TEST:** My test started, a few minutes after the appointed time, when the tester came over to inspect the tyres. I have a ragbag of tyres from all parts of the world as my good wheels and tyres were too wide to stay within the front wings. This set-up would have failed, so narrow Escort wheels did the trick. He wrote a few notes about the tyres, and then started a methodical poke around looking at the general presentation / construction.

It was at this point I brought up the question of exemptions as I could see the tester taking an unhealthy interest in the so called 'projections' inside and outside. A disagreement was on the cards as the tester wanted to know the date the 'kit' was supplied.

I found it a long-winded explanation to get over to him that the 'kit' did not exist as such. The way of going about a Locust build was not like your average kit-car.

I was armed with a letter from WRV stating the dates on which they had supplied the various bits including the chassis. The tester seemed happy with this until he floored me with the statement that the date of the kit would have to be the 'LAST DATE of the LAST ITEM supplied'. This was clearly nonsense! I argued that the 'regs' stated that the supply of major components such as the chassis or body was the date to go by. (The issue of the date of the body is tricky as it is not supplied in any form, having been built from plans — so why can't the date of the plans/design be the operative one?)

At this point the examiner disappeared for twenty minutes, when I assumed he made a phone call to HQ for advice. It must have been impossible to get an answer because he came back with the news that the test would proceed and a ruling from 'on high' would follow. This did nothing for my state of mind and I knew that I was in Fail Mode unless the exemptions were granted. In due course the ruling came through. The date of the chassis was the one to go by.

I didn't say to the examiner 'I told you so'. His attitude relaxed somewhat from then on.

Be warned that you may not get the same tester or indeed go to the same test Centre. Be prepared to argue your ground. Take EVIDENCE of your dates if you are relying on the exemptions. Remember, time; is running out if you need to take advantage of this.

The following are observations which may help when you present your car. I hope an item by item approach will not make for dull reading.

**STEERING:** The standard Escort column with two UJs was OK. The examiners don't measure the angle of articulation. They only make a visual inspection to see if the angles are about 10 degrees and that the column would fold up in front end shunt. Without exemptions you will need to be selective in your choice of steering wheel. It will need to include an energy absorbing boss and radiused edges. Driving over a pit, the examiner then goes below to inspect items like brake pipe runs, the fuel pipes and general construction quality.

**SEAT BELT MOUNTINGS:** These come in for very close scrutiny. The bolts must be high tensile and the nuts must be captive. A 'gizmo' is used to measure the upper mounting height. I bolted an extra bar across the back of the roll bar to act as a guide for the belts as the height of body of a Locust is too low to find a convenient mounting. (I will scrap the whole arrangement and go back to the original arrangement so that a tonneau can be fitted without the belts coming to a point above the body line.) Note that in common with all bolted fixings, the bolts must protrude right through the nut (and show two or three threads) to comply with their version of a 'secure' fastening.



**WINDSCREEN:** I had cheated by fitting 'Brooklands' screens to my 4-wheeled motorbike. None of your 'nancy' windscreens for me, thank you! It also neatly avoided the nightmare of wipers, washers etc. However, a tool was used to measure the height of the screens relative to height of eye. The tester then told me that, "according to the book", I needed a demister! He was not joking. At this point I folded the screens flat with the body. This seemed to confuse him. There was another trip to the office. The tester returned with the news that, "in this mode the screens did not exist and so did not need demisting".

It must have been about this time that I could see the whole process was in some danger of descending into a farce. The good side was that the interpretation of the 'regs' seemed to be very much up to the examiner on the day. Much depends on the builder's appreciation of the regulations. Knowledge is power.

**SPEEDOMETER:** I used a four speed Escort' sport box driving a Spitfire speedo head. I noted that it had printed, in tiny numbers, 1000 on the dial. This apparently means 1000 revs per mile. Ford boxes like mine have a speedo drive gear to give 1000 rpmile also so I hoped the two would match - they did. The rolling road test for the speedo will give a print-out of the actual speeds up to 70 mph. I had 'lowered' my car to such a point that it only just went on to the rollers. I asked what would happen if a rolling road test was impossible? The answer is to chase your car around the test Centre followed by the examiner in another car. Highly scientific! I have included the print out from the speedo test. I was surprised how accurate my 25 year old, uncalibrated, speedo was.

**SPEEDOMETER TEST DATA:** Just for interest the following are figures from the rolling road at Yeading, using an uncalibrated Spitfire instrument driven by a 4 speed Escort Sport gearbox. 155 x 13 70s on Escort rims were used at 24 psi.

Indicated by speedo	Actual Speed
40 MPH	38.3 MPH
50 MPH	48.1 MPH
60 MPH	56.9 MPH
70 MPH	66.5 MPH

I don't know why 30 mph did not appear in the figures as I thought this was one of the critical test speeds. Perhaps a Locust won't go that slowly?

As recalibration costs between £45 and £65 depending who quotes, it might be worth while taking a chance if you can get hold of similar instruments, gearbox and wheels.

I found this test a little worrying as my car had never been so fast. The only opportunity I had had was driving it on quiet housing estate back – roads when no one was looking. Certainly, I never got close to 70 under those conditions. I just hoped nothing was going to fall off / burst when the test was under way!

**EXHAUST EMISSIONS :** My 1600 X—flow was exempt from the full works testing. The examiner only looked for smoke. A good thing is that this test is made right after the rolling road so the engine has had a chance to get hot after going to 70 mph for a few moments. Specialised Engines Ltd. of Grays in Essex were able to date my block from the cast - in numerals. In fact, they could tell me the approximate time the block was cast by the clock-face cast alongside the numbers. If you are having to present a newer engine like Pinto using twin 40s, then I think you would have trouble meeting the emission standards. However, I don't know enough about this to be sure. My local, friendly, MOT station testers tell me that no Weber twin — choke side draught carbs stand a chance of meeting the age related standards on more modern blocks.

**BRAKES :** The standard Cortina fronts with standard pads and shoes and Escort rears did the job. Because my car is so low, they could not get the rear wheel on the rollers and thus establish brake balance and efficiency. From a dusty box hidden in the office an ancient Tapley Meter was produced. The examiner then gave the car a run outside on a test track and stamped on the brakes. He seemed satisfied with the result. I don't see how balance can be established from this and, like a fool, I queried this point. After some discussion it was decided to do a brake lock - up test on the track. I said I was happy to do this while the examiner observed which end locked up first. I gave it 'full welly' down the somewhat gritty track and stamped on the anchors. I slid to a halt in a cloud of dust and burnt rubber. The examiner seemed happy with the effect.

Next job on the brakes was the handbrake hill test. I neglected to ask what the gradient was, but the handbrake held the car from rolling back while the tester made a few well timed bounces in the drivers seat just to make sure it wasn't a fluke.

**MIRRORS:** I found this one of the most difficult items to get right. The method of testing the area of visibility requires a very large space and assorted poles and marks on the ground. A 15' x 12' garage does not compare well with the acre or so of tarmac at Yeading. After trying three sets of mirrors (bullet type - pretty hopeless, mirrors on stalks — vibrate like hell) I had to settle for 'sports' type mirrors very similar to my Peugeot 205 GTi road car. Only the 'bullet' type is in character with the car.

The examiner was not happy. He did his best, but as I had no windscreen frame on which to mount the mirrors in a high location, much of what he saw was the rear wing. However, all was not lost. I had brought all the alternative mirrors mentioned above. He suggested that I put the wobbly stalk mirrors on. I did this and he was happy even though the vibration from the engine would make them shake. The point here is to show that a decent attempt at meeting the 'regs' has been made and take along any alternative types you may have tried - or fit a windscreen and high-up mirrors.

**NOISE:** How many builders have access to a decibel meter? It was guesswork on my part on the level of sound emitted. The test is carried out on the huge tarmac area. This is to ensure there is no reflected sound from buildings etc, The meter is placed carefully according to the formula in the 'regs'. My exhaust from Custom Chrome passed with two decibel decimal points to spare. This seems a bit close to me - but a pass is a pass.

**LIGHTS:** The tester works his way through all the functions of the lighting system. Items like the rear foglights must only be on with dipped headlights. This is easy enough to do with a relay off the dip beam circuit. The testers are no longer looking for 'E' marks on lenses (or mirrors for that matter). But there is a need to watch the angles of visibility. I had to fit ugly motorcycle stalk indicators on the nosecone to get the required 45 degree visibility.

Headlight aim is tested on the familiar instrument found at MOT stations. I had set mine up in the time—honoured way by drawing lines on the garage doors. It worked. The tester said they were quite accurate. However, I feel it is better to get them set up properly. I'm sure a quick tweak with the adjustable lurking in your top pocket would soon sort the matter out using their test machine. Do remember that hazard lights must work with the ignition off. I overlooked this when using an FIA type master switch for ignition and battery master. However I had sorted this before the test as well as being able to use side-lights for parking even though the battery master switch was off.

If you have no column steering lock / ignition key you need a second anti—theft device. I used a battery post clamp with a removable 'key' to isolate the battery but still allow the hazards and side -lights to function. They cost about £10 and, are quite

acceptable to the tester.

Particular attention is paid to the cable runs and the clipping at the back of the loom etc. I'm sure I could have made a fortune selling tie-wraps at £5 each to the guys lined up for the test. Make sure you have some to hand. The same goes for other cables like choke, speedo, clutch, throttle etc. If it moves - tie-wrap it.

**DESIGN WEIGHTS:** Things started to go pear-shaped at this point. The corner weights are measured with load cells, and this info is related to the braking figures. The wheelbase and other distances to the seating position and boot area are also noted.

On the test application form you are asked for the Design Weights plus max gross. Simple I thought, I'll phone WRV to get the figures. I made two failed attempts to get the Design Weights from them. It was pretty clear that they had no idea about this so it was time for a visit to the local weighbridge. The result was a figure of 620kg for kerb weight, but it could not tell me the front/rear distribution on which further design calculations could be based.

To cut a long story short I gave a Design Weight of 860 kg and had a stab at using the formula in the 'regs' to get the axle design weights. I got it wrong! At least as far as the front axle was concerned.

What matters is that the number cruncher at Yeading need figures near to 390kg front and 471 kg rear with a max design weight of 860kg to come out OK. I have included the print-out from their computer which should tell you the whole story. As you can see the result was a pass in this aspect of the test.



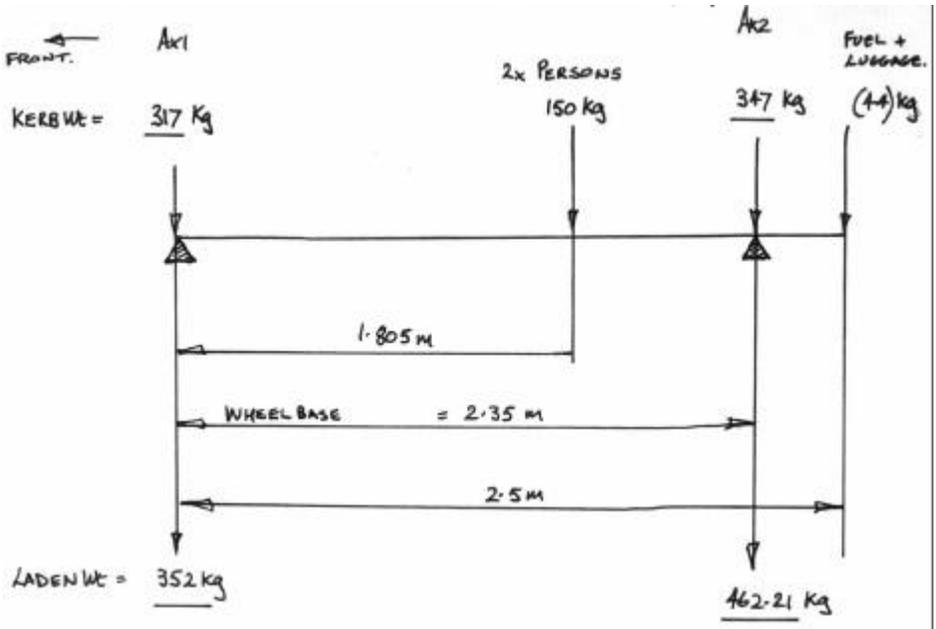
The tester was as sympathetic as he could be bearing in mind that the original figures I gave him were suspect (to say the least), and no proper Design Weights seemed to exist. If the examiners had wanted to be difficult over this it would have been difficult to dispute their figures. In the event it all seemed to come out OK. I suggest that you use the same numbers to enter your car. However, I won't accept any responsibility for your car failing on this. If you can find better figures I suggest you use them.

**NOTES ON DESIGN WEIGHTS:** Read the chart overleaf in conjunction with the calculation report on the following page, I hope it will help to clarify the calculation of the design weights.

SVA load-cell weights with full tank (kerb) = Axle 1 + Axle 2 = 317 + 347 = 664 kg

Rear axle laden weight calculation (1.805m x 150) + (2.35 x 347) + (2.5 x nil\*)  
= 270.75 + 815.45 + 0 = 1086.2 kg/m

divided by the wheelbase = 1086.2kg / 2.32 m rear axle laden weight = 462.21 kg



{nil because 44 kilos inc. in Axle 2 weight}

Front axle laden weight calculation = Gross weight minus Axle 2 weight  
 $= (Ax1 + Ax2 + 150) - 426.21 = (814.21 - 426.21) = 352 \text{ kg}$

Design weights  $Ax1 + Ax2 + \text{minimum weights} = 352 + 426.21 = 814.21 \text{ kg}$   
 plus an allowance for "growth" = 860 kg. this is a good figure for "gross design" wt  
 $> 352 \text{ kg}$  is necessary for Ax1, 390 kg suggested by tester  
 $> 462 \text{ kg}$  is necessary for Ax2, 471 kg suggested by tester  
 (I don't know why he suggested such a high figure for Ax1)

Laden weight distribution calculation

Front = 352 kg      Rear = 462.21 kg      Total = 814.21 kg  
 Front = 43.2 %      Rear = 56.76 %

All tests on Locust fitted with 1600cc Xflow, 4 speed box, MDF body, no weather gear and a full tank of petrol.

## SVA BRAKE / WEIGHT DISTRIBUTION AND LADEN WEIGHT CALCULATIONS REPORT

Vehicle make	LOCUST
Chassis number	

	P1	P2	P3	P4	P5
Brake force Axle 1 N/S	128	139	166	198	208
Brake force Axle 1 O/S	59	76	125	125	152
Brake force Axle 2 N/S	30	36	63	63	79
Brake force Axle 2 O/S	22	33	77	77	99

Weight with driver Axle 1	334	Weight without driver Axle 1	317
Weight with driver Axle 2	406	Weight without driver Axle 2	347

Wheelbase	2350
Centre of gravity height	370

Design weight axle 1	390
Design weight axle 2	471
Design gross weight	860

### Dimensions from front of vehicle

To axle 1	450		
To seat luggage area row 1	2250	No. of seats/luggage area	2
To seat luggage area row 2	2900	No. of seats/luggage area	0
To seat luggage area row 3		No. of seats/luggage area	
To seat luggage area row 4		No. of seats/luggage area	
To seat luggage area row 5		No. of seats/luggage area	
To seat luggage area row 6		No. of seats/luggage area	

### Calculations

	P1	P2	P3	P4	P5
Brake distribution ratio	0.2781	0.3209	0.3792	0.4334	0.4944
Weight distribution ratio	0.9912	0.954	0.8858	0.8186	0.7673
Distribution ratio pass	PASS	PASS	PASS	PASS	PASS

### Laden weight calculations

Front axle calculated weight	348.23
Rear axle calculated weight	465.77
Gross calculated weight	814

### Pass/fail

Design axle weight	PASS
30% weight on axle 1	PASS
DAW1 / FACW	PASS
DAW2 / RACW	PASS
DGW / GCW	PASS

**OTHER POINTS:** The examiner found fault with the way I had screwed the WRV steering track - rod extension into the track - rod end. The thread had bottomed out leaving a small gap between the components. I was told that this was an 'insecure fastening' in their book. In order to spot this the tester must have been taking a very close look indeed and it reinforces my impression that they really don't miss much.

By 1.30pm the test was over and I was told to load up the car on to the trailer while the examiner did his final calculations to see if the Locust had passed. The test had taken five and a half hours. This did include a brief spell when the tester got a spot of lunch and I had wrestled with the Design Weights issue. Then he came out carrying the print-out indicating that all was well and that a pass was in order. Then he handed over the Certificate. Whoopee!

Throughout the test I kept asking questions about the process and the results. I had anticipated a return visit in the near future. But I realised it also built up some sort of rapport with the examiner. You don't want to get right up his nose as 5 and a half hours is a long time. Your ambition to get a car on the road is in his hands. He needs to see you really understand the implications of the 'regs'.

My overall impression was that the examiners were very fair indeed. If your car failed it would be in your best interest to sort it out. This is not only because of the need to raise status of kit cars in the public perception but to add potential value by having an M.A.C, certificate (not to mention safety aspects).

What was surprising to me was the fact that well - known 'kit in a box' designs were in for retests. It seemed that some folks can't even screw, what is in effect a big Meccano set together, and get it right. I also learnt that several vehicles cannot be tested with the hood up as the visibility in the mirror test is so poor. Perhaps the SVA test will have an influence here as well as elevating the standard of kit cars in general.

I hope that this report on my test is of some use to you if you have a test booked. I'm more than happy to answer any queries if I can and provided you are paying for the phone call! .....Bob Fenton.

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*As the first builder to get his Locust through the SVA Bob has received a fifty percent refund on his test fee from the club, the information Bob has provided will be a great encouragement to other builders so don't forget there are two more refunds up for grabs for the next two people to attempt the test regardless of pass or fail provided that they submit a full test (and or re-test) and build report which will be published in future issues of the newsletter in order to provide further information to other builders who are preparing for the test.*

*Bobs extensive build report which is full of useful ideas and tips will be serialised in the next few issues of the newsletter.*

*Many thanks again Bob and I hope you are enjoying driving your Locust as much as you have obviously enjoyed building it!*

# THE LOCUST FUN RUN

**Sunday 18th April 1999..... and Bob Cleaver is “Waiting to give birth”**

It felt as if my phone hadn't stopped ringing of an evening, for three weeks prior to the event. Eventually, forty six cars had been promised and some eighty plus people had booked a breakfast - brilliant - so the butcher's bill went up accordingly - whose idea was it to cook a breakfast anyway?

The previous week I drove the route for two solid days, (going home to sleep of course), picking the best runs and most interesting of scenery. Long winding bends, up hill, down dale, nice straight runs for a quick burst here and there - great fun - they'll love this I thought.

The weather had been fantastic right up to Thursday. Friday was poor, Saturday was even worse. Oh God, I thought, here we go, what do I do with 16lbs bacon, 80 extra long sausages and 160 rolls. By this time my wife and son were ready to tell me - as they had been answering the phone and this latest idea of Dad's had seriously interrupted the flow of Coronation Street, Eastenders, etc.

Saturday night I went to bed full of trepidation, no comments here please - I'm celebrating my 32nd wedding anniversary in October - it had poured down virtually all day, but what would Sunday morning's weather be like? Will they bottle out and not bother to turn up? - All those bloody sausages next month.

Sunday was initially dry, but a bit misty at Diddington, in fact, fog had been forecast throughout the Midlands and it had been very cold overnight. Arriving at the village hall early to start cooking sausages, bacon, etc. was OK, but looking out over the fields through the village hall window, waiting for the first cars to turn up, reminded me of the two times I had to wait for my dear wife to give birth. I can honestly say that I had completely forgotten that feeling - horrible - of course any woman reading this wouldn't know that feeling, would they fellas?

Eventually, from the kitchen, I heard the throaty roar of the first Locust as it screeched to a halt, almost going straight past the village hall and on down what little remained of the lane. That's got to be somebody from Kent, I thought, well at least that makes two cars for the run, including mine.

Who was it? - Well I went outside to see that nice fancy yellow Locust and its owner Keith Taylor, hair windswept, (what hair?). Having seen Keith the previous week at the Chatham Kit Car Show, at which time I think it was twelve Locusts from Kent, that had been promised, this was a good omen. Apparently Keith had left Dartford before meeting up with the other lads from Kent and had made good time coming up the M11 - that's polite talks for going rather fast.

A short while later a Locust, disguised as an Isuzu Trooper, turned up from

Stourport on Severn, with Ken & Thelma Boulstridge on board. Apparently, Ken had gone to buy their Locust last August, but, by the time Ken discovered he couldn't get into it, Thelma had fallen in love with it and is now the happy owner, meanwhile Ken is dieting fast, ha! Ha! From the photograph she proudly showed me, it looks a nice one too.

Apparently, the fog had been so bad in Worcestershire, that the Isuzu was the favoured option for the day. Did Thelma, later regret that decision? - you bet she did!

Soon the "paddock" behind the village hall was filling up nicely, we had given birth



to our first Fun Run. We had twelve Locusts, seven Caterhams, one Quantum, one Bulldog (Dave Gower & Bryan Keywood both bottling out!), one Cavalier and the said Isuzu. Exactly half of the number who said they would turn up did turn up - sorry guys, you missed a fantastic day out.

What a grand effort. People had travelled from Essex, Worcestershire, Suffolk, Lincolnshire, Hertfordshire, Northants, South Yorkshire, Kent, Surrey, Warwickshire, Cambridgeshire and even Humberside (well done Peter Wannop - what was the psychiatrist's verdict in the end? Ha! Ha!).

Bacon and sausage baps went as quick as they were being prepared and in no time at all, it was almost noon and we were ready for the off. The road map and directions were given out and it was decided to have a staggered start from Diddington, with everybody meeting up after about fifty miles later for refreshments, at the Snooty Fox at Lowick, in Northamptonshire (great food!). I reminded everyone that it wasn't a race and asked everyone to respect the speed limits - Horrocks!!!

Needless to say that some of us did slightly more than fifty miles, whilst poor old Phil and Andy Leeson's Locust, was driven straight to the pub in fourth gear, having earlier lost the other gears en route to Diddington, or were they just desperate for a pint each?

I was the last leaving Diddington, having removed my wet weather gear, after being called a chicken by everyone as they left the field and no sooner had I got off the A1, when a hail storm started. What with both my Locust and my head having no wet weather gear, I can tell you baldness and hailstones at sixty miles an hour hurts.

As I was deliberating whether to pull over and put my top up, the hail stopped and the resulting shower soon passed over, giving way to brilliant sunshine, that lasted for the rest of the day.

I caught somebody up, who then missed the next turning and as I turned right, I was laughing my head off, as I saw them disappearing into Bedfordshire, only to be seen again at the Pub stop, God only knows how many miles later. Soon I was seeing other cars coming towards me. I knew the route, but obviously map reading in a Locust was a bit difficult for the others. We could have called it the Three Counties Run, as we travelled through Northamptonshire, Bedfordshire and Cambridgeshire, some more so than others I hasten to add - ha! Ha!

Somehow, some distance before reaching our lunch time stop, I seemed to have gained a couple of cars in tow, right behind me. That's cheating I thought, their not reading their maps. They're just following me - time to lose them. Well, what fun. I won't go into detail for fear of incriminating myself, however, a white knuckle ride we had, and we all arrived at the pub together! It was here that I was told that the driver, immediately behind me was an ex-copper. Nice fella!

Arriving at the Snooty Fox, the array of cars laid out across the back of the car park was a really great site. I can honestly say that I haven't seen so many Locusts in one place before. Time then seemed to fly, a shandy or two, a bite to eat and a really good natter and then it was time to get going again.

"Remember, no racing lads, this is a Fun Run" says I - Horrocks!!! Says they!

"There's a really sharp right hand turn, immediately before the Three Cocks public house and no following me - Horrocks again!"

Well, of course, it did develop into a bit of a hair raising run and a rather tight right hander was left a bit late. He won't follow me on this one - I thought - quick glance into mirror to see him disappear past the turning as my nearside front tyre missed the kerb by the width of a dog's hair.

Oh Sugar! - his beaming face was all over my rear view mirror! Obviously, advanced driving test with traffic police had helped or he was sat on the back of my car, I can remember thinking as we sped off into more Northamptonshire lanes.

Great fun, with yours truly only losing the nice ex-copper, just as we entered Oundle - you know, the place where the school kids make Locusts for 250 quid. Mind you I did have to leave an overtaking manoeuvre, past both a van and a car, right to the last minute in order to do it. Cheating really, but it did put a stupid grin on my face all the same. We're all kids at heart aren't we? After this nifty little manoeuvre, during the next fifty miles, I saw cars coming or going in all directions, my map seemed to have worked - I don't think!

Much later, arriving back at the Buckden roundabout, I just managed to get round it before said ex-copper, big grin on face and on his passenger's as well, came hairing down the A1, with someone else on his rear and into the roundabout trip up my proverbial. He later explained that he had got lost, given up map reading and found the A1 - cheat!

Well, arriving back at Diddington, I was soon to realise what a success the day had been and I was really pleased to hear that everybody, without exception had really enjoyed themselves.

Thank you all so much for your support and for the effort you must have all made to turn up, when the weather had seemed so unpredictable.

“LET'S DO IT AGAIN” - as I used to say, years and years ago!!!

.....Bob Cleaver.

## CORRECTION

In the last issue of the newsletter, I published the details of White Rose Vehicles new postal, internet and e-mail address.

Unfortunately I left out a vital "i" in both electronic addresses.

The correct addresses are:

**e-mail:** [Jrkent@cableinet.co.uk](mailto:Jrkent@cableinet.co.uk)

**Website:** <http://wkweb5.cableinet.co.uk/jrkent/wrkitcars>

It would appear that I was not the only person with failing eyesight as the same mistake has been made in all of WRV's kit car magazine adverts.

I hope I've got it right this time John!

# Events Calendar 1999

## AUGUST 5th - 9th (Thursday to Monday)

Nurburgring Old Timer Grand Prix. Two nights accommodation and Ferry. £99.00 per person. Camping and admission to circuit extra, but will be arranged.

## SEPTEMBER 4th (Saturday)

Kit Car Action Day, Castle Combe Circuit, Chippenham, Wilts. Club Stand Booked. Some Admission/Track Passes available.

## SEPTEMBER 17th - 19th (Friday - Sunday)

Goodwood Classic Racing.

## SEPTEMBER 18th - 19th (Saturday & Sunday)

National Kit & Performance Car Show, Donnington. (Kit Car Drivers Entry Fee £2.00)

## OCTOBER 1st - 3rd (Friday - Sunday)

The Scottish Motor Festival, Royal Highland Showground, Ingliston, Nr. Edinburgh.

## NOVEMBER 7th (Sunday)

London to Brighton Veteran Run.

## NOVEMBER 20th - 21st (Saturday & Sunday)

The Great Western Kit & Sports Car Show, Westpoint Exhibition Centre, Exeter, Devon

If you are interested in any of the above please contact Brian Keyword for more details, Tel: 01322 385102.

**And remember to take part in any of these events  
you do not need to take your Locust.**

If you have any other events that you wish to attend and would like others to know about please contact Brian Keyword so the details can be added into the Events List in the next Newsletter.

# GRAND THEFT AUTO. ....LOCUST

One of the most enjoyable vehicle-related computer games ever is now even better.

The latest addition to Grand Theft Auto for the PC, 'Grand Theft Auto London mission pack 1', now enables you people who haven't yet built your Locust to enjoy the experience of driving one. Set in London at the end of the 1960s



you can enjoy the thrills of Locust ownership. The only problem is you have to steal one. The screen shot shows a line up of 4 Locusts 'collected' by my son Gavin. Just after this picture was taken the law turned up in a Mk 1 Capri and nicked him.

Peter Wannop

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Julie, the blonde, was getting pretty desperate for money.

She decided to go to the nicer, richer neighborhoods around town and look for odd jobs as a handy woman.

At the first house she came to, a man answered the door and told Julie, "Yeah, I have a job for you. How would you like to paint the porch?"

"Sure that sounds great!" said Julie.

"Well, how much do you want me to pay you?" asked the man.

"Is fifty bucks all right?" Julie asked.

"Yeah, great. You'll find the paint and ladders you'll need in the garage."

The man went back into his house to his wife who had been listening.

"Fifty bucks! Does she know the porch goes all the way around the house?" asked the wife.

"Well, she must, she was standing right on it!" her husband replied.

About 45 minutes later, Julie knocked on the door. "I'm all finished," she told the surprised homeowner. The man was amazed.

"You painted the whole porch?"

"Yeah," Julie replied, "I even had some paint left, so I put on two coats!"

The man reached into his wallet to pay Julie. "Oh, and by the way," said Julie, "That's not a Porch, it's a Ferrari."

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## Half the fun is building it, isn't it? .....Paul Willetts

I ordered my Locust back in 1991 when the company was still T & J Sportscars. In doing so I broke just about every rule in the Which Kit? Guide! I had not visited the company, indeed being in Rotherham the journey from Cornwall was quite daunting and I certainly had not driven one. The only other Locust I had ever seen was in a nearby town and was itself only half finished when I ordered mine. The overriding factor in my decision to buy was the ability to buy piece-meal or manufacture all the necessary parts. This was at a time in my career when funds were tight but workshop facilities were plentiful. The latter were most useful as I had to rent a garage that had no power.

I began work in the January of 1992 and things progressed fairly well, as they should have done with every workshop at my fingertips from carpentry to machining and welding to sail-making (not for sails - he recovered my seats!). With the summer of 1993 approaching I unknowingly adopted the 'I'll finish it properly when it's on the road' attitude. VAR 506S did turn a wheel in anger for several weeks in the summer, but being on leave at the time I could not get into work to apply those 'finishing touches'.

I would later regret my haste in not doing things quite right the first time because the end of 1993 saw a change of house and a new posting which kept me out of the country for eight or nine months every year for the next three years. My 'unfinished' car did not appreciate a prolonged spell in suspended animation in the damp air of Cornwall and upon my return to normality in 1998 it was in a very sorry state. At this point I moved yet again, to my current address, and as I had an attached garage I made the decision to go for a chassis-up rebuild. At the time of writing I am just over a year into it and about one month away from an MOT.

In the last year I have also been able to get to a couple of shows. I made it to my first Stoneleigh last year and unfortunately had to leave just before the committee was setting up on the Saturday afternoon and this year I made it to Stafford on the second day to find that the LEC contingent had not arrived. It seems I am destined not to meet anybody! I hope to rectify that this year and I am looking forward to taking a more active role in club events.

Finally I would like to mention again Chris Loaders invitation to all owners who can get to Yeovil on the first Wednesday of every month. The venue is the Royal Oak at Bradford Abbas (about 3 miles south of Yeovil) and the evening kicks off at 8:00 pm. All kit-car owners are welcome although the current mix is made up of Westfields, Strikers an original Series 2 and my soon to be Locust. Remember, you can come in your crumple zone if you have to (I do!).

## **LOCUST FOR SALE**

Based on a Capri 2.0s, 5 speed gearbox, red wings, aluminium body, uprated adjustable suspension / bushes, four new tyres, new weather gear, unleaded head conversion, heater, 'M' registration, taxed and full M.O.T. Built and owned by a Classic car restorer.

**£3,495**

**contact Neal Masters on: 01462 490277 evenings (Herts)**

**FOR SALE:** Pair of Locust clamshell wings, reasonable offers or swap for a pair of cycle wings. Also fiberglass bonnet bulge £20

**WANTED:** Pair of front cycle wings and brackets.

**Please contact Peter on: 01268 454296 (Basildon Essex)**

## **FOR SALE**

Build manual and body tub plans for Ford based Locust. £30

**contact Charles Brangwin 01233 503936**

## **LOCUST FOR SALE**

Built in 1997. Beautifully finished in polished aluminium with BR Green/Yellow nose and BR green wings. Brand new Minilite alloys on 185 & 205 tyres, new Cobra seats, roll over bar, tonneau, full wet weather gear inc side screens, Smiths gauges, heater, chrome exhaust, Ford 1600 X-flow, twin 40 Webers, free flow exhaust, fuel regulator, new radiator & starter motor, fully trimmed out, taxed & MOT.

**A truly beautiful example.**

**£3500**

**Contact Jeremy on 01508 - 531239 (Norfolk)**

# CLUB CONTACTS

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## **Events Organiser (Midlands & North)**

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## **Events Organiser (Southern)**

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# CLUB DISCOUNTS

White Rose Vehicles

offer a 10% discount on all sales to club members.

Osbourne & Son Insurance offer a discount of 5 - 10% on kit car insurance, for a quote ring 0181 6416633, ask for the kit car department and quote your membership number.

CNL Stainless, who specialise in stainless steel fasteners offer a 20% discount to club members, ring Chris Linfoot on 01661 853626 and ask for a price list.

Colchester Insurance Centre have written offering a discount to club members, no particular percentage is quoted but if you are looking to renew your insurance why not give them a ring for a quote. Ask to speak to Roy Strong on 01206 792927

## The Back End

Apologies for the late issue of this newsletter but it really is due to circumstances beyond my control, I won't bore you with the details but I hope you will think that it's better late than never!

After my editorial in the last issue of the newsletter you may be surprised to see that I'm still here at all, the fact is that it hasn't been possible to find a replacement editor and rather than see you all go without your quarterly "fix" of "The Locust position" I decided to carry on a little longer. However in the long term I would still like to find somebody to take up the reigns on a permanent basis so let me know if you think you are up to the "challenge". Meanwhile I guess you're stuck with me for a bit longer.

It makes my job a whole lot easier if there is a steady supply of articles and ideas for the newsletter so please get your thinking heads on and keep the contributions rolling in, after a great summer like the one we've just had you must have at least one or two stories or experiences you would like to share with your fellow "Locust nutters" and where have all of the show reports gone? I look forward to hearing from you!

In this issue you will find a beautifully produced full colour flyer of the Locusts which Grahame Farmer spotted at Stoneleigh this year, many thanks to him for producing and supplying these, I understand he is planning to do the same exercise for the Newark show and I look forward to seeing the results.

Unfortunately if you haven't renewed your membership yet, this is the last issue of The Locust Position you will be receiving, so if your renewal form is still behind the clock on the mantelpiece or sculling about somewhere in the bottom of a drawer, then fish it out, fill it in, pop it in an envelope (with a cheque!) and post it off to Dave, who will send you your renewal sticker and put you back on the mailing list.

Several people have contacted me and asked me to pass on their thanks to Bob Cleaver for organising his fun run, it was obviously a great success and I'm sure it will inspire others to think about setting up similar events in the future. You will see from Bob's write up inside this issue that some club members travelled a very long way to attend and you should all be congratulated for making the effort especially as the weather looked so dodgy. Club funds are always available to cover out of pocket expenses and publicity for events organised by members, so if you are interested in arranging a get together of any kind then please get in touch with one of the club "contacts".

I've already started work on putting together the next issue and I'm hoping that I can get it out around the first week in October, please let me have your articles for inclusion as soon as possible. Well, I guess that's all for now, I hope you enjoyed this issue of The Locust Position.

.....Phil.

