

Newsletter

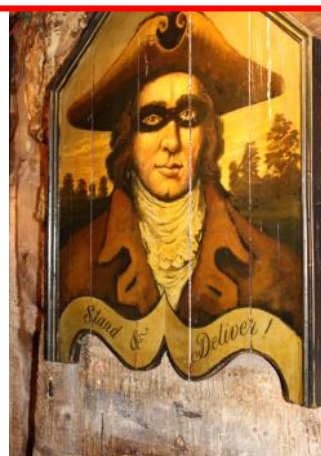


Member of the Federation of British Historic Vehicle Clubs

A Happy and Prosperous New Year to you all
- although with the current financial climate I might be wishing for the impossible.

When asking for suggestions for activities in 2023 and in view of the price of petrol perhaps the photograph alongside might be apposite
- any offers for an organiser ?

Anyway here's hoping for a full year of activities. We already have some events in the planning and any suggestions and volunteers to organise events will be welcome.



What's Coming Up

Key:

- ⇒ Club event
- ◇ Club attendance as a group at a motoring or other event
- Everything else of interest. These items are shown for information only.

IN THIS ISSUE

Future Events
Reports

A Big Welcome to New Members

Stewart & Alison Coe
Andrew & Katerina Miller
Martin & Eileen Blackmore
Derek Green



Captions on a postcard please !

January

⇒ 17 Committee Meeting Thames Head Inn Malcolm to book

February

⇒ TBA Lunch Run Bunny Lees-Smith

March

⇒ 14 Lunch Run David Fletcher
⇒ Provisional Skittles evening Malcolm Cutler

April

⇒ 23 St. George's Day Run Ken Hinton

Later

⇒ TBA Lunch Run to Crofton Beam engine Ralph Morgan
⇒ Provisional Away week to Channel Islands Jackie Hinton

November Lunch Run

I really can't remember a wetter start to a lunch run. As I drove down the hill to the main road there were gushing streams down both sides.

Still as we keep saying - "We are British" - so it was no surprise to find a rather bedraggled but full turn out at The Greyhound pub in Siddington - much to the relief of our organisers Mike and Helen Scott.

After the usual coffee and natter we again ventured forth into the deluge.

A very interesting route added to by the discovery of ten fords which hadn't been there the day before.

By half way the rain had stopped which improved our views of the countryside and after a good lunch at the Royal George and another good natter we all agreed that we had had a good time.

Many thanks to Mike and Helen Scott and a "Thank You" to Helen for standing in as my navigator and counting the fords.

F.C.C.C. Visit to Fiennes Engineering

Well! What a wonderful experience we all enjoyed at Fiennes Engineering in Lechlade. Malcolm had arranged a tour including several specialist guides who explained in great detail information on the various vehicles under restoration, plus the varied engineering and manufacturing processes that Fiennes were able to undertake.

The tour started with coffee and biscuits (really important for us old folks) and continued with a history of the company , how it came about, and of course where it is today given by Calle Hannah, a most enthusiastic young lady. Most enlightening was the accent on encouraging young blood to learn the “ skills of yesteryear “.

We were then encouraged to inspect the cars under restoration, the restoration foreman, who was our guide' knew every vehicle “ intimately” and was able to explain where the vehicle came from (Pakistan to Australia) (Milan to Austria) plus the extent of the works being carried out. As an example the 1937 RR was owned by a Maharajah who had bought five from a dealership in London. The unsubstantiated story goes that the other 4 were converted to dustcarts at the time, as an example of his immense wealth. This one, being the 5th, had found its way to Fiennes to be restored at an estimated cost of £1million pounds. Incidentally I opened and closed the doors on this car, they were about 5inches thick with metal bullet screens that wound up and most surprisingly they closed and fitted as new with a satisfying thud not unlike a railway carriage - just amazing at any age but especially so at nearly 90 years old. I would just love to return at a later date to see this amazing RR proudly resplendent in her glory.

There were so many interesting cars and the provenance so ably related to us by our guide for the day, not least of all the ash frame and chassis of a Riley Kestrel owned by Mr Fiennes himself, also the completed 3.5 litre Bentley waiting to be shipped back to its owner in Austria, who on receipt of the car would send another to Fiennes for the same treatment. Two similar RR were due for dispatch, one to Australia and the other to Italy. These were serious restorations a typical engine rebuild in the region of £100 k and then some with body and trim on top.

After the body restoration shop we moved on to the engineering works , where the breadth, quality and depth of knowledge was just breath taking - for example a 100year old crankshaft being re-ground, the block from an AEC route master being overhauled, the ubiquitous A series being prepared for competition, and a stores containing 7000 parts , a great many manufactured on site. To conclude - what an experience and my personal thanks to Malcolm and all concerned at Fiennes for a fantastic outing rounded off with a great lunch at the New inn at Lechlade . *Steve Harding*



A few of the
many scenes at
Fiennes



FCCC Christmas Lunch

There had been some doubt at the beginning of the week that, following the snow fall on Sunday, that some of us might not make it but, fortunately, even those of us living on the steep hills of the Chalford Golden Valley, managed to slither our way out.

On arrival at the Highwayman public house we were met with the picturesque scene of the newly restored coach in a complete sea of dazzling white snow.

We made our way quickly inside to the warmth and a welcoming display of Christmas decorations. Gradually the dining room filled up and after obtaining our drinks at the bar we took our seats in the dining room.

After lots of chat and a very good meal Malcolm addressed the gathering and those of us “old hands” were amazed that he didn’t regale us with some of his usual Christmas jokes.

Altogether then a thoroughly enjoyable way to draw the FCCC year to a close with only the after Christmas “Bunny” run still to come.

Many thanks then to Jill and Malcolm for organising it and to the staff at the Highwayman for delivering it.

