



TESTING.....TESTING? ONE....TWOOO.....



THREEEEE!!!

Charlie Cooper – Club President



Well, it has been a while, hasn't it? But one thing is for sure I am confident our new editor has some material and master geekiness to make the club's magazine a great success like it once was!

So, we've had a glorious start to the Scamping year! James and Leanne's Pub Do in February! A trip to Brooklands Mini Day in March, Mike and Wendy's Birmingham Bash in May and then National Kit Car Show at its new home in Malvern in June and were only halfway through the year!

So, let's get started shall we...

The Hughes and I made the horrendous trek of 30 miles in Pete's MK3 GT a funny story here... I was due to travel with Tyler in the Puke Yellow (I'm geVng some sJck for this) MK2 shorty but it turns out that one's rear end is rather too large for the seats!! Oops, so instead I travelled with no other than Pete all I can say is thank the lord for large side bars because even Max Verstappen wouldn't have had a chance against our Pete in that Scamp! We met up with a few fellow Scampers at the show Chris, John, Liam, and Andrew to name a few. Not our proudest of numbers of Scamps in attendance but a great day with great bacon rolls all the same! As per usual Mr Westgate flew the flag up test hill thankfully not clearing the end and landing onto the M25.

Next up we had the Birmingham Bash. We had a few flurries of rain, but it remained dry much the opposite of Mike and Wendy's under crackers! Saturday, we decided to take a trip to Stra_ord Food and Drink FesJval, and it didn't disappoint I managed to try most cuisines made best friends with the Indian Jkka lady and God was it good! Free food for me for drumming up so much business; I had to, as the Mastercard was hammered! To make sure it was completely hammered I relied on the 'NEW' Mark Parle\'s 'SENSIBLE' adulJng which then cost me £600 on new garden furniture.... At a Food and

Drink FesJval... yep you read that correctly... Thanks mate loool! It was then decided we would have a gentle play in the ford just around the corner from the camp site! This then led onto a much deeper ford in which Mike and Wendy went first in the li\le Suzuki Jimny... The water came halfway up the doors poor Wendy swam back ashore whilst Mike and Luna remained in the car floaJng! Afer a quick tug out by Jack in his Defender, Mike set to work ladling his car out and it was sopping! It then was Jme for dare devil Jack to do what he does best and that's not listen and head for the deep stuff... Which ulJmately ended in a comfy passenger ride back to Hampshire in a breakdown truck! Doh!

Sunday a few of us decided on a trip out to Gaydon Motor Museum, they had a German car day so lots of vehicles on show as well as the normal museum which I hadn't been too in years so was lovely to revisit.



Next up we had The National Kit Car Show! This is becoming a favourite for me. A few good tat tool stalls through to seeing some unique kit cars, I've always said Scamping is about the people around you and in the evenings camped around each other having a few shandys, Boxing on the TV and a few silly games and a right old laugh, even at my expense, makes the weekend worth travelling for! Just don't menJon M&S to the Hughes we nearly had to restart Pete... Tight southerner.....



So, events! We really need your support, The Scamp Picnic this year is at East Grinstead, West Sussex, RH19 4RR... This is a brand-new Camping and Offroad site to us that I've managed to get us booked on to, there is something for everybody from tracks/fire roads to playing in the deep mud I'm assured there will be something for everyone to do. We have lost the ability for a great family event at Coney Green Farm in Stourport, so we need a next best thing just like Telford was back in the day! If you are thinking of coming or just not sure whether to bother, please give me a message I can answer all your quesJons or worries. Yes, it's some travelling if you are from the midlands/north but what's a small amount of fuel for an excellent weekend?

This leads me on to my next and final piece, I am standing down as president at the Picnic/AGM in August, It's not been an easy decision to make as I really do love what I do, it can be annoying at Jmes especially chasing people and places and organising events like the Christmas Doo but it's rewarding when all of you come along and enjoy it because that's what it's all about. From

my volunteering has gone from Area Rep for the Green Lane Association to Green Lanes Officer and finally to the SOC President it's safe to say I've had a few fingers in pies over the years... maybe eaten too many come to think of it! My boots need taking off and having a little rest, most of you will know my dad (Rick) has been in hospital since October 2023 battling Parkinsons Disease and Lewy Body Dementia, it's been a tough old road for him and all of us as a family which is mostly why I've been a little useless over the past year! I appreciate you all sticking by and not shouting too much! The clubs in a good firm standing currently we are still making member progress and the dark ages are very much in the rear-view mirror! The new modern things we implemented seem to still be working well.

So, this is it this concludes my last Presidential write up! It's been an absolute blast I'm sorry for waffling on. I hope whoever takes my lead position continues the great club we have in an upward direction and loves it just as much as I do! But don't worry, you won't be getting rid of me just yet.

I wish all of you and your families great health... And wealth!

Take care,
Charlie



A NEW HOUSE FOR MARKS MK3

Mark Parle5



Shortly after the Norfolk holiday, we got the keys to our first house, and then set about quickly building a Scamp workshop. Little work has been done on the Scamp itself since the head gasket repair in the field (another big thanks to those involved), but the Scamp still runs well (albeit with a few niggles that I will sort through the year). I will have to make a few modifications to before the August offroad weekend, and I look forward to seeing everyone there.

Already, this year, the Scamp has been my daily user a few times. It has been used as a work van for welding jobs and even towed a friend home when his fiesta broke down!

I'm excited for more events and local meets this year, and more miles on the scamps!



MOT, FLOCKING, and the PUB!

James Worth



It's been a while since I wrote an article for the Scamp magazine. It's not that I'm inactive, far from it. Work and hobbies get in the way. I can't remember the last free weekend I had before this one just gone.

Old club member and friend, Chaz Ing, stopped over. For once it wasn't raining so we took Pea for a run to the Triumph Museum and Cafe at Hinckley. If you're in the area it really is worth a stop. The cafe is very reasonably priced and it's less than 5 minutes off the A5. Pea has only had routine maintenance over the



winter. I had to wash the salt off after a very wet run back from the Classic Car Show at the NEC in November, where it been on display. I must thank Paul from MINIKITS for the invitation to put Pea on the stand. It was a great experience and probably the cleanest the car has ever been! Pea's just had an MOT which highlighted a chewed-up poly bush on one of the rear Coilovers. I've no idea how that happened but it was a quick fix and justification for MOTing cars as a 'peer check' when they're more than 40 years old. K has been treated to a new dash. It's only taken 23 years of me



looking at the 'temporary' dash, chuntering that I needed to change it. In my opinion it looks amazing, the screen demists quicker and it's quieter inside the car. The Aluminium panels are covered with black flock. I bought a flocking kit especially for the job, so if anyone wants anything flocking, let me know.

Leanne and I also hosted the Leicestershire Pub Grub do in February and it was great to see so many club members turn up. We even had 4 Scamps make the effort, not bad for the time of year.



Wendy and I would like to thank everyone that joined us over the spring bank holiday weekend at Coughton. it was looking a bit dodgy beforehand as to if it would happen due to the field being flooded, but luckily it dried up enough for us to meet.

Most people arrived on the Friday having to follow Emily's homemade signs that gave a detour as the ford was impassable. Not too bad an evening weather wise, we all sat and chatted having a few drinks. Saturday, late morning some of us went to the food festival at Stratford Racecourse and had a sample of some of their foods and on the way back stopped to have a play in Coughton Ford which had then gone down a bit and was passable. Following this, some of us did the few green lanes around the area. Mark and Michael, in his Scamp, Mark and Charlie in another and Jack in his defender. Wendy and I were in our Jiminy and after travelling down a very narrow lane, ended up at River Alne. You need to drive through the river and around the bend to get through to the other side. Our Jiminy went first and well, the water was very deep to say the least and of course we got stuck out of site of the others. Unable to go forward or back and the water coming in the Suzuki up to our waist and the dog on the back seat trying to drink the water. Wendy got out



SCAMPS ON THE DRAG STRIP

Chris Westgate



I had a great day at Kit Fest at Santa Pod Raceway in April. A Scamp on a drag strip... totally absurd, but you are there, you've just got to do it!



BIRMINGHAM BASH

Mike and Wendy Smith

and waded back to the others to get help. Jack came to our rescue and managed to tow us out backwards.



Then, back on dry land I opened the door and my oh my, what a Jdal wave! Thank you, Jack for saving us! Not put off by our disaster Jack was determined to have a go in his defender, and yes, he made it through with the water over his bonnet, which then became the start of his problems. Unfortunately, water had got into his electrical bits, and he then had to be rescued and towed back to the campsite. Unable to fix it to go home, he needed to be recovered by a recovery service.

Sunday, some of the group went to Gaydon Motor Museum to see the German car gathering and the rest of us went for a drive out to Broadway Tower, had lunch and a walk round and the plan was then to visit Bourton on the Water. Well, we had never seen it so busy and were unable to get parked together and split up. We tried the Hawkstone brewery, Jeremy Clarkson's brewery, which was just down the road. Sampled a few beers and then met up back at the campsite. Monday morning came and was relatively dry enabling people to pack up and make their way home. Thank you to all for making a few enjoyable days with fellow scampers.

Mike and Wendy x

Ewan Waite



I took my dad's Scamp MK2 to school to raise money for Velindra. Whilst everyone was selling chocolate and drinks, I was making people guess the number of balloons in the Scamp for a prize and even charging £1 to have your

photo taken inside it! Not only did I bring it to school, but I also had a photo with the famous Welsh rugby player, Sam Warburton. Despite the rubbish weather the Scamp still had loads of a\enJon and raised plenty of money for charity!



SCAMPS AT BROOKLANDS

Tyler Hughes



HOW MANY BALLOONS?

Finally, the first show of the year! So, having not driven a Scamp for a good few months, it was time to dig the cars out - as per my usual style, 2 days before the show! I found the manifold, which was blowing last year, still blowing now..... Morning came, a quick fuel stop, and a journey up there with Charlie and his boy Harry in tow in the passenger seat of my Mk2. We had a great journey up and for once, not cold. I drove through the Hindhead Tunnel the year before to falling fog without a roof, so sun was very welcomed. All in all, a great turn out of Minis and Chris taking on the Test Hill in his trusty MK1. The drive home consisted of stretching the legs of my 1380 MK2, sat in the outside lane of the A3 pushing cars along. I'm sure one mouthed what on earth (or words to those effects).



After selling my MK2 Scamp (Land Rover style front end), I wasn't going to have a Scamp for a few years and get one more suited to what I wanted. But then, after seeing this, it was the project I couldn't not buy - Last known to be on the road in 1975!

After a long drive to collect it through sun, rain, and snow, I got to Chelmsford to pick it up. After getting it home and properly looking over it, I was surprised at how well it had been put together. I took a few weeks to get the time to get it running. After that, I stripped it down ready to be fully repainted. I'll work through the parts to see what can be refurbished and what needs to be replaced. I did consider just getting it roadworthy as quickly as I could but have decided to do it properly over whatever time it takes!



SCAMPS ON SHOW!

Charlie Stephens



MK1 BARN FIND

Liam Ives



It has taken many, many months of hard work and late nights to get to this stage, but finally, I have both of my Scamps in a road worthy state and am finally being able to enjoy driving them. Weather it's to work, just for a drive or half-way across the country for a show I have loved every mile in them - even when I've been stuck on the side of the road with them (I guess it's just part of Scamp ownership)

Shedfest is the annual Car show organised by Online Influencer Auto Alex. This year, the sold-out event, that celebrates all cars unusual, underrated, and unique, was held at Mallory Park! Mark Parle and I went along in my Scamp MK2.



Having got to the venue at the crack of dawn, the Scamp was parked on the circuit along with the other show cars. During the event, the Scamp got a lot of attention from the thousands of people walking past! At the end of the event, after telling countless people that it was a Scamp and NOT A MOKE, we called it a day, but not before having a quick photoshoot with Marks MK3 and my MK2 and MK4x4D!



Weekender 2024! Considering the MK2 hadn't ventured further than 20 miles from home it was a scary thought taking it on a 5-hour journey south! Somehow, it didn't miss a beat all the way down to Goodwood, and it continued to run perfectly all weekend, trundling about to the shops and to and from the show/campsite. However, this clean running wasn't too long. On the way home, 3 hours into the 5-hour drive, the 10-year-old boom hose finally gave way, just south of Oxford, leaving me stranded on the side of the road. Daaad...



One evening in the week after Retro Rides, Mark and I went to another local car show. This time at Moira Furnace. However, we each took a car, me in my MK4x4D and Mark in his MK3! Both the Scamps were covered in mud from recent offroad adventures, and we were parked in the far corner away from anything too shiny!

Two weeks after Shedfest, it was time to take the MK2 on a proper adventure! This time I embarked on a multiple hundred-mile round trip! This time I was off down to Goodwood Motor Circuit for Retro Rides



OUT AND ABOUT IN WALES

Ma5 Parker



I managed to get along to the Kit Car Show at Malvern this year. Last year was the first time at this new venue and having been twice now, I could see some improvements from the first year. There was an additional marquee of show cars including some great cycle cars (sorry no pics), more traders in the outside area also, I felt more cars on the club stands.



The Scamp Owner Club had quite a prominent stand this year and on Saturday we had 5 Scamps on display which attracted a lot of interest! Unfortunately, I couldn't camp this year, so it was just a day trip for me but it's only just over an hour's drive and on a lovely sunny day it was great to blast the Scamp through the lanes to get there.



I have also been using the Scamp a lot recently, clocking up way more miles than in my "daily driver" car which I suppose makes the Scamp my daily driver now?

Anyway, here a few shots from some of my adventures in the picturesque Welsh countryside:



This was the first Scamp event of the year for me having missed out on the Birmingham bash to because of a clash with another camping weekend at the Hay-on-Wye Festival. A few pics from that weekend below:

Looking forward to many more Scamp adventures this year with trips planned including the Wales Holiday, Drivetribe event at Haynes Motor Museum (anyone

SOME 'LIGHT TLC'

Andrew Mee

else going to this?) and of course the main event being the Scamp Picnic in August. Hope to catch up with as many people as possible at these events.

Happy Scamping - Matt



Ok, where to start...

As most of you will know, my MK2 gets a lot of abuse at Scamp Picnic. So following 2022 Picnic adventures, she needed some TLC. Both towers had cracked on the front subframe, rear cones were squished and deformed, and the engine oil didn't like staying in the sump.

So come March 2023, I stripped out the engine and front subframe and had the subframe and a pair of hubs sandblasted. I repaired the subframe and welded in some strengthening plates and bars. Painted in buzz weld 2k armor primer and Jntable 2k raptor bedliner. Now, normally, I would paint subframes black but the only Jnt I had was silver or red. So, silver it was. The subframe was rebuilt with Mini Spares evoluJon cones, Andrew MacLean spreader plates, re-bushed top arms, new knuckle joints and rebuilt hubs with Guessworks shimless ball joints. I put that all back together and chucked it back in the Scamp.

Now, the engine/gearbox had oil dripping out the bell housing and I knew the primary gear was past it's best. So, as John at Guesswork had a deal going on s/c drop gears, it would have been rude not to sJck a set in. So, I got that all swapped over, engine back in and built back up.



Pour oil in, oil comes back out the bo\om. Ok, maybe I've messed up sealing the bell housing, strip it apart again, reseal everything, torque everything up. Pour oil back in again, starts to come out the bo\om again but not as fast. Clean it off and watch where it's coming from, it was coming past the treads of a lower bell housing bolt. The answer to that had to be a crack along the thread allowing the oil past. So, at that point, I gave up and other things in life were taking priority.

So come middle of March 2024, a gap in race cars and life appeared, engine back out. Gearbox stripped back off and the crack in bolt hole found. So, not really wanJng to strip this gearbox. I dig a spare one out, strip that down to find it's a twin groove a+ with the super short 1st gear and laygear is rusty on bearing surface. Hmm... I thought over where to go next with it. Source another a+ single groove gearbox with really nice condiJon gear set. While sorJng that, I was trying to decide what diff would go back in. Afer much deliberaJon and holy moly this is expensive!, I went for the MED ATB diff that uses the standard crown wheel. Fast forward to May, gearbox is coming together nicely, everything is shimmed, new guesswork windinge tray and output covers are on. Great! Now it's 19th may, gearbox is together and ready to go on the engine. Amber has a Beaver Camp on following Saturday. Let's get it done to take her to camp in it as she loves going out in the Scamp.



Now bearing in mind it's not MOT'd, it's been apart for 18 months - sleep will now be an opJonal extra this week. On the Monday, I booked the MOT for Friday morning - target set.

So, I proceed to spend every spare moment, either side of work to get the old girl back together. MOT day... it passed phew!

Come morning of camp and I tell Amber that we're taking the Scamp. Oh my God what a happy girl! It definitely made the graf and the swearing worth it. So, the mk2 is now alive and kicking. A lot louder and a bit twitchier but so much to drive!



Current gearbox spec:

- A+ single groove gear kit
- 3.44 f/d with MED ATB diff
- Guessworks 1:1 sc drop gears
- Windage tray
- Rebushed output covers
- All new bearings, seals, centre oil pick up and synchros.

If anyone needs a gearbox rebuilding, I'm always happy to help.

LOST FOR 30 YEARS – OUR SCAMP MK3

Ma5hew Green



It all started when I was 12, in 1988. My parents (which I expect was mostly Dads idea) bought me a blue Mini Van for me to play and Jnker with. Can't remember the exact price but it was not much at all, new front wings would cost more now!



Not much happened to the van but in the early 90's, but when my dad got hold of a MK3 Scamp Kit, direct from the owner of the Scamp Motor Company Andrew MacLean that changed. Now, how exactly my dad "purchased" this is a li\le fuzzy even for my dad. He was friends with Andrew via the love of Rochdale's, my dad remembers repairing a Rochdale for Andrew, so this might have been related, we all love mates rates. Anyway, we now had a LWB MK3 Scamp Kit siVng in our drive with the flip down tail gate opJon - sadly, we can't find any pictures of it in kit form).

Over the next year my dad and I (mostly my Dad I feel) prepped the frame,

sealed every panel (which was a good indicator later that we had the original Scamp back) fi\ed all the aluminium panels and transferred all the mechanical parts needed from the Van over to the Scamp Chassis. We eventually got it to a mobile state and mucked around in our garden; Dad showing how reverse J-Turns should be done (we have videos). It sounds like our garden was massive, it was not, and my Mum was not best pleased



with it being all churned up... Memories...

As a teenager, I had dreams of me driving this to 6th Form college, looking cool, showing off etc... But as with life things don't go to plan... I never made it to 6th Form to start with!

Now, this is where my dad's memory gets hazy. The Scamp was parked up for a while, and at some point in the 90's, my dad handed the Scamp back to Andrew (he can't remember if it was swapped for money, or aluminium). Either way it lef our family.

Moving on to 2020 my Dad and I talked about it, wondering where it was etc. Afer a quick DVLA check we could see it was registered sJll and had MOT's not a lifeJme ago. So, there was hope it sJll might be alive somewhere!

I joined the Scamp Owners Club Facebook group, posted some pictures, and asked if anyone knew anything. Sadly no one did.

I stayed in the group, and every year would post a similar "wanted" post.



Then in 2023 I noJced a picture of "my" Scamp appear on the Scamp Owners group website, siVng in a barn, painted green - it was a recent picture! So back to the Facebook group I went with this new evidence.

Ben Walker got in touch, saying he was the one that took the photo, as he did a li\le bit of work on the Scamp to get it running for the current owner. YES!!! My details were passed onto him, he then passed the details onto the current owner, and I waited...

A day or so passed, then I got the call! The owner had passed away and the son Ma\hew - yea same name haha - was now clearing the estate and yes the Scamp was for sale but obviously he had more important items to deal with at the moment and could we chat again in a few months ... A few months past and I got back in touch again, trying not to be too pushy, but did not want to lose touch again with the Scamp. We came to an agreement on the price, and a collecJon date agreed.

Grabbed the daughters van, a mates trailer handful of cash and promise of the wife a flying visit to Bluewater on the way to collect my Scamp. 3 hours

later, we had done the deal, and the Scamp was loaded up, the guy even drove it around to me for loading up, our baby was home again!



In March 2024, I was invited to be on the MINIKITS club stand at the Birmingham NEC, and my dad came for one day, it was a great show and was amazing to spend some time working on the Scamp with my dad and others.

We even once “Best Club Stand” award I am looking forward to bringing the Scamp to the 2024 Club Picnic, hopefully with its new paint scheme!

Follow along with the life of the Scamp here at: [Youtube.com/ma\greenworks](https://www.youtube.com/channel/UCma\greenworks)



SOC GOES INTERNATIONAL – THE IMM

Chris Westgate



The weather had been mixed in the UK and on the 28th of May, around 8pm, a MK2 Scamp owned by Jonathan Randal had travelled up from Yeovilton to stay with me overnight for our early sailing to Dunkirk. This very basic MK2

Scamp had arrived, no hood, Jonathan toggled up in a motorcycle outfit, in the rain! Door open on the garage and two Scamps tucked away in the dry overnight, phew, hope we don't get any more of that stuff (rain)!

4am on Wednesday the 29th of May, and this was the day, the day we had waited 5 years for. Yes, we had bought our tickets for the German IMM (International Mini Meeting) back in 2019 and just after the dreaded Covid had hit, so, postponed to 2022 and then postponed again because of more Covid problems in Germany and moved, yet again, until 2024. A quick shower, a rattle on Jonathan's door, and just before 5am, another car turns up, my passenger, John Halliday. Up go the garage doors revealing two Scamps, my 1970 bright Yellow MK1 (with hood and laden with camping gear), and Jonathan's MK2 very nicely turned out but...no hood! This guy's nuts!

5am we set off for Dover, the quiet roads make our progress good, a swift “splash and dash” at the petrol station just before port and we queued, in plenty of time, no massive issues as the previous week had been at Dover, and we were ready. As we were placed in our queues for the DFDS ferry it was very evident that something “Mini” was happening as other Minis were in the queue, the call was there, ready for loading, no turning back now....



11.30am (French time) we arrive in Dunkirk and ready for the first leg of our journey to Liege in Belgium, a mere 167 miles down the road. The roads were great, no potholes! We arrive at around 4pm and get settled in for the night, and being on the third floor with no lift, Jonathan's luggage, camping gear, tools etc had been loaded into a toolbox/barrow arrangement, so off comes the box and the next thing you hear is the “clunk, clunk, clunk” as Jonathan's luggage heads up to the third floor!

A quick scout around and I manage to find "The Magic Wok", an all you can eat and drink buffet for 28 Euros, brilliant, the food was great. Head down for the night in readiness for the major leg of our journey to Germany. A good night's sleep and down for a continental breakfast and a good top up of strong coffee and ready for our next leg, around 285 miles. Once again, leaving the hotel and travelling on the free motorway system through Belgium and then Germany was brilliant, no mile after mile of road works, accidents quickly dealt with, and no potholes! Having both Mini Van fuel tanks, the range of both Scamps was not great, but the fuel stations were plentiful.....expensive, but plentiful. At one motorway service station we both looked in horror as we put our 11 litres of fuel in (sometimes it was even 12 or 13 !!) 2.29 Euros (£1.93) per litre, yes, we were now in Germany folks! The rain now more evident as we approach Geiselwind in Bavaria, a very pretty area of picture book villages and woodland, and the forecast was not good, more rain due, oh, and thunderstorms. And the rain leaves off as we arrive, and a very organised queue system that involved the police escorting "packs" of Minis across the road to the main show site, and that was to be our home for the next 4 nights. A quick bit of guidance from the very efficient organisers and we are placed in the best position that was available "under the circumstances" it had been raining, a lot!!! So, we set up camp at the top of a hill (theory was that if it rains, it's not going to be too muddy....mmm!) We are now camped next to a big crowd of Belgians to our left, a very lovely and hardened pair of IMMers from Lancashire (Hans and Kathleen) next door to the right, and further to the right Gabor and his Hungarian friends (Gabor being a "larger than life guy that helped organise the Hungarian IMM some years ago, we had met before, nice guy).



And then it rained, and it rained some more, and then it thunder stormed and rained. Time to find some beer! There were just two food stalls on site, a bar and a coffee stall, but their supply on demand was good and the vouchers given in the programs paid for a couple of meals. There was also a voucher for a free "Aperol Spiritz" from the BMW Mini (Bini) stand - how

very continental! Tents now taking a battering from the different deluges of rain, it was time to hit the sack. For John Halliday at the top of our small camping area, his tent was right next door to the Belgian's "party" gazebo, and by 4am and their "mindless" music, and jokes we didn't understand, they also went to bed...John didn't get much sleep. So up in the morning and, wow, it's raining, whoopy do! The lightweight gazebo had stood up overnight but now had added features, a river running over the groundsheet and, for a little sport, dripping from the poorly sealed seams (this was to be our daily sport, avoid the drips in the gazebo) but, being true Brits, we had a brew, and I even had the foresight of picking up some milk on the way down. A hello from Hans and Kath next door, and then it was time to get some breakfast and explore. Breakfast was held in a huge covered barn and consisted normally of some scrambled eggs with cuscus and a crusty roll with either ham or cheese in, only thing was that the coffee kiosk was at the other end of the barn, so by the time you got your coffee your breakfast was cold (or vice versa).



Minis everywhere, it was time to explore and a Scamper from the past, Aldi, was here with his partner and their mad dog Harry, but no Scamp, Lomax, just the family Skoda, they were parked at the top of the site on the football pitch.....still muddy.

Rivers were now flowing down the road, mmm nice! Some had managed to find areas to camp that were relatively dry, others had features of swimming pools outside their tents, for the most of us though it was just slime, muddy slime. A Jiffy Motorhome at the top of the site as well, now there's a result.

The way that people had dealt with the constant rain was brilliant, one couple had pitched their tent near a stream at the bottom of the site and had dug a channel around their tent towards the stream, a kind of moat I suppose. Others, well let's say they had a bit of a shock when they opened their tent doors in the morning to be greeted with their own swimming pool, either that or the swimming pool had become



an integral part of their tent. My tent, well, I bought a cheap but easy to put up tent, re-proofed it twice with Fabsil, and it had stood up well for the first night, but the constant rain on it had waterlogged the canvas so badly that it decided to collapse on me at two o'clock in the morning, the tent was gently spiralling down on me as the poles could no longer bear the weight of the wet canvas. A quick early morning evacuate to the Scamp and that was to be my sleeping quarters for the next two nights (my tent ended up by the bin!!).

The evening entertainment was brilliant, and the bar in the outside cafe shed also stayed open until late and having now met a crowd of fellow German Scampers, a share of Schnapps and the odd beer went down well and soon all of the rain worries disappeared. Saturday night and the fancy dress theme was "Circus", and the costumes were brilliant, ring master's galore, animals, trapeze artists, strong men, they were all here, me, well my fancy dress costume was still in a soggy Scamp, so for this occasion it didn't materialise, but mixing with a crowd of Austrians, it made the evening.

During the day there had been "Rocker Cover Racing", basically A Series rocker covers with wheels run down a slope to get the fastest time. My one, "The Scamp Silver Dream Machine", a chrome rocker cover with Scamp badging, a flame on the side, exhaust tail pipes and skateboard wheels had, as it normally does, got knocked out in the first round, even though it was now heavily weighted inside with wheel balance weights, oh well, try again next year.



The time had come to pack away and with the potential of sunshine to pack away to, it looked promising.....na! More rain, and soggy tents in plastic bags, groundsheet so mud covered it got disposed of. But once packed up we were ready for the off, and an extra stop on the way back to Frankfurt, and as is the case at these events, a last clean of muddy boots and we were on our way, and guess what, the sun comes out!! As we approach Frankfurt we are aware that it is a "Green Zone" and because of that you have to have a sticker in your windscreen if you have an older car, so it was a quick dash off the motorway to the hotel's underground car park and out of sight of the

authorities. And wait for it, a dry bed, and a proper shower!! And as we settle into our room John has his own washing line of wet socks and other damp clothes from his bag! Scamps safely tucked underground and a quick scout around to find somewhere to eat I pass an advertising hoarding on the back of a Piaggio truck.... "Hot Massage with Very Nice Girl"Na, we need food!

Having found a restaurant just around the corner it was a bite to eat and a "MacFlurry" for pud from just up the road and then.....yes.....our first night's sleep for five nights in a dry comfortable bed.....bliss. Up in the morning and breakfasted we load up and we are on our way. A quick dash through the outskirts of Frankfurt to avoid the congestion charges we are on the motorway and headed for Belgium.

The motorways in Belgium were superb (as they were in Germany) no hold ups, no potholes, no tolls, just brilliant, and crossing the border now into Belgium the fuel is that bit cheaper. And as we approach Liege and our last stop it starts to rain again!!

Anyway, a quick sign in and we are back in our very basic Premiere Classe rooms. For me it was a quick walk up the road to the Hypermarket to get a few bits for home and then we all returned to our trusted eating place "The Happy Wok".

Up in the morning and "Continental Breakfasted" we were on our way again and our last leg back to Dunkirk. Both Scamps had performed brilliantly, in the rain, the hot sun, hardly an issue. Jonathan's MK2 had a slight overheating issue on the trip down which was soon overcome (a water loss caused by a worn-out top hose) apart from that, no problems and as we both pull onto the Dunkirk Port and do our final checks to see if we have any stowaways on board, we are on our way home.

A big thank you to John my passenger, and to Jonathan in his amazing MK2 Scamp (without a roof!!.....mad man!)





COMPETITION

CDS Print and Design

If you email a photo of this completed wordsearch to scampocmag@gmail.com, you will be entered into a competition, where one winner will be chosen, at random, to receive a piece of Scamp Owners Club Merchandise!

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SCAMP MK1, 2 & 3 Aluminium Body Panel Price List

1a, Alloy spacer blocks for steering rack	
3a, Front inner wings to wheel arch and toe panel L/H or R/H	
4, Toe Panel or bulkhead lower panel	
5, Dash/wiper parcel shelf one piece	£12 pair
6a, Pair of folded infill shaped panel	£35 each
7a, Front inner wing (L/H with vent holes for radiator side) or R/H	£75
8a, Headlamp panels + rivnuts and hole for 7" headlamp bowl	£75
9/10, Grill lower panel, 2 uprights and 4 cross-slats inc fittings	£12 pair
11a, Front outer wing, no louvres L/H or R/H	£35 each
11a, Front wing with vent Louvres L/H or R/H	£45 pair
12, Bonnet rear mounting U-channel 16swg	£45 set
16, MK1 bonnet, as per original with louvres	£45 each
16, Flat bonnet with rear lip inc support angles 16swg	£55 each
17, Instrument pod for large round speedo, from	£12
19/1, Front floor 16swg	£195
19/2, Mid floor 16swg	£65
19/3, Rear floor 16swg	£12
20, Pair of Rear wheel arches, top,	£85
side, front and rear	£55
21, Rear panel or tailgate	£55
40/41, Rollbar top and sides	£75
Side panel SWB and Mk1	£35
Side panel LWB and Mk2	£55
Windscreen securing angle strips x 4	£85 pair
26, Original Scamp Mk2/3 Logo 13"	£115 pair
	£10
	£10

Original Scamp Mk1 Logo 9" self adhesive Sold Out awaiting new stock!
 pre-drilled and ready to weld-in. We can also supply imperial 1 1/2" box-
Scamp Brass Logo £6
Scamp Pin-Badge White Enamel on polished brass. £5

18swg Aluminium unless stated. frame in component form, or partially assembled and jig-welded.

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extended rear cross-member:- fabricated as a complete assembly including the suspension arm and rubber cone mountings, all ready to weld into the

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Scamp Mk3 Basic Chassis frame with fixed windscreen frame, full-length	
Rollbars, seatbelt mountings & hood support from	£1995
Mk3 GT Chassis frame with fixed or folding windscreen frame	£1395
Full length Rollbars and hood support. Welded-on from	£200
Scamp Mk2 & 3 basic door frames with lift-off hinges from	£195
Sliding window units for door frames. POA	
Cab Kit inc doors, windows, handles & locks, lift-off roof from	£895
Folding Windscreen frame as per original Scamp Mk1 & 2	£169
Weld-on windscreen frame as per Scamp Mk3	£149
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