

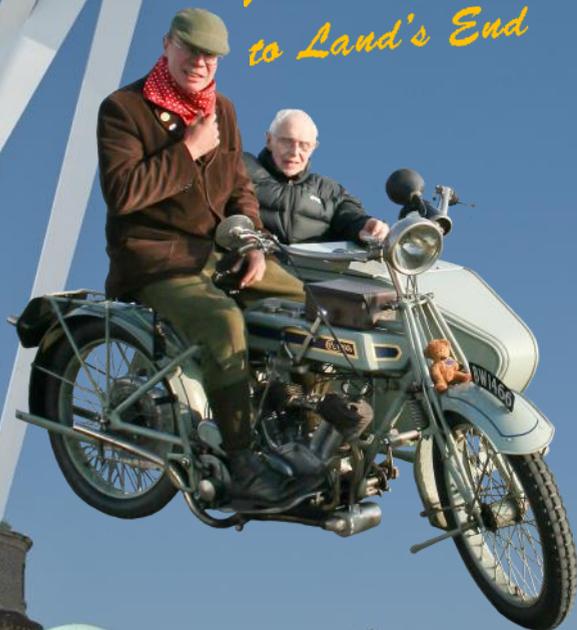
# Fc3

The Magazine of the  
Fairford Classic Car Club

SUMMER  
EDITION  
July 2013

*The Lads go to Goodwood*

*John and Tim go  
to Land's End*



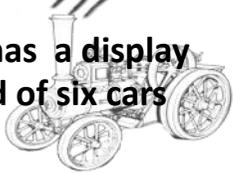
## WHAT'S ON

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                                 |
|------|-------------------------|---|--------------------------------------|-------------------------------------|
| ➔    | 2-4 August<br>Fri - Sun | Steam & Vintage Rally                     | South Cerney                         | Barry Cooper<br>01285 851 821       |
|      | 11 August<br>Sunday     | Wiltshire Valleys & Villages Classic Tour | 100 mile run through the countryside | Info (John Rogers)<br>01225 782 358 |
| ➔    | 17 August<br>Saturday   | CSMA Big Weekend                          | Thrupton                             | Ken Hinton<br>01285 712 522         |
| ➔    | 18 August<br>Sunday     | Fairford Steam Rally                      | Poulton                              | Ken Hinton<br>01285 712 522         |
| ➔    | 28 August<br>Wednesday  | RAF Cosford<br><b>COACH TRIP</b>          | Cosford                              | Bunny Lees-Smith<br>01666 577 275   |
|      | 7 September<br>Saturday | Oakridge Village Festival                 | Oakridge                             | Mike Scott<br>01285 760 315         |
|      | 7-8 Sep<br>Sat - Sun    | Beaulieu Autojumble                       | Beaulieu                             | info                                |
| ➔    | 8 September<br>Sunday   | Tetbury Classic Car Show                  | Tetbury                              | Barry Cooper<br>01285 851 821       |
| ➔    | 12 September            | Club Natter<br>Details TBA                | The Crown of Crucis                  | Malcolm Cutler<br>01285 712 173     |
|      | 13-15 Sep<br>Fri - Sun  | Goodwood Revival                          | Goodwood                             | info                                |
| ➔    | 21-29 Sep               | FCCC Away Week                            | Northern Ireland                     | Malcolm Cutler<br>01285 712 173     |
| ➔    | 3 October<br>Thursday   | Visit to Nuffield Place<br>Details TBA    | Huntercombe                          | Dave Chambers<br>01608 658 603      |

### FAIRFORD STEAM RALLY Sunday 18 August in Poulton

FCCC has a display stand of six cars



#### RAF Cosford

There are a few seats left, if you would like to see at close quarters the oldest Spitfire, the Lincoln bomber, the only remaining TSR2, the Bristol type 188, a Hastings, and a Comet 1A, plus a huge collection of other aircraft, this is the trip for you. Ring Bunny on 01666 577275 right now. Great value at only £24 ahead.

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# FAIRFORD CLASSIC CAR CLUB

Member of the Federation of British Historic Vehicle Clubs

## Quarterly Magazine FC3

Summer 2013



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#### Front Cover

*The Goodwood Festival of Speed* - the world's best automotive garden party. John & Tim Payne and their Clyno. See Page 8.

#### Centrefold

The Clyno and John at the end of England.

#### Back Cover

**Motorcycles !** The boys arms are too short.

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

Web: [www.fairfordclassicarclub.org.uk](http://www.fairfordclassicarclub.org.uk)



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

## Welcome

As life evolved on the farm, the more equal of Orwell's animals changed the maxim to "*Four legs good, two legs better!*". Had George been a petrol-head, we know where this would have gone. This issue features some of the two wheeled aspects of our Club. John Payne and his Clyno are in their tenth decade and we are delighted to recount their epic journey to Land's End. Malcolm has dragged his Norton Big 4 into the shed and onto the new work stand and Rob Bevan sends us some historic bikie photos with a personal connection.

After the winter and spring we've had, it's wonderful to see the warm weather filling the roads with classic cars and bikes. The Club has truly been out and about the last few months — an epic St George's Day Run, Hunters with our Annual Concourse, the Meysey Hampton Festival, roasting ourselves at the Atwell-Wilson Museum and a few of the lads had a nice day out at the Goodwood Festival of Speed. Summer is not over by a long way and there are lots of events and outings yet to come. Love to see you on four wheels or two. Or three.

Dave

## FROM THE CHAIR

Malcolm Cutler

This FC3 issue is packed with great articles, none more so than the report on John Payne's trip from Staines to Land's End on his Clyno combination, with his son Tim. It was an epic trip and a well written story.

You will see from the 'Your Committee' list (Page 20), that there has been a reshuffle and hopefully, greater clarification of our duties and responsibilities. I should stress that these changes still have to be confirmed at the next full FCCC Committee Meeting and also the next AGM (date still to be confirmed). The changes have come about due to a combination of circumstances including a need to simplify/clarify how we communicate, both within and outside the club. Also, a recent discussion with Barry made clear his wish, due to the ever increasing use of electronic communications i.e. web, e-mail, and his other, aviation interests, to 'stand down' as Club Secretary. Apart from myself, Barry is, I believe, the longest serving member of the Club and of the Committee, and we have been very fortunate that he has given so much time and effort to the club over the past 25+ years. However, every cloud has a silver lining and, whilst he will still be on the Committee, he will now be able to concentrate his efforts on organising his ever popular Cotswold lunch runs. I believe that



events such as the lunch runs, sometimes involving visits to historic houses, open gardens etc are central to our Club's activities. Over the past five+ years we have seen an increase in the number of other, static events where FCCC has been invited to 'show' its cars. These include local village fetes, specific classic car shows and recently events in other parts of the UK and overseas! As a Committee, we feel that whilst we should still support specific shows e.g. Churchill (of course!), Atwell Wilson, South Cerney and Fairford Steam events, we cannot support every event we are invited to. If we did so we will not have the time to organise what we really enjoy doing i.e. using our cars, not just sitting and looking at them! Expect more runs in 2014. The proposed changes in committee member's duties involve **Geoff Tebby** taking over the role of **Secretary** and specifically being the main club contact for people outside the club e.g. inviting the club to events, enquiries etc. He will also continue to circulate general internal club communication via e-mail and hard copy. **Bunny Lees-Smith** will be the **Events Coordinator** working closely with Geoff to identify club events, who will be the person responsible for organising the event on behalf of FCCC, and providing support where required. **David Chambers** will take on the role of **Membership Secretary** ensuring that the membership list is kept up to date and circulated, sending out subscription renewal notices and welcoming new members. **Dave Barton** (Editor), **Jill Cutler** (Treasurer) and myself (Chairman) will continue with our present duties. A lot to take in and to discuss when we all next meet!

- Malcolm



The only topless here is the cars!

PAGE 3

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

## Christopher Chadwick

## Triumph GT6 Mk III

I have owned the GT6 since 1980. A big part of my life with this car was its restoration through my own efforts and those of Barry Cooper of Cooper Motorsport Ltd. in Petersfield between 1998-99. The first job was the chassis. After shot blasting, the rust was cut out and new bits welded in. Barry built a jig and the work was done to a high standard throughout. We moved on to the brakes, suspension, drive train, new bonnet, two-pack paint job, stone-chip underneath and then fitting it all back together.

I got the engine from a breaker in Malmesbury who was dismantling a GT6, buying it on the strength of its appearance and that it had been running when the car was brought in. Kent Cams supplied a TH5 profile camshaft giving a 25% power increase to 130 bhp. The bores are 20 thou oversized and I uprated the engine lubrication. I did the carbs myself choosing the Stromberg 175 twin carbs from a TR4 because I wanted to recreate the old SAH stage 2 kit that was around in the 60s and 70s. The old car burbles along quite happily without overheating and is worth preserving and using because it has so much character.



## Chez Grosset

Some of us may remember the Club's June 2002 expedition to Chateau de la Ranconniere at Crepon near Creully, Normandy for the D-Day anniversary. Next year will be the 70<sup>th</sup> and perhaps the last one. You may recall a wonderful party at the home of **Paul and Eliane Grosset** at Coulombs. We enjoyed fabulous hospitality at Paul's garden garage.

This recollection spawns two thoughts:

- Perhaps a repeat visit to Normandy for the 70<sup>th</sup> Anniversary ?
- An opportunity to pursue the resurrection of a **1968 Renault Caravelle** lying dismantled in Paul's garage. Last on the road in September 1985, the Caravelle Coupe convertible requires a saviour who is prepared to pay Paul a reasonable price for the opportunity of re-commissioning an extremely rare motor car. There is a lot of work to do! On the plus side, all of the rot has been attended to but there is still some not too serious surface rust. It's dismantled so a container to a suitable restoration work site would be needed. If interested, call me (01285) 712775 or email Paul direct on [paul.grosset@orange.fr](mailto:paul.grosset@orange.fr)

There is also an opportunity for anyone interested to come to stay in Paul and Eliane's gate in their garden, which we can personally recommend. It is both comfortable and extremely well equipped. It is an old stone building with beams which Paul has lovingly restored (as he did his old farm house next door).

- Mark Whittering

# The Atwell Wilson Annual Show 2013



there are some very nice examples of Minis, Roll Royce Bentley, and most classic British cars accompanied by an interesting collection of motorcycles.

Our mast and FCCC flag were displayed to great advantage right in the middle of the



The theme of the show this year was the anniversary of Standard Triumph and there was a very good turnout, particularly Triumphs of course. The Club members in this group were represented by David Boydell in the TR2 and David Chambers in beautifully presented Stag.

The Club had 18 cars of various manufacture on show on this extremely hot day. Shade was sought by many under numerous umbrellas. But there one must not grumble as it makes such a change from last year when the ground was so wet as make it impossible to use the further field.



Brian Ford and his MG M Type

field. In terms of numbers of cars from clubs we were only beaten by Jaguar Enthusiasts who fielded some 40 cars. This year must have been a near record for the show with a total of more than 280 cars of all types arriving. Hopefully the FCCC can make this a regular event in our calendar.

- **Bunny Lees-Smith**



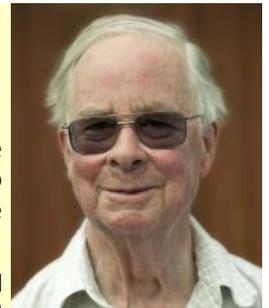
Most members took time to visit the Museum which is now run by a trust set up after the demise of the Richard and Hazel Atwell a few years ago. The flavour is still that of Richard who was very fond of American cars. However



## MOTORING MUSINGS

Graham Young

No. 24



*The Times* 11.6.2013 carries a photo of an Austin 7 which in June 1958 (when I was an undergraduate reading Law) was hoisted up to the roof of the Senate House by pulleys and was removed after quite a time by professional scaffolders.

I also treasure an old photo of **Ringo Starr** alongside his Standard Vanguard which cost him £75. It was used to carry friends and drums.

The largest car I have read of recently is a 17foot 1905 Fiat which has a 16.5 litre 6 cylinder aero engine.



It was hoped that it would beat the then world speed record held by Henry Ford - 91.3 mph but sadly technology moved on and no engine was fitted. It was only 6 months ago that it was made to work using an airship engine. The owner presumably had the choice of using on the road or flying it - watch this space for further news.

The *Sunday Times* did a survey of potholes and you will not be amazed to read that hereabouts we try and avoid the worst holes in the country.

- **Graham**



# Land's End Revisited

In 1914 Mr H G R Slingo took his brand new **Clyno 5/6 750cc Vee Twin** combination

on the London-Land's End - trials. My Father and I decided that a commemorative run was in order. He is 90 this year, the Bike is 99. He was the second owner when he bought it from Slingo's widow in the '50's. The bike is in good original condition but has had work carried out over the years by Dad at his Works in Oxford, **F J Payne & Son Ltd**, who have been working on cars, bikes, lorries, tractors and anything else mechanical since 1914. The Bike and the Company will be sharing a 100th Birthday next year.



John, Tim, David, Clyno & Bear

Dad, I and good friend, star rider and top mechanic David May, set off from Oxford at 05:30 on a glorious 4<sup>th</sup> of June, Clyno in tow and headed for Staines. I guessed at the original route using Donald Cowbourne's British Trials Drivers book and Cassini classic maps, the 1920 series. It was intended to stick closely to the original route but I didn't fancy 35-40 mph on a classic vehicle along a busy modern A road. The original Bridge Hotel starting point in Staines no longer exists but *The Jolly Farmer*, just London side of the Bridge was an acceptable alternative. We arrived at 07:00, decoupled the Bike and prepared. An addition of Dad's



to the Bike is coil ignition. As he got older he also got lighter; to the point that there wasn't enough of him to spin the magneto fast enough for effect. To make life easier, he extended the magneto spindle, put a set

of points and a cam on it, added extra spark plugs to the valve covers and a couple of coils mounted under the fuel tank. A 12 volt gel battery in the side car allows coil ignition starting which is then switched off and the magneto takes over from then on. So preparation for the "off" consists of:- fuel on, switches off, "suck in" or in this case tickle the carb, switches on, decompress and give a mighty heave, and, as (almost) ever, she fired up on the first kick. Having installed Dad in the sidecar, it was "chocks away.

Navigating the old route was surprisingly easy, going through towns with the sun over

my left shoulder, I just went West and the road followed. Out the other side of Egham the old A30 met the new A30 and we were off towards Bagshot, Camberley, and such.

I was not looking forward to the first big town, Basingstoke. Dad had the maps but I had to stop to read them. I had my Clyno Driving Glasses on, not my Map Reading Glasses. We were through the town centre and onward on the B3400 towards Andover before you could say "one way street". Along the route the scenery was gorgeous. Diverse greens, trees and shrubs all up and doing well, old stone and brick architecture. At 30 mph there was time to enjoy the views. I must say that, whoever complains about "Progress and The Way Things Are", England on a fine June morning cannot be beaten.

A couple of times I had to pull in to lay-bys to allow accumulated traffic to pass but mostly I did not feel that we were causing too much delay. The run down to Salisbury was smooth and easy but as our trusty anchor man in the back-up car managed to get detached, Dad and I stopped at the **Fox and Goose** in Coombe Bissett for a spot of lunch. Pleasant pub, acceptable food, not a bad pint and attentive service.

At Blandford Forum we tried to follow straight along the westerly direction but the traffic routing spat us out southwards back onto the bypass...Town Planners.....Hey ho..... So we took the bypass and the A354 towards Dorchester. Following the "old route" as closely as we could discern, we avoided the A35 for quite a while before Dorchester but then were forced to join it with the fast and heavy traffic and the added anxiety of Dad's hat blowing off, which caused an unscheduled stop and much running about and waving at the traffic. Re-joining the A35 was misery:- fast cars, trucks



Let's have lunch.

and lorries and we were getting in the way, so we diverted north towards Eggardon Hill, and Hill Fort. There were some good hills... down as well as up..... the rear brake was making complaining noises.....the front brake never uttered a sound... it is a bicycle type, and has yet to rub any of the paint off the front rim....But otherwise a delightful, if time consuming, variation which took us through more gorgeous scenery and eventually, via Powerstock, into Bridport, by the back door. We eventually peeled off left into Charmouth and up the slope to what I must guess is the famed Charmouth Hill..... we cruised up it..... most of the way.... and then the Old Girl manifested a trait which was to later be a bit of a plague..... OK, we had been climbing a Very Steep Hill but the mixture had been richened, the spark backed off a little, and all was going pretty well but as we crested the rise I felt a sharp rise of heat on my right calf, (no, not hot and wet, the hill wasn't that steep) she laboured, slowed, and as I, in alarm, dipped the clutch, the engine stopped worryingly fast..... coasting into the side of the road, accompanied by sizzling sounds, and a whiff of smoke, I figured that we could have been narrowly allowed "Charmouth Hill, Non Stop".....just!! after an anxious couple of minutes thinking that the seizure was terminal and that the run was finished, we managed to free her off, she fired first kick, on

both, and we floated down the hill to Lyme Regis, parked in the "No Parking" spot on the front, posed for photos for enthusiastic tourists and looked for a "roost", as Dad would say.

The "roost" was the pleasant Alexandria Hotel with a good menu, an excellent "cottage" with a double, for Dad, separate room with bunks for David and me and staff who really wanted to help..... a Garage for the Bike. After a much

needed beer, a much needed meal and a very much needed shower (Clyno grease has an enduring property), Dad went to bed and David and I whipped off the fully enclosed chain guard, rear wheel, and brake drum, and discovered that the lack of enthusiasm on the back brake was much more to do with adjustment and oil on the linings, than it was to do with worn lining. A slosh of petrol, a tweak on the adjuster and all was back together. As it wasn't yet closing time. David and I went to find a pint..... or two....

The next morning we were not in a rush which was a good thing ..... after a leisurely breakfast, packing and preparation, Someone rode off on the Bike with the car keys in his pocket. A re-fuel before Sidmouth, a fight with the road works traffic lights and we were off to Exeter. It had been my intention to follow the old route through the original watering hole of the Bude Hotel in Exeter but decided to press on and clear the city. Leaving Exeter, we joined the A38, which could have given the A35 of the previous day a run for its money in term of traffic

and headed South West towards Plymouth for Ashburton.

The

climb up towards the Race Course, in the crawler lane, with most lorry drivers cussing at us, (a few "thumbs up!"), was a trial. I had hoped that the reduced gradi-

ents of the

main roads would be easier on The Old Girl but it was not to be: close to the summit of Telegraph Hill the heat in my right calf started and I decided that I should get onto the grass verge as quickly as possible and let her cool down. I made a mess of the down change to get off the road and over the kerb, fluffed the change into first, snatched the clutch and came to a rattling halt on the verge, not at the top of the hill, with what sounded like broken transmission and a vanished backup crew.... who turned up, miraculously, 30 seconds later! David and I rapidly found that the drive side chain tensioner had snapped, allowing that axle side to drift forward. I had included in the tools/spares a few lengths of different diameter steel bar, and a hack saw and file, so we cut and fitted a short length of 5/16 bar to stop the axle moving forwards and retained it with a slice of 35mm Dia tube to act as a washer. Bike cooled and fixed, we carried on for Ashburton, keeping as much off the busy A38 as we could.

The run through Ashburton was another study in English Countryside, developing rapidly into the jaw dropping Dartmoor

scenery.....with leafy lanes, old, stone lined, roads, along one valley side, over a humpty bridge and up the other side, and climbing, always climbing.... Dartmeet, and Two Bridges, magnificent views of distant tors, and then, shortly after, right in the middle of Dartmoor, a hill that Would Not Be Climbed! We had been up worse, steeper, longer, more winding, without more than expected difficulty, (including hopping off, running alongside, and rapidly deciding that if I didn't get back on, I would expire before the Clyno did!) but this hill Would Not Go. We tried it with Dad and I, and gave up half way..... we ran back down, and tried again..... same result.... So I turfed Dad out of the sidecar, and tackled it again "solo".... Flew up the hill, over the top, and floated down into Tavistock.

Curiously, considering that the Bike was a bit grumpy about steep hills, there was one which was just outside Tavistock which I thought would cause trouble. From the bottom it looked pretty steep, winding and long, and it was exactly that. Hitting the bottom as fast as possible, I prepared for a smart down-change when we ran out of steam..... but we didn't run out of steam, or change out of top.... She goes like a train... sometimes... A Re-fuel at St Austell where we met a group of enthusiastic Aussies, complete with cameras, who told us that they had just come from Land's End, and it had taken them 1 ½ hours.... It was near 4:00, I reckoned that if they could do it in 1 ½ hours, we could do it in 3..... so we headed off for Truro with renewed determination and enthusiasm.

Just coming out of Hayle, we pulled into a garage to adjust fluid levels, the Bike's and ours, and on trying to then pull away there was a horrible clattering

noise and no forward motion. A quick inspection showed that the 7/16 BSF nut locking the rear axle had drifted loose and bailed out. I asked the girl in the garage kiosk where I might find a 7/16 BSF nut ... got the expected blank look. Hunting around the Bike, we found that the same size nut held the side car suspension so that went onto the axle, the domed one securing the spare wheel went on to the suspension and the spare wheel was secured with the tow rope.

A quick run down to the outskirts of Penzance and we were at the final roundabout - "Land's End 9 miles". We could make it! Those last 9 miles were delightful. The sun was lowering, the early evening was warm and pleasant, the scenery was lovely, the road was winding; fun, but not demanding, and the Bike was going like a bird.

We arrived outside the hotel at Land's End at 7:00 on the dot, rode around to the back, ordered three beers, found that we could just fit the Bike and sidecar between the barrier posts and parked the Clyno, for the second time in her 99 years, right on the end of England.

**- John Payne, Tim Payne, David May, Clyno & Bear**







There are some things on our planet that are well beyond doubt or debate. It is undeniable that **The Goodwood Festival of Speed** is the finest gathering of automotive machinery and petrol-hedonism known to modern man. It is written that every man (boy) must make the pilgrimage to this hallowed place.

Malcolm and Bunny rustled up some freebie tickets for the Thursday before the main weekend and we were off. Malcolm Cutler, Mike Cox and Dave Barton in one car; Bunny Lees-Smith with his son-in-law Alan, Colin Biles, and Nick Warren in the other. Dave Apperley rocked up solo from a different direction. After a complicated rendezvous process, we got in the grounds and a coffee was our first priority. (*Well, OK, for blokes our age, the coffee was the second priority.*)



The **Festival** is the largest motoring garden party in the world and every conceivable form of automotive sport and endeavour from the earliest years to modern vehicles is spread across a purpose built display village, the hill climb course and the lawns and paddocks of Goodwood House. We checked out the new cars (can't afford the *Bentley*), the super cars (can't afford them either), the old cars, the race cars, the classic cars (definitely

couldn't afford most of those), the land speed record cars, including **The Bloodhound**, the model cars (Malcolm could afford one of those), all the stuff you can buy for cars (some things affordable, many not), the motorcycles (can't afford **The Streetfighter**) and on it went.



A treat for us was seeing World Champions, **John Surtees** and **Freddie Spencer** having a good blokie chat in the paddock. Surtees remains the only person to win a World Championship on both two and four wheels.

If you've never been, give it a thought for 2014 <http://www.goodwood.co.uk/festival-of-speed/what-is-it/what-is-fos.aspx> And don't forget the **Goodwood Revival** 13-15 September.

- **Dave Barton**

## MTT 420ss Streetfighter

Prototype built by MADMAX race team

**Engine:** Rolls Royce Allison 250 – C20B shaft turbine (Comes from an Augusta 109 helicopter). 440 shaft horsepower & 500 shaft horsepower with methanol injection.



54,000 rpm geared down to 6,000 rpm at gearbox

**Top Speed:** 250 mph

**Fuel:** diesel, Jet-A, kerosene, biodiesel

100% road legal and registered

**Price:** £175,000

# ONE MAN'S OBSESSION

## 1951 Trials Ariel 500cc MOC 800

Having ridden motorcycles in various competition events over the years I'm always on the lookout for any interesting old motorbikes. A chance conversation led me to a "basket case" which appeared to be the remains of a trials Ariel and on closer inspection I had a hunch that this bike could be a bit special, but could I buy it? After long and protracted negotiations (which included the sale of a 1000cc Vincent Twin!) The bike was mine. Some detective

work turned up a couple of photos, one showing a chap sitting on my bike in front of the Ariel factory. The rider was Don Evans who rode for Ariel in the late 40's and early 50's which meant this bike was a pukka works machine. Needless to say I was chuffed to bits!



Don at the Ariel factory

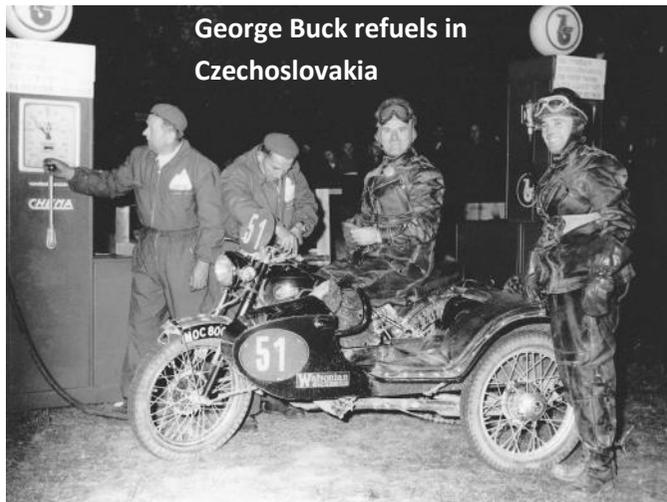


Don riding internationally

In late 1952 Don left Ariel to ride for Royal Enfield and the bike was sold to works supported privateer George Buck who fitted a Watsonian International sidecar and smaller 350

engine in preparation for the 1953 International Six Days Trial held that year in Czechoslovakia, (which contained an up to 350cc sidecar class). A trouble-free ride resulted in George gaining a coveted "gold medal" so all in all an interesting old bike which is now in long term restoration. At least it keeps me from the pub and loose women!!

- Rob Bevan



George Buck refuels in Czechoslovakia



Czechoslovakia 1953

### QUIZ CORNER

1. What is the London café noted for preserving the traditions of motorcycles and rock & roll?
2. What is the significance of the gold star emblem on BSA motorcycles?
3. What was the name TE Lawrence gave to his **Brough Superior SS100** that he fatally crashed? (*Hint: You've almost seen the name in the news recently*)
4. What bike did Marlon Brando ride in **The Wild One**?
5. What is the fastest speed ever on the German Autobahn? (*It's not a by a bike nor a Bugatti Veyron which was slower than a Porsche 9ff Gturbo 850 ... which holds third place.*)
6. When did Harley-Davidson start up?
7. What is the significant of UK Registration No. **9600 HP** ?
8. The first Triumph factory was in Coventry. Where was the second?



Answers: Page 21

## TAPPET CLATTER

Mike Cox



First let me say a great big thank you to Club members for your kind thoughts by telephone and get well cards following my unscheduled trip to the Big Service Station in Oxford (J.R. Hospital) where amongst other things they carried out a 250k mile service, tuned various vital parts, recharged the battery and sent me home with some more pills. So having in the meantime renewed my breakdown insurance, I look forward to the next Club event that we can attend, holidays, etc. permitting. Unfortunately we have had to cancel our place on the Ireland trip but hope that those going have the usual great time and don't forget that Guinness is best drunk cold. Hopefully the normal **Tappet Clatter** column, if you can call any of my scribbling normal, will resume in the Autumn FC3. Happy classic motoring.

- Mike

## Cutting Out

The quality of engine electrical replacement parts is not what it used to be. I thought it might be useful for members to hear of my very recent experience on sorting out a major problem with engine cutting out and the head ache I had getting it sorted.

It started some while ago when the engine in my 1970 Minor got hot and would misfire and then stop, after a few minutes it would start again but run rough. I first put it down to petrol starvation, so having the Marine 1275 engine with the SU N15 13/4" Carb fitted with the float chamber underneath and very near the manifold, I fitted a heat shield. Problem still there, so now fitted new SU pump, no change. The engine had been fitted with the Lumintec electronic ignition system and I was told by many that this is unlikely to

fail, also is not known to keep cutting out, so assumed this was not the problem until the engine stopped with no spark to the plugs a few weeks later. So I then decided to replace the electronic unit by going back to points and a condenser, to determine the culprit for my problems, as it seemed now to be electric. Purchased new points, rotor arm and branded Lucas condenser.



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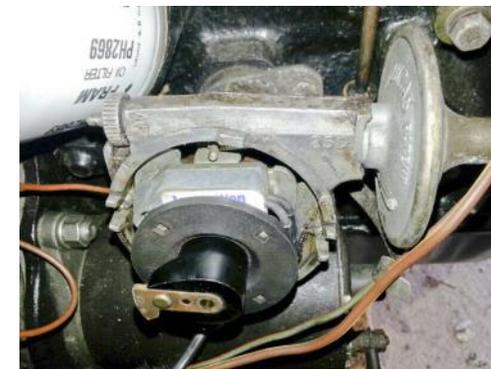


Fitted and tested. All went well for an hour run, but on attempting to start the engine again, big problems. Would not continue to run with misfiring and then stopping. It seems that having found and resolved the first problem, I now had another, this time with the new parts fitted. So purchased

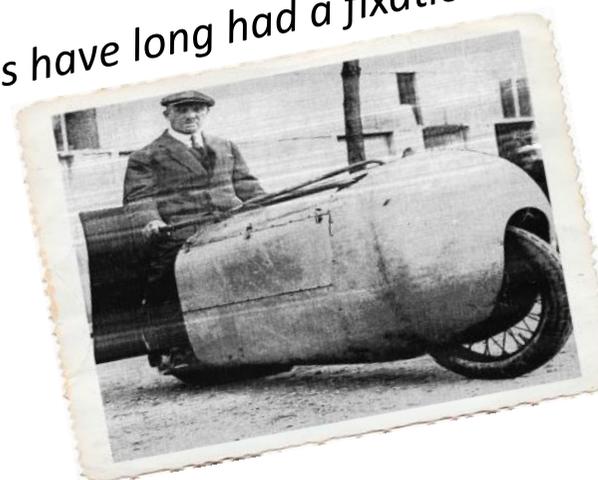
another full set from a different supplier and replaced the first set of points and condenser. This set costing more, but came with a good recommendation. Bingo, engine now runs well, no misfiring or cutting out and improved pulling power. Lesson learnt not to purchase cheap poor quality electrical parts. Also even an electronic system is not a fail safe solution although a much better alternative.

I wish any one who might get this problem the best of luck, as I am sure there will be a few.

- Martin Howard



Bikies have long had a fixation ....



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## THE MEMBERSHIP SECRETARY

Dave Chambers

Yes I have a title! It has taken me 30 years to climb up the FCCC promotional ladder from being an "Ordinary Member" to "Committee Member" & now this my moment of glory. I achieved far quicker results when I worked in the car industry. I trust that I will be able to combine this with organising other events for the Club, after all Barry has managed it quite magnificently from the Club's inception and has handed this part of his workload on to me. With the current costs of communication this will be cheaper and quicker as it will be done by email. Don't worry, those of you not hooked up will still

get membership details through the post.

At the last count we had 87 members paid up but I am missing some details from the membership list - mainly addresses or emails or phone numbers but I will be contacting those that I require this information from shortly. In the meantime enjoy the good weather.

- Dave



## YOUR COMMITTEE

|                          |                  |                       |   |
|--------------------------|------------------|-----------------------|---|
| <b>Chairman</b>          | Malcolm Cutler   | Fairford, Gos.        | 01285 712 173<br><a href="mailto:malcolmcutler@btinternet.com">malcolmcutler@btinternet.com</a>   |
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| <b>Events</b>            | Bunny Lees-Smith | Hankerton, Wilts.     | 01666 577 275<br><a href="mailto:bunnyleessmith@btinternet.com">bunnyleessmith@btinternet.com</a> |
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|                          | Ken Hinton       | Fairford, Gos.        | 01285 712 52<br><a href="mailto:mgbv8@btinternet.com">mgbv8@btinternet.com</a>                    |

## QUIZ ANSWERS

1. Café London [www.ace-cafe-london.com](http://www.ace-cafe-london.com)
2. The Gold Star came about through the efforts of **Wal Handley** who raced a **BSA Empire Star** at Brooklands in 1937. He won his race and received a Gold Star award for completing race laps over an average of 100 mph. His fastest lap was 107.5 mph.
3. **George VII**. He named his bikes "George 1, 2, 3, and so forth". Purportedly, he would not ride George III, though: said it would drive him crazy.
4. 1950 Triumph 6T Thunderbird
5. The first and second fastest times were set on **28 January 1938** by **Mercedes Benz (268.8 mph, Mercedes-Benz W125, Rudolf Caracciola)** and **Auto Union**, which became Audi (**268.4 mph, V-16 Auto Union Streamliner, Bernd Rosemeyer**). Rosemeyer first set the record which was broken 90 minutes later by Caracciola. It was so close that Rosemeyer set out again. Sadly the Auto Union Streamliner did not have enough down force to keep the car on the road and it crashed killing the driver. The cars were purpose built for this contest and this section of the Autobahn was closed for the run.
6. 1903
7. The oldest E-type in existence, built in 1960 as a prototype and used for development testing. 9600 HP was loaned to favoured journalists prior to the car's official launch at the 1961 Geneva motor Show. Thanks to a blue-printed engine with bigger valves and performance cams, plus an aluminium tailgate and Perspex rear windows, it just topped 150 mph when tested by Autocar. It was much photographed at the model's launch in Geneva, arriving there just in time after a flat-out drive from Coventry by Jaguar executive Bob Berry. It continued as a Press car for some time before passing in to private hands.



8. Nuremberg, Germany. Established by German-born Siegfried Bettmann, the Triumph-branded bicycles began Coventry production in 1889 and the Deutsche Triumph factory started in 1896. By 1902 the Coventry factory produced the first motorcycles, followed by Nuremberg a year later. Confusion between motorcycles produced by the Coventry and Nuremberg Triumph companies resulted in the latter's products being renamed Oriol for certain export markets. However there was already a Oriol in France so the Nuremberg motorcycles were renamed again as **TWN**, representing *Triumph Werke Nürnberg*. (In 1909 the German company began making typewriters ... if anyone is interested.)

**FOR THE RECORD**  
**Snapshots of Club Activities**

**St George's Day 23 April**



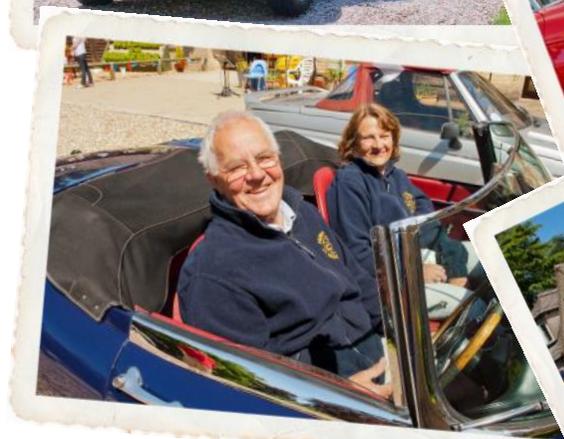
The Defence eats M'Lud



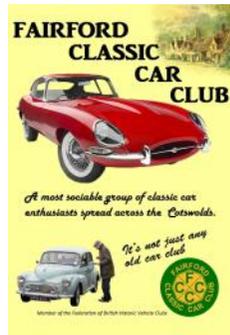
**Meysey Hampton 9 June**



**Hunters 1 June**



**The Club Brochure**



front



centre



back

The Club has produced a colour brochure which includes a membership application. We have printed a limited number of copies. This is the sort of thing that can be handed out at displays or passed on to prospective new members. We will make the electronic version (pdf) available so members can pass it on or print off copies for interested parties.

*The Harley FCCC Chapter at Goodwood.  
We need longer arms for American bikes!*



**500 Royal Enfield Bullet**



**1953 BSA M21 Combo**

