

# Neighbourhood News

from the Bell Tower Community Association

Issue 27 - March 2012



## THREE MONTHS TO PARTY TIME!



A date and venue have now been set for our Queen's Diamond Jubilee street party. It will be on Saturday 2 June in York Road, outside the school. Only the section of York Road between the New Hope Centre and Ross Road will be affected - it will be necessary to close this part of the street and move all vehicles for the day.

We have endeavoured to talk to residents in the affected area of York Road and have managed to contact the majority, all of whom are happy for the party to go ahead.

We are going to need lots of help. Some York Road residents have kindly volunteered already, but we need more, from all over the area! Do you have any suggestions for food and entertainment? Would you like to set up a stall? Do you know any local bands who would like to play? Can you help in any other way (such as helping with children's entertainment or setting up tables and chairs)?

Any offers of help - please contact David on 07890 118167, email [david@bell-tower.org.uk](mailto:david@bell-tower.org.uk).

## BELL TOWER COMMUNITY ASSOCIATION AGM

MONDAY 19 MARCH

7.30PM

NEW HOPE CENTRE

ALL WELCOME

Speaker to be confirmed. Please note that only members may vote in any elections.

## News in brief

● Congratulations to E P Collier School, who achieved their £10,000 target for installing solar panels in December.

● Farewell to Catharine Morris, who has been vicar of New Hope since 2006. In her new role Catharine will be working with churches across Berkshire, so she will not be moving far. We would like to thank Catharine for all her help in the past five years and wish her well with her new opportunity.

● The Bell Tower Community Association hosted a cheese and wine evening at E P Collier School for those who have helped us over the past two years, including newsletter deliverers and other volunteers. It was an enjoyable evening - the easiest way to get an invitation to the next one is just to get involved!

● New draft plans have been published for the Station Hill development, and an application for outline planning permission will be submitted in the summer. The central square is retained, and there is a new covered shopping arcade. The revised plans can be viewed at [www.stationhill-reading.co.uk](http://www.stationhill-reading.co.uk), where there is also a feedback form.

● We have recently moved the hosting for our web site. There is an automatic redirection in place at present, but this will eventually expire. If you cannot find the web site please enter [www.bell-tower.org.uk](http://www.bell-tower.org.uk) into your web browser - this address will continue to work.

## FIVE STAR WINES

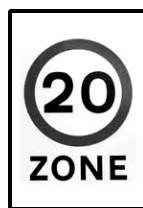
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Do you think there should be a 20mph speed limit on our streets? If so, please contact

Barbara at 77 Addison Road and sign our petition!

## JOIN US NOW

for only £1 per person per year. Don't forget members can claim some great discounts from local businesses!

You can join by contacting Jonathan Dart at 68 Addison Road.

Visit [www.bell-tower.org.uk](http://www.bell-tower.org.uk) or email us at [info@bell-tower.org.uk](mailto:info@bell-tower.org.uk)

# Built for speed

In the second of our occasional series on the industrial history of our area, **Jonathan Dart** looks at a racing car manufacturer in Caversham Road.

At a time when the Bell Tower Community Association is campaigning to have a speed limit of 20 miles per hour introduced into our area it is interesting to recall that 67 Caversham Road used to house the headquarters of a sports and racing car company from 1947 until the mid-1960s.

Bucklers specialised in kit cars and also made cars to order. The cars were assembled at Buckler's factory in Crowthorne, but the components were made in Reading, and specialist engineering work upgrading other makes of car was also carried out here. The company advertised independent front suspension conversion for Ford Anglias and Prefects.

The company was founded by Derek Buckler and was pioneering



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for its time in featuring tube-frame construction. In a tube-frame or space-frame chassis the suspension, engine, and body panels are attached to a skeletal space frame, and the body panels have little or no structural function.

Buckler cars were designed to accept a range of mechanical components to enable buyers to create a lightweight sports car for road use



**BUCKLER**  
MULTI-TUBE FRAMES

PROVED BY RESULTS

★ 1st	1,500.c.c. Class, Prescott (Mr. H. Porteous)	July 6th
★ 2nd	1,500.c.c. Class, Prescott (Mr. W. Goodwin)	July 6th
★ 1st	1,200.c.c. Class, Fairwood Circuit	July 26th
★ 2nd	1,200.c.c. Thruston (Mr. G. Tapp)	Aug. 4th
★ 1st	Formula B, Heat I, Silverstone (Mr. K. W. Smith)	Aug. 23rd
★ 1st	1,200.c.c. Class, Westwood Park (Mr. J. N. Dobbs)	Aug. 31st
★ 1st	1,500.c.c. Class, Heat II, Silverstone (Mr. J. N. Dobbs)	Sept. 6th
★ 3rd	1,500.c.c. Class, Heat II, Silverstone (Mr. R. Carnegie)	Sept. 6th
★ 1st	Formula B, Heat I, Silverstone (Mr. K. W. Smith)	Sept. 6th
★ 4th	2,000.c.c. (S.C.), Brighton Kilometre (35.43 seconds)	Sept. 6th
★ 1st	1,500.c.c. S.A.R.C. Hill-Climb	Sept. 7th
★ 3rd	1,500.c.c. S.A.R.C. Hill-Climb (Mr. J. N. Dobbs)	Sept. 7th
★ 1st	2,000.c.c. Naish Hill-Climb (B.T.D. Sports Cars)	Sept. 13th
★ 2nd	1,300.c.c. Naish Hill-Climb (Mr. J. N. Dobbs)	Sept. 13th

★ Recent class successes subject to confirmation.

Mr. H. PORTEOUS, PRESCOTT, JULY 6th

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Mr. K. W. SMITH (BUCKLER-FRAMED SMITH SPECIAL, SILVERSTONE, AUG. 23rd)

**BUCKLERS, 67, CAVERSHAM ROAD, READING** Phone: READING 3227 — 4903

and in rallies, trials, speed hill climbing and racing. Indeed, some Buckler cars were solely for racing and were not licensed for road use. An advertisement for the company from 1952 (pictured) lists the racing success of cars using the Buckler chassis.

The Old Classic Car website says Bucklers fitted into a trend at the time for young motorists who could not afford a sports car to build special cars from vehicles such as a Ford Popular using components from companies like Bucklers.

At the higher end of the market, Bucklers' chassis was used for the first Brabham MRD racing car, helping launch what was to become a major team in Formula One racing during the 1960s and 1970s. Bucklers also supplied gear sets to Lotus.

Many of the cars were exported and some chassis were built abroad under licence, with Buckler cars and components being imported into Australia, New Zealand, Canada and even Kenya. In 1949, a Buckler 'Colonial' was a complete car for export for £625. Such is their cult status that a website dedicated to

them has been set up at [www.bucklercars.com](http://www.bucklercars.com) showing pictures of Buckler vehicles.

In the early 1960s, Bucklers branched out into making go-karts after the kit car market suffered a downturn. One of these karts will be on display in an exhibition at Reading Museum called *Bikes, Balls & Biscuitmen - Our Sporting Life* from 12 May to 28 October 2012.

One of Bucklers' employees who started as an apprentice and worked his way up, Jack Barlow, eventually joined the Crowthorne factory where the karts were made. Derek Buckler died in 1964, and when the company failed under new owners in 1965 Mr Barlow bought enough equipment from Bucklers to set up his own company, Barlotti, which further developed the Buckler design. According to the Reading Forum, Mr Barlow was a kart driver too and came second in the world championship, showing that speed has featured in our area for many years, if not always in the same way.



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