

FC3

AUTUMN EDITION
October 2013



Who is the pilot?

The Magazine of the Fairford Classic Car Club



*We go to
Northern
Ireland*



WHAT'S ON

A summary of motoring events with Club activities highlighted. Check the Club **Website** and **Newsletters** for details, changes and information. If you have a question about any event, please call Bunny Lees-Smith (01666) 577 275

FCCC	WHEN	WHAT	WHERE	WHO
	2-3 November Saturday - Sunday	Bristol Classic Vehicle Restoration Show	Shepton Mallett	info
➡	3 November Sunday 10:00 am	FCCC Annual General Meeting Coffee at The Bull then a short run, returning to The Bull for lunch	The Bull, Fairford	Geoff Tebby 01453 883 821 For the Run: Barry Cooper 01285 851 821
	15-17 Nov Fri-Sat	Lancaster Insurance Classic Motor Show	NEC Birmingham	info
➡	20 November Wednesday	Lunch Run (1)	Call Barry for the coffee rendezvous.	Barry Cooper 01285 851 821
➡	6 December Friday 4:00 pm	Ron Barker presentation Full details in the November Newsletter	Meysey Hampton Memorial Hall	Malcolm Cutler 01285 712 173
➡	19 December Thursday	Club Christmas lunch	Crown of Crucis, Ampney St Crucis	Malcolm Cutler 01285 712 173
➡	30 December Monday	End of Year Run (2)	Details TBA	Bunny Lees-Smith 01666 577 275
➡	26 January	Australia Day "something"	Details TBA	Dave Barton 01285 851 869

- (1) If you enjoy a country run with lunch, make a note of this date. Barry offers the opportunity to sharpen your map reading. Call him soonest to get on this one.
- (2) The run will start at the **Calley Arms** in **Hodson** south of Swindon. Coffee, then a run 50 miles and returning to Hodson for lunch. We will invite guests from the **Austin Healey** and **Cirencester Clubs**. Entry and menu choice forms will be sent out in November. Contact Bunny soonest.

For Sale

£1495

Suzuki Cappuccino 2 seater sports car, L reg, 1993, 93k, Taxed Dec 2013 & MOT Apr 14
Tel: 01395 269 355 / 07732 549 879

Dave Apperley

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FAIRFORD CLASSIC CAR CLUB

Member of the Federation of British Historic Vehicle Clubs

Quarterly Magazine FC3

Autumn 2013



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- Castle Combe

Front Cover

Dunluce Castle, N. Ireland; on the boat to Belfast (why are Tony and Mark facing back to England?); the pilot ... see Page 25

Centrefold

Tony Picking and the Avro 707c at Cosford

Back Cover

Cars are more interesting when you can see the engine (it's a blokie thing!). Clockwise from top-left: Bunny Lees-Smith **Austin Healey 3000**; Dave Barton **MGB**; Malcolm Cutler **Porsche 933**; Rob Bevan **Alfa Romeo Spider**

FC3 is published quarterly by the Fairford Classic Car Club and is free to members.

Web: www.fairfordclassiccarclub.org.uk



<http://www.flickr.com/photos/fairfordclassics/sets>

Welcome

We love our cars and many of us are keen on planes too. In this issue you find a few of those, (including a you-know-what for you-know-who) and one in particular that reunites our front page aviator with an interesting aircraft. Our time at the Royal Air Force Museum was an opportunity for the aviation spirited to enjoy a great day out. Thanks Bunny!

For the Guinness, Bushmills and driving on small, twisty, foggy roads minded, the Away Week in Northern Ireland was a huge success. The Titanic Exhibition in Belfast is well worth a visit. A big thank you to Jill and Malcolm for putting this one together!

Its been a busy few months and there was a lot to fill this issue. These days, the contributions just flow in. The last FC3 had eleven authors. This one has fifteen and eight different photographers. In my first FC3 16 months ago, I said the "magazine is about us and for us". That should now be "... for us, about us and by us." Thank you everyone.

You will see we've used our Page 3 for a rather special purpose this month.

Dave

THE SAYINGS OF CHAIRMAN MAL

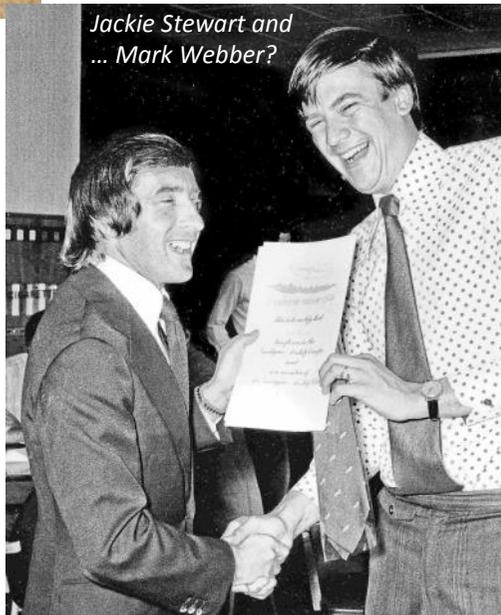
You will see from Bunny's article that we had a very enjoyable visit at the end of August to the Imperial War Museum at RAF Cosford. This had particular memories for me, not through any active RAF service, but through visits I used to make in the mid 1970's when I was working with Goodyear Tyre Co. As many of you will remember Goodyear had an airship which they used at events in Europe for promotional purposes and also for taking aerial shots at major sporting events. It was stationed at Cosford when in the UK.



In the 1970's I worked for the Automotive Engineering division of Goodyear, which was the technical link between the factory in Wolverhampton, the Technical Centre in Luxembourg and the car, truck and tractor manufacturers in the UK. For me it was a 'job made in heaven' because I was involved with the development of the latest tyre technology, whilst working with engineers in the automotive companies developing and testing tyres for new vehicles. This involved a lot of road and track testing including hours spent at MIRA, but also promotional events. Which brings me back to Cosford. An invite for a 20-30min flight in the Goodyear Airship was highly sought after and we had many of the top names in the industry ringing us up when they knew the airship

was coming over to the UK. This was also helped by the fact that Jackie Stewart had recently retired from racing and was an active 'ambassador' for Goodyear. One of my colleagues had previously worked with Goodyear Racing and for many years had been Jackie's trusted tyre man. Therefore when he was in Wolverhampton, Jackie would call into our office for a chat and coffee and we also had driving lessons from him, including trying to keep the golf ball in the dish, mounted on the bonnet of that 'ship of the desert' called a Ford Zephyr – smooth driving!! He also presented the certificates and tie to people who flew in the airship and I am proud of the attached photo – if only I can remember what the

Continued on Page 6



Jackie Stewart and ... Mark Webber?



In Memory

(It's really page 5 but, well, you know)

John Payne

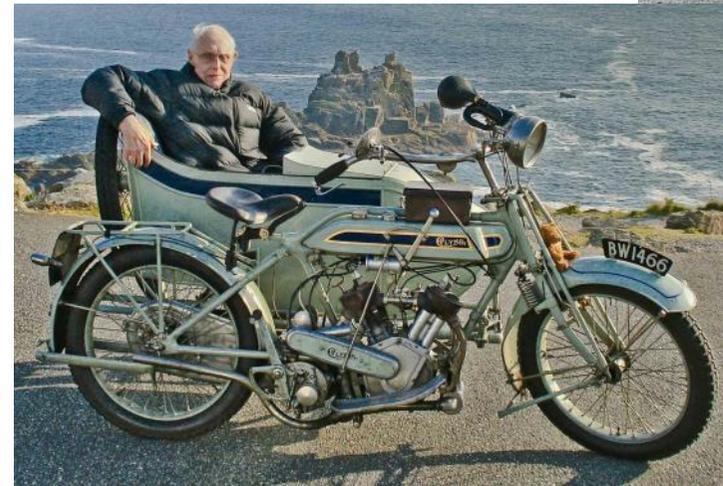
Clyno 5/6 750cc Vee Twin

I bought the Clyno combination in the 1950s from the estate of Mr Slingo, an Oxford based motor cycle dealer who started in business before the First World War. He bought the machine new in 1914 and used it until 1935 when it was retired. I reconditioned the Clyno in the Sixties and rode it on several Banbury Runs as well as a tour of Southern Ireland. In the Seventies I passed the bike to Ron Amey who kept it in his private museum. We both used the bike occasionally. After Ron's passing, his widow Elspeth returned the bike to me. Very little work was needed to make it roadworthy and the bike ran in the 2008 Banbury Run.

Reprinted from FC3 Christmas 2008



Top: John and the Clyno outside the family workshop in 1964. Photo by *The Oxford Mail*.



Bottom: Arriving at Land's End 5 June 2013. John and Tim's epic journey was recounted in the *Summer FC3 July 2013*. Photo by Tim Payne.

Sadly we have to report the passing of John Payne who died peacefully at his home on 24 September. John was a member of the FCCC for many years and once remarked that it was the best car club he had ever been a member of. John was a very skilled engineer who owned engineering works in Oxford and later in Eynsham. He had many makes of cars from Austin to Jaguars and a Citroen 2CV. Just before he died, he completed a trip from London to Land's End in the sidecar of his Clyno motorcycle to celebrate his 90th birthday. We extend our sincere condolences to his family.

Chairman continued ...

joke was about, probably the height difference!

One particular memory was of the then Chief Engineer of JCB, Mac McDonald (who had worked with Colin Chapman when they formed Lotus) going up in the airship. I managed to get him sitting next to the pilot, who, it turned out, was bored stiff of being a 'bus driver' for the day and after about 45mins we, on the ground, started to get concerned as to where they had got to. Eventually the 'ship' hove into view, only to disgorge a group of very green looking passengers, apart from Mac who was still avidly talking to the pilot. It turned out that Mac started

to ask the pilot technical questions on the performance 'envelope' of the airship. He, in turn, was happy to demonstrate the maximum roll angles, stall speeds etc, but it obviously did not go down so well with the fellow passengers. Apparently they also 'out stalled' an Auster which challenged them to who could fly the slowest (there was a training squadron based at Cosford). And before you ask, there was no toilet, just some plastic bags and an open window!

So now you can see where my thoughts were when we were at Cosford. If the Editor allows I may revisit my time at Good-year in a subsequent issue of FC3.

- **Malcolm**

HERR YOUNG'S ALTES AUTO IN DEUTSCHLAND



The **1932 Morris Minor** once owned by **Graham Young** now lives in Styrum, Mülheim an der Ruhr, in Germany. The current owner, **Peter Simon**, noticed the car when recently browsing the Club's website. He bought it two years ago for 9000€ from a dealer. At the time, he was actually looking for an Austin 7 but chose the Morris after one quick look. He reports the car is well looked after and would be keen to learn some of it's history.



Peter is a retired Master Joiner as you can see by the stunning woodwork on his restored **Morris Traveller**. He also has a **MG TD**.



No. 25

MOTORING MUSINGS

Graham Young

I saw an article "**Legends of the Road**". We all have an answer I'm sure. There were two Jaguar E Types, a 1961 Frog Eye Sprite, a 1919 Austin tractor and a Walls Ice Cream Moke.

I was sad to read of the death of Steve Jewell driving a 1924 Bugatti T35B.

Pulling power of a different sort. Men with cars with green credentials are more likely to succeed than those with "raw power". You have been warned!

It could have been the "Italian Job" with more than 1,000 Minis at Castle Combe. I'm sorry I missed that.

Congratulations to **Mike Newman** who broke a world record in a Porsche. He is blind and his navigator is his father.



A growing number of stars of screen have taken to using heavily armed vehicles. The typical cost of armouring a car is about £62,000 but electrified door handles cost more.

The Times has carried an exchange of letters between readers who feel that James Bond would only have used British cars but others point to Thunderbirds, Studebakers and others.

Pete Gentil - "one of life's good guys" was sadly killed on the B4425 recently.

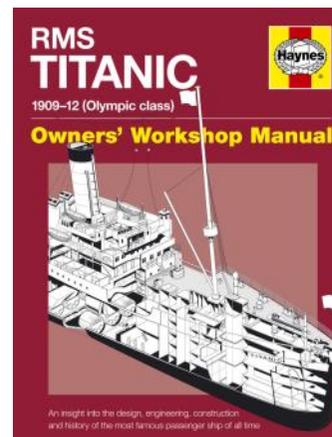
I'm sorry to tell you that the collection which sold this month for over £250,000 was not mine. There was an E Type, several Minis, a 2005 Aston Martin Vanquish and over 50 cars in a collection assembled over 25 years by a "self-confessed hoarder".

The end of the road is at the end of this year when the last VW camper van is built.

More than 10,000,000 have been produced since it was launched 63 years ago.

The owner of a huge collection of cars, including some made exclusively for him, namely the **Sultan of Brunei**, must salivate when he boards his Rolls-Royce coated with 24k.gold. Happy motoring albeit on a more modest scale.

A sad note: **Haynes** publishers of manuals on cars and to my knowledge, the **RMS Titanic Owner's Workshop Manual** *, will publish no more books.



* The Away Team looked this book over at the Titanic Exhibition.

- **Graham**

Cooper's Capers



Photo: Keven Allin

I suppose it was to be that with summer having officially ended only a day or so before the Classic Pub Run the weather decided to become autumnal; or at least, that's the way the day began, with the claggiest of early morning mists, and by the time members began arriving at our coffee rendezvous, the

Cotswolds Woollen Weavers in the village of Filkins, the fog had for the best part disappeared. Better still, during the run itself the sun broke through, and as members began arriving at the pub, there was a definite Indian summer feel about the day. In fact it was simply *perfick* for sitting outside in the sunshine to enjoy one's pint of beer.

Lunch for our FCCC party had been arranged at the **Carpenter's Arms**, in Miserden; a quiet backwater of a village; situated not so very far from the Whiteway and A417, but with the benefit (to us at any rate) of being off the beaten track; meaning that it is possible to park outside the inn, without need to worry about busy passing traffic. Indeed, Kevin the landlord, encouraged us to park our classics as close to the pub as possible, so that he could take numerous photographs for his private archives, which he will readily show you, having dozens of images uploaded to his cash register screen!

Eighteen runners appeared to have enjoyed their thirty miles or so cross country run, although a number admitted to having become lost (and on more than one occasion for some) and it was suggested that we should perhaps return to the habit of having a small compass in our car's glove locker.

After all, no self-respecting rally driver of the 50s and 60s considered himself properly kitted-out, if he didn't have a compass. Of course it helps if the road signs are still in situ, are visible, and are not hidden behind a mass of overgrown foliage, as was the case in rather too many places on our route.

The food at the Carpenter's is good, and served in generous portions. Also I think it is value for money. The inn has the character of a typical English pub, with ambience to match and one is guaranteed a warm welcome from both the landlord and bar staff. It being still September meant that Miserden Park Garden remained open to view, a feature of the village which I learned were never part of the gardens of the big house, but were purpose built in Victorian times to grow cut flowers for market, presumably in Cheltenham and Gloucester. Certainly the number of greenhouses on site indicates that it must have been labour intensive in its heyday.

All in all a Grand Day Out, some lovely scenery, good food, very best of company and with the added bonus of some warm September sunshine. Even quite late that same evening there was warmth in the air which, being British, I would refer to as balmy.

- **Barry Cooper**

Oakridge Festival 7 September

Here's a shot of **Brian Cox's** attractive 1948 MG, which came from Corsham to see us here in Oakridge. As you see, Brian is doing all he can to get youngsters involved in the old car movement! A big thank you to all the FCCC members who joined us on the day - blue skies, sunshine and over £2,000 raised for "**Hope for Tomorrow**", Gloucestershire's mobile chemotherapy charity.

- **Mike Scott**



The Nuffield Run 3 October

The forecast for the run was not good – a warning for torrential rain and possible disruption to traffic. Nevertheless all the cars that entered turned up at the Waterfront Café at Benson where some of us sat down to cake & coffee and even a sausage sandwich. We could see the Thames clearly, no rain and warm. Fortified, we made our way to **Nuffield Place**, ten minutes down the road, where we were subjected to a perfect display of how to organise a certain type of function in a brewery. Ushered into his Lordship's billiard room for an introductory talk one guide, looking out of the window, exclaimed "*It looks like it's being done outside!*" Shuffling out, we managed to catch the majority of his presentation. The amble around the house revealed a real gem – left as the Nuffield's had left it when Lady Nuffield died. Full of interesting artefacts, some relating to his time as a car manufacturer but mostly showing what a frugal life they both led, unlike the pipe smoking "Queen" who miraculously appeared. We then went on to the adjoining, rather crowded café, for a light lunch; by now the rain was coming down which meant that a tour around the gardens was not advisable. It certainly was an interesting venue and when the N.T. realises the potential that this perfect snapshot of a man who had everything but gave it all away, it will be improved. Many of today's "Nouveau Riche" would be well advised to visit!

- **Dave Chambers**



TAPPET CLATTER

Mike Cox



Being a bit less active than usual the past few weeks, I have spent a bit of time reading some of the glossy maga-

zines and am amazed at the prices being asked for cars and motorbikes. As any reference to **Vincents** always catches my eye, I saw **Black Shadows** asking prices of £45k, £90k and one going to auction with a reserve price of £140k, though that one was a bit special being a factory bike holding at the time many speed records. Then started seeing adverts for watches like the enormous things F1 drivers wear. Asking prices anywhere between £3.5k and £9.5k; then saw one call a **Hublot LaFerrari** (see photo above) with a price tag of £250k! Can you believe that? Still, I don't expect F1 drivers pay for theirs do they? Mine usually comes from ARG for about £6 and keeps perfect time. Anyway, I digress.

I said I would write about saving Malcolm a few bob. The enclosed photos show my homemade coil spring compressor. Back in the days of the Mk II and later Gordon-Keeble and having some front suspension work to do on them which meant stripping down said items, this meant the first thing I would need was a good spring compressor. They were expensive to hire and a small fortune to buy. Gave it a bit of thought and reckoned I could make one. I bought a length of ¾"



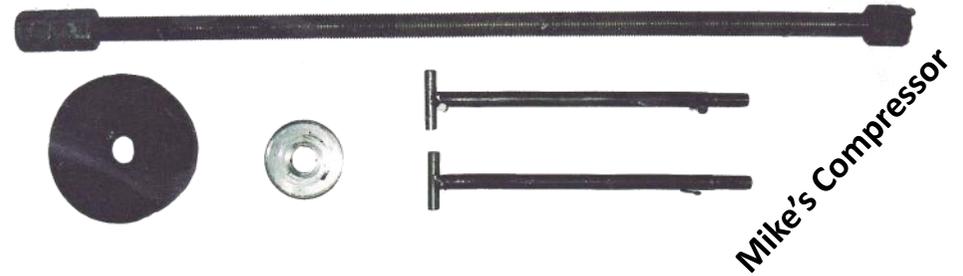
threaded bar about 20" long, six nuts and some big washers. Turned up on the lathe an ash/oak circular piece to fit into the top wishbone hole after the removal of the shock absorber. Last thing was two long bolts with the same thread as the bottom plate with a short bar welded on the top. The car needs to be jacked up high enough to allow the threaded bar to be pushed up inside the coil spring after the removal of the shock absorber. Washers and nuts on top and bottom of bar and tighten up, remove two bolts (one at a time) and install tee bolts into holes. These help to guide bottom plate and coil spring down. Remove rest of bolts and slowly undo bottom nuts on thread bar. Putting spring back is just a reverse of taking it out.

Once again, I don't know if this is much use as first, I don't know how many member own cars with this type of coil suspension and second, how many would do this type of work on their cars but anyone can borrow this tool at any time if they want to have a go. Usual disclaimers apply!

Malcolm reckons he saved at least £40 per week plus postage to hire from a Jaguar car club or an astronomical £460 if he chose to buy one. I really wonder how many they sell. If I remember right, it cost me about 2/6p (old money).

- **Comrade Cox***

* See Page 27



Chairman's Run to Dyrham Park

20 October

We met at Highfield Garden World at Whitminster, on the A38 nr. Stroud to give those living in the West a shorter run to the starting point, Thankfully we got into the coffee shop early, as there were 35 of us and we had difficulties keeping our wives from running wild in the extensive shop which sold everything men really did not want! It was also good to welcome our newest members, **Tony & Jackie Ephgrave** and **Giles & Lucy Jackson** and their two daughters.

Jill and I have to admit that, as the event was planned just after we returned from Ireland, we had to resort to drawing the route on OS maps instead of Tulips – well you can all read maps can't you! The route was designed to take in some of the 'flatter' lands down to the Seven Estuary and then the lovely run past Dursley, to Wotton-under-Edge and on to Dyrham Park, near Bath. Fortunately the weather held and for much of the route the sun was out and we managed to catch the Autumn colours, although this year they have still to peak.

Dyrham Park had not covered itself in glory during the planning of this visit and Jill was close to 'tearing her hair out' over the difficult attitude of one of the 'Customer Experience Staff'!! We told them how many cars were coming, two days before, and they initially offered to rope an area off for us. However, they eventually said that this was not possible as we could not guarantee that all of us would arrive over a 15mins period! So, surprise, surprise, on arrival the roped off area for us had magically appeared but the helpful lady in the kiosk said she did not know if it was big enough, as no one had told her how many cars were coming - gnashing of teeth from Jill!!

Anyway, the food in the restaurant was excellent and the house very interesting, but by then the rain had started and a torch was needed in the house, as the light was fading fast!

From the reports everyone enjoyed the run and Dyrham Park, which may encourage some of you to go back and see the gardens in the summer!

- **Malcolm**



Royal Air Force Museum Cosford

The Club joined with like minded folk from the Science Society and Hankerton History Group for a coach trip to Cosford. It is about 15 years since our last visit when many of us drove our classic cars there but motorway driving in a classic these days is not a lot of fun so the coach was chosen. Some folk decided that to fly to Cosford was the way but unfortunately the cloud base was low and only one plane was able to make it due to the difficulties of navigation in a light aircraft.



James May and the Airfix Spitfire

There is so much to see there that one is almost overwhelmed by the exhibits. Huge aircraft interlaced like a jigsaw in large hangers and every space between filled with smaller ones. Walking under the 'V' bombers is awe inspiring, the Vulcan, the Victor just tower above you. My favourite is the TSR2 that piece of technology, mismanaged by the politics of our Prime Minister Mr Wilson. Where would the British aircraft industry be today if only the politicians

had the foresight to see that in only a few years they would destroy it by their actions. I must get off my high horse, but in walking around Cosford one is continually reminded that political expedience has cost the country a great deal.

No matter what your particular interest this museum has so much to see be it aircraft, missiles, engines, personnel, prisoners of war, research aircraft all ranging from WW1 through WW2 and the cold war. It all make a fascinating history and well worth the trip.

- *Bunny*

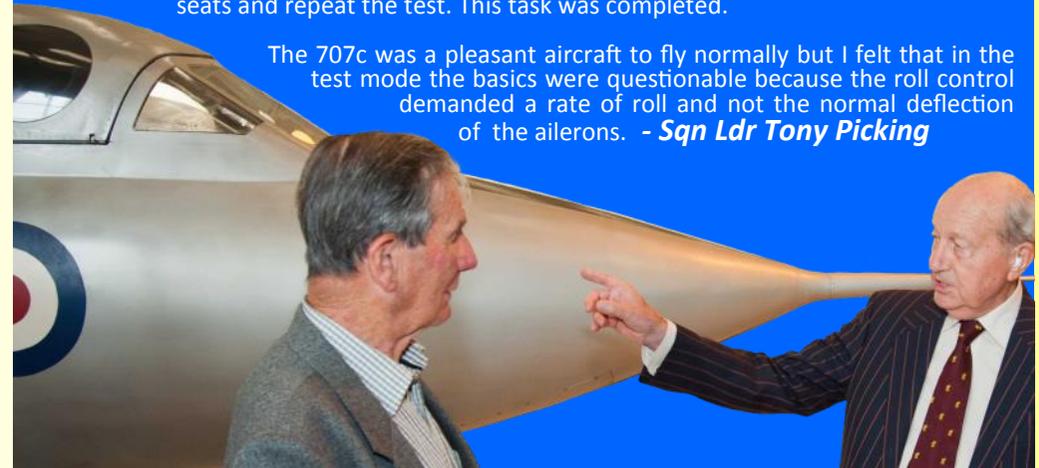


FLYING THE AVRO 707c

At Farnborough in 1961, the Avro 707c was fitted out with an experimental system called 'Rate roll demand', later known as 'Fly by wire'. The left seat pilot had normal manual Controls whilst the right seat pilot had the experimental electrical \ hydraulics system which powered the controls in roll only. I was invited to fly and assess these controls.

The project test pilot, Jock Hurl briefed me. He would fly the first flight from the left seat and on passing 1000' we would switch to the experimental system. I would continue the climb and level off and test the roll control. On the descent back to Farnborough we were to switch off the test system and land in manual. We were to change seats and repeat the test. This task was completed.

The 707c was a pleasant aircraft to fly normally but I felt that in the test mode the basics were questionable because the roll control demanded a rate of roll and not the normal deflection of the ailerons. - *Sqn Ldr Tony Picking*



The Avro 707 was built to test the delta wing design for the Avro 698, later to become the Vulcan. The Avro 707 was effectively a one-third version of the Avro 698. Five prototypes were built.

The first prototype crashed on 30 September 1949. The next one to fly was a faithful copy of the 698's wingform including engine intakes and intended for high speed testing. In 1956 it was transferred to Australia where it served until 1967 when sold off to a local resident. The next aircraft were ordered to E.10/49 in November 1951. The next were the second 707A and two of a side by side cockpit version - the 707C.

Two examples of the two-seat variant survive. One is located at the Royal Air Force Museum, Cosford; the other at the Museum of Science and Industry in Manchester. A single example of the 707A variant survives at the Royal Australian Air Force Museum in Point Cook, Victoria.



24 November 1961

24	AVRO 707	FLY. LT. HURLL	SELF	ELECTRIC/HYDRAULIC POWERED CONTROLS AND AND RATE ROLL DEMAND R.H. SEAT
24	AVRO 707		SELF	FLY. LT. HURLL L.H. SEAT - MANUAL CONTROLS

Year	Month	Type	Pos. of Pilot or Passenger	3rd Pilot, Fourth or Passenger	DUTY (Including Results and Remarks)
November 1951	20	CONQUEST ELECTRO	SELF	FLY. LT. SWANWELL	TESTS BROUGHT FORWARD
	22	CONQUEST 2	SELF	FLY. LT. SWANWELL	TESTS BROUGHT FORWARD
	23	CONQUEST 2	SELF	FLY. LT. SWANWELL	TESTS BROUGHT FORWARD
	24	CONQUEST 2	SELF	FLY. LT. SWANWELL	TESTS BROUGHT FORWARD
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	26	CONQUEST 2	SELF	FLY. LT. SWANWELL	TESTS BROUGHT FORWARD
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	28	CONQUEST 2	SELF	FLY. LT. SWANWELL	TESTS BROUGHT FORWARD
	29	CONQUEST 2	SELF	FLY. LT. SWANWELL	TESTS BROUGHT FORWARD
	30	CONQUEST 2	SELF	FLY. LT. SWANWELL	TESTS BROUGHT FORWARD
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	10	CONQUEST 2	SELF	FLY. LT. SWANWELL	TESTS BROUGHT FORWARD
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Northern Ireland

Finding the hotel in Liverpool, before sailing to Belfast the next day, turned out to be the easiest

part of the whole trip. From then on our mutual navigational skills took a turn for the worse – OK I admit it, Jill and I did have our moments of navigational amnesia during the week!

Whether it was a result of good food and wine that night, the fault of the hotel receptionist saying “easy, you can’t get lost”, our map reading, or because the girl in our satnavs hadn’t woken up, we all took different routes to reach the ferry. However, we did all make it in time (just).

Commiserations to Mark and Julie Whittering as they got a speeding ticket after finding that the road they were on was going to Wales and not N. Ireland (via the ferry)! Rob Bevan also calmly announced that the Alfa now seemed to have found its brakes again, after the ‘pedal went to the floor’ a couple of times on the way up – June was not worried, so it must be Rob’s driving!

Thank goodness the sea crossing was smooth, but 8hrs is a long time, even though we were able to watch the Grand Prix and get quite spectacular views of the Isle of Man. On disembarking and with only one error (the AA route map did get it wrong!) we soon got to the Ross Park Hotel near Ballymena and a very welcome drink and dinner.

The Ross

The Away Team at Carrickfergus Castle



Park turned out to be a good choice of hotel, with pleasant rooms, good food and very helpful staff.

Some of us were late down to breakfast on Monday, but so what, this was designed to be a relaxing first day with a tour of the southern part of the Antrim coast. From memory, the day started out quite bright but by the time we got to Carrickfergus Castle, the sea mist had started to role in! However, the castle’s interesting history and FCCC members help in enacting scenes from it’s past, raised the spirits and caused more than a little confusion with some of the other visitors! After a welcome coffee it was then onto the Walled garden at Glenarm Castle and, as we progressed up this beautiful coast, the sun tried to come out! By the time we got there it was a beautiful, warm ‘autumn’ day and because of the late seasons, the garden was full of colour. Even us male ‘oily erks’ were impressed – a great visit.

On the way back we stopped at Slemish Mountain, the first known Irish home of Saint Patrick. Our visit was enlivened by a walker whom we past on the road leading up to the mountain and who, over the next 30mins, we watched walk all the way up, at undiminished speed. Astonishing! Dave Apperley gave up following her after 100yds! We were also entertained by a flock of sheep dashing down, and then, up



Maureen points out a few things

the track by the car park. FCCC members demand sophisticated entertainment.

That evening we discovered that potatoes really are the national dish of Ireland. This is not to belittle the rest of the food at the hotel, which was of very high standard for the whole week, but the variety and volume of potato served every night would truly have sunk the Titanic on it own!

Tuesday was designed to be a classic tourist day for the group, with visits to the Giant’s Causeway and the Rope Bridge at Carrick-a-Rede. The Causeway certainly did not disappoint, with it’s award winning visitors centre and interesting history, both in reality and in folk law, i.e. the giant Finn McCool (probably one of my ancestors). We had a superb guide who brought both parts of history alive, but sadly there was not room in any of the MGB’s for any rock pillars (Maureen thought one would look good on her balcony in Exmouth).



A number of us crossed the rope bridge at Carrick ... an 'interesting' experience and good fun. We then, with great anticipation, drove along what is billed as the star attraction of the Antrim coast scenic route, Torr Head, where you can get fabulous views of the cliffs, sea, islands and even over to Scotland. It was now that FCCC's record for dialling up good weather went 'out of the window', the sea mist rolled in and we ended up with about 15yds visibility for the whole route!! We did laugh (!), especially when we met the school bus on the single track road! This was very disappointing but after a few drinks that night I think most of us did see the funny side.

Wednesday was initially designed as a bit of a rest day but a number of people suggested a visit to the National Trust property at Mount Stewart – a good decision. This entailed a drive



We've got to get by all these MGBs so we can get everyone lost again!

around Belfast's busy ring road, but all made it, even if everyone again seemed to take different routes – variety is the spice of life! And, well worth the visit it was, with fabulous gardens, a beautiful house and very few visitors. The sun came out and we all made the best of it. Some came back around Strangford Lough and Bangor, a lovely run,



Dave Apperley leads across the Carrick-a-Rede Rope Bridge. (Malcolm told us there was a pub on the other side. There wasn't!)

but the road surfaces made Gloucestershire's feel as smooth as a racetrack!

Thursday was the day of the whisky tasting (!), but we first stopped at the Joey Dunlop memorial in Ballymony. As you will read in Geoff Tebby's article, they followed on after us, but before leaving the hotel were recommended to visit Joey's bar, which we did not know about. Geoff's story tells all – we all still hate him for his luck!!

Thankfully, Tricia Picking also suggested that we had time to visit the Dark Hedges, an avenue of Beech

trees which is one of the most photographed sites in N Ireland. How this is, we are not so sure, as there were no signs to it and only accurate map reading (!) and luck. We did, however, upset a certain German photographer who had just set up his camera for The

Great Nature Shot when we rolled up with our mechanical monsters! After Dave Barton gave him the Secret Photographer

The tour of the Bushmills Whisky distillery was both informative and well presented, ending with a tasting and lunch. We then headed to Dunluce Castle (*on the front cover*) where some members sat out in the sun, whilst others toured the castle and heard the story of how, at the end of one banquet, the kitchen cooking

the puddings collapsed into the sea – they did not get their 'last desserts'! It was then onto the Mussenden Temple, but by this time the weather had broken and the traffic around Coleraine was horrific. Those who went straight back to the hotel were probably wise, as those few of us who made the temple had a long walk for very little – even the National Trust people had abandoned their post!

The last day, Friday, brought one of the highlights of the trip – the visit to Belfast. Thanks to the efforts of Richard and his col-

leagues at the hotel reception, very reasonably priced taxis for everyone were organised to the train station and also the train to Belfast. On arrival in Belfast we then literally walked onto an open top tour bus for a very interesting and entertaining trip around the City. The guide was a gem, but for fear of libel, I dare not put any of her stories into print! At this point, I should stress how welcoming and helpful all the people were that we met in Northern Ireland. A good example was the tour bus company who,

because the tour was delayed, laid on a special minibus to get us to the Titanic exhibition so that we made our allotted tour time. If you get a chance to go to the Titanic Exhibition, then do so, as it really is as good as

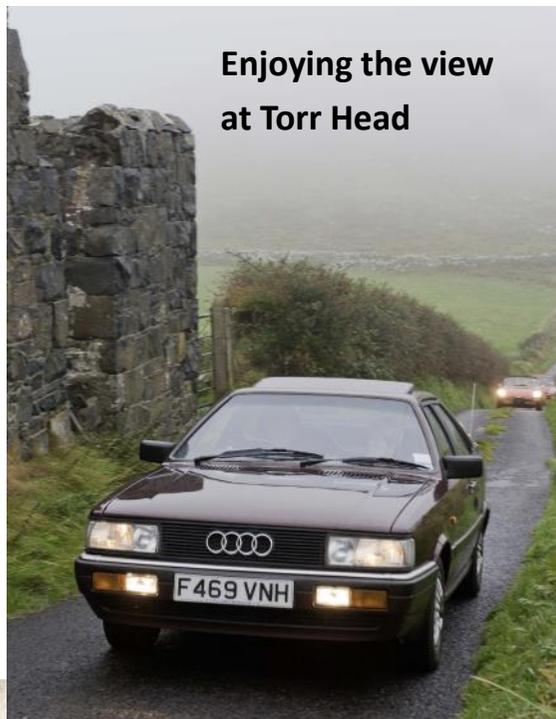


The Titanic Exhibition in Belfast

all the reports say. The building itself is magnificent and the way the story of the Titanic, as well as the history and industry of Belfast, is told is both dramatic and very cleverly done. Amongst the artefacts on show was the famous violin, which reportedly, was played as the Titanic went under. Last week it sold for around £1m (including commission), so it was probably as well that it was behind glass and kept out of the hands of the FCCC group!

Sadly, Saturday meant that we had to pack our bags and head for the docks – which this time we found without any problem. Following another 8hr ‘mill pond’ crossing, in an almost empty ship, we arrived back at Liverpool and the familiar Premier Inn – apart from those who bravely chosen to drive straight home. Unfortunately the dinner that night was a late affair because of the crowds of people at the restaurant, but also many of us did not get much sleep due to the group of lads who decided to

keep everyone entertained through the night with loud music, shouting and knocking on doors. At least the hotel has offered some refunds.



Enjoying the view at Torr Head



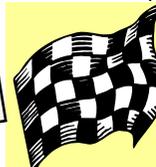
Tricia Picking winds her way down through Carrickfergus Castle

I think we can look back on an enjoyable week where we enjoyed good weather (for N Ireland), the hotel was of a very high standard and we visited many interesting places. We had a lot of laughs and most importantly, everyone got back home safely. Some stayed on in Liverpool for a couple of days, some went straight home and Rob and June Bevan and ourselves, stopped off at Tatton Park, where we sat and had more ice cream in the sun!

- Malcolm



The Club displayed ten cars at the Castle Combe historic race meeting. We were set up in a popular spot and put our best foot (or wheel?) forward. A gorgeous sunny day and a fantastic display of great racing.



In the next FC3 ...

The thought is to feature a bit of what our own Boy Racers got up to over the years. There are quite a few of you who have competed your cars and bikes. So, send in some words and photos to the Editor and we'll do a checkered flag issue.

Norman Dewis of Jaguar, age 92, checks to ensure the Jaguar mechanics are wearing a hat and tie. Norman took a Jaguar XJ13 for a demonstration lap around Castle Combe.
<http://www.normandewis.com>

Rodney Gooch, Sales & Marketing Director, Castle Combe Circuit e-mailed us to say -

“Thanks very much for attending Sunday's Autumn Classic Race Meeting. I was impressed with the display. I hope your members enjoyed the day and that we can welcome you back to next year's event or perhaps sooner. It is interesting that



Robert Henry chats about his MG TD



members of several other clubs asked if they could do the same next year, so your idea of attending and displaying in the excellent way you did has helped to showcase the event.”

Adrian Lees-Smith at our Club display

Joey Dunlop



Our recent visit to Northern Ireland I was keen to visit the memorial gardens in Ballymony to the two Dunlop brothers Joey and Robert. To those of you interested in motorcycle road racing they will need no introduction but to everyone else; Joey won 26TT races, 24 Ulster GPs, 13 Northwest200 and was Formula 1 World Motorcycle Champion for the 1982 to 1986 seasons. He was awarded the MBE in 1986 for his contribution to sport and the OBE in 1996 for his humanitarian work in taking trailer loads of relief to Bosnia and Rumania. Quite a man I think you will agree.

Unfortunately, in 2000, he was killed, at the age of 48, when taking part in qualifying for the 125cc race in Tallin Estonia. Between 50,000 and 60,000 mourners attended his funeral in Ballymony. His younger brother Robert was also a very successful

motorcycle road racer and he was sadly killed, at the same age, in 2008 when practising for the North West 2000.

Having mentioned my intention to the breakfast waitress at our hotel, she said I must also visit Joey's Bar close to the memorials. She was right. This bar, which Joey ran, attached to the railway station



at Ballymony, is packed with memorabilia, trophies, photographs and even two racing motorcycles which Joey rode.

The one hanging from the ceiling in the bar, so the story goes, was given to him by Honda after a particularly successful year but the next year his Honda bike was not competitive so he took the bike down from the ceiling and won the Ulster on it before returning it to the ceiling. It is now valued at half a million pounds.

We met his wife Linda, who made us a cup of coffee and with whom we had a long chat, together with one of his sons and one of his daughters and a granddaughter who sadly Joey never saw.

"Well worth a visit" ... it certainly was. I am glad we didn't miss it.



- Geoff Tebby

1. Who was the Queen on the Nuffield Run? (Page 9)
2. I was the first car off the production line in Dunmurry on 21 January 1981. What was I? (Don't forget to include the numerical designation)
3. Who is Comrade Mike's favourite meerkat?
4. When did the Goodyear Tire and Rubber Company begin producing airship envelopes?

QUIZ CORNER

And when did they introduce their own blimp? What was its name?

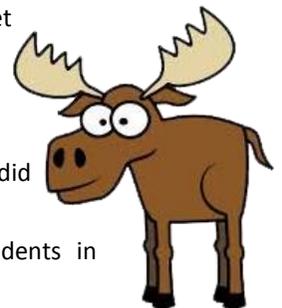
5. What did the 1962 U.S. Chicken Tax attempt to curtail?

6. Which country and gospel quartet did not sing at Mike Scott's festival?

7. How many Jaguar XJ13s were produced?

8. For ships like the *Titanic*, what did RMS stand for?

9. What percentage of vehicle accidents in Canada involve a moose?





YOUR COMMITTEE

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	Ken Hinton	Fairford, Gos.	01285 712 522 mgbv8@btinternet.com
	Phil Hingston	Goosey, Oxon.	01367 710 408 P.hingston227@btinternet.com

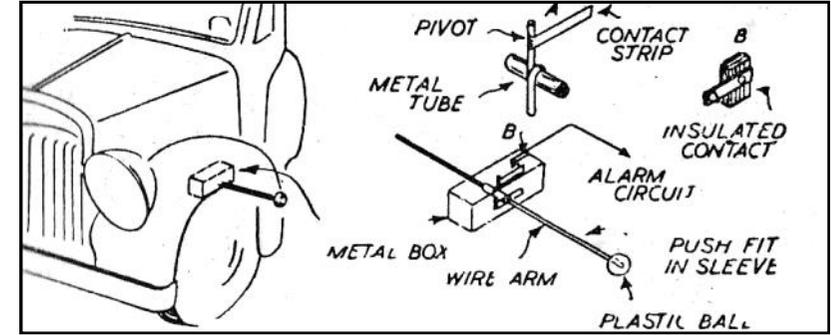
COMMITTEE NOTES

- Annual General Meeting** *We'd love to see a good turnout and everyone's thoughts and suggestions are welcomed about how the Club should do things. In previous years this has been one of our best attended events!*
- Membership** *We've had four new members in recent weeks bringing us to 78. Remember our year now starts on 1st January and do keep £20 handy for your dues. We'll be sending out renewals soon.*
- Events** *Jot down 6th December on your calendars for Ron Barker's presentation. Details to be advised but think of a fun social evening.*
- Publications** *Apologies to Robert Henry and Dave Richards for not getting your cars on the back cover. The photographer forgot to take the shot with the bonnets down didn't he? Doh!*

Next Committee Meeting on **9 December at 7:30pm**. Upstairs in the Crown of Crucis in Ampney Crucis

As seen on Page 13 of **200 Ingenious Motoring Gadgets**, POSTLIB PUBLICATIONS, Swan House, Kingsbury, London, NW9, 1952.

An Easy Parking Device



Australian Motoring Enthusiast Party



This official Aussie political party was established on 11 May 2013 in Queensland at a public meeting of petrol-heads. With the uniqueness of the Australian preferential voting system, the candidate from the state of Victoria, Rick Muir, won a Senate seat in the recent Federal election. Want to join up? See www.australianmotoringenthusiastparty.org.au Crikey! ... the MEP could even hold the balance of power in the Senate!

QUIZ ANSWERS

1. Jan Cox
2. Delorean DMC-12. Dunmurry is a suburb of Belfast.
3. Well, you will need to ask him. But who could not like poor Sergei !
4. 1911. Its own blimp, *The Pilgrim*, was introduced in 1925.
5. The importation of German built Volkswagen camper vans in pickup and commercial configurations. It was in retaliation to France and West Germany imposing tariffs on US chickens. Perhaps the real story was the promise of the United Auto Workers Union not to strike just before the 1964 election in return for President Johnson responding to Volkswagen's increased shipments to the USA.
6. The Oak Ridge Boys
7. Trick question only one. This Jaguar prototype race car was developed to challenge at Le Mans in the mid-1960s. It never raced. But everyone knew that one yes?
8. **Royal Mail Ship**. But you will also hear Steam-ship or Steamer. Technically a ship would use the prefix only while contracted to carry mail and would revert at other times to a standard designation such as **SS**. Note the lifeboat name on Page 19.
9. **0.3%**. Moose are quite good drivers actually.

Tony Picking flying a Harvard in 1950. Notice he is wearing full tropical flying kit. These days, he pilots the machine at the bottom of the front page.

FOR THE RECORD

Snapshots of Club Activities

Bill & Lynn Little in the Irish sunshine



Spotted enroute to N. Ireland - the Pacific Orca is the world's largest wind farm installation vessel. <http://www.ship-technology.com/projects/pacific-orca-wind-farm-installation-vessel/>

Fairford Steam Rally



Phil Hingston's Bristol 406



Malcolm Cutler's Sunbeam Mk III

RAF Cosford



The world's last surviving **Dornier Do 17**, recently salvaged from the bottom of the English Channel.



The Bristol 188 XF926/8368M first flew on 29 April 1963.

Castle Combe 6 October



Dave & Doreen Richards with their Liege Trials Car



Picking Up Some Bikes *



Ирбитский мотоциклетный завод

Mike Cox purchased, from Geoff Amey, this Soviet Army Ural made by Irbitskiy Mototsikletniy Zavod. Mike now hopes to also acquire the complete meerkat stuffed toy collection.



Comrade Mike just bought this Russian IMZ-Ural. In front is a Sunbeam S8 acquired by Malcolm one hour earlier. Malcolm Cutler and Geoff Amey supervised the loading.

*using Bunny's trailer

