

Fc3

The Magazine of the
Fairford Classic Car Club



Summer Edition
August 2014

Concourse d'Elegance



The Bristol Show

Bunny Does Brooklands

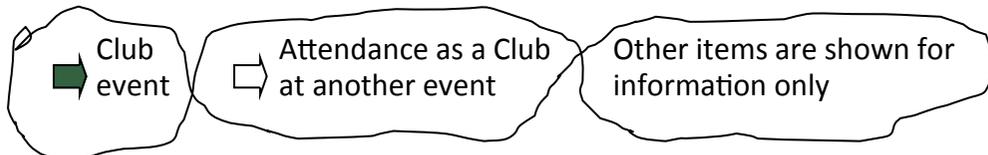


WHAT'S ON

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 the coordinator or Bunny Lees-Smith (01666) 577 275

FCCC	WHEN	WHAT	WHERE	WHO
➔	Tuesday 19 August	Aunt Sally	See Page 30	Dave Chambers 01608 658 603
➔	Wednesday 27 August	Classic Lunch Run	Call Barry for morning coffee rendezvous	Barry Cooper 01285 851 821
	Saturday 6 September	Kingswood Classic Vehicle Show	See enclosed form	Rod Alexander 01453 843 398
	Saturday 6 September	Oakridge Show	See enclosed form	Mike Scott 01285 760 315
	Sunday 7 September	Tetbury Classic Car Show	Tetbury	Bunny Lees-Smith 01666 577 275
	Saturday 13 September	Sherborne NT Heritage Day Classic cars are requested	Sherborne, Glos	Malcolm Cutler 01285 712 173
	Thu – Sun 11-14 Sep	Goodwood Revival Racing	www.grrc.goodwood.com/section/goodwood-revival/	
➔	Sunday 21 September	Sudeley Castle	See Page 30	Dave Chambers 01608 658 603
↪	Sunday 5 October	Castle Combe Classic Race Day	Castle Combe	Bunny Lees-Smith 01666 577 275
	Sunday 5 October	Shalbourne Classic Car Show	see enclosed letter	Alistair Kinross 01285 861 989
➔	Sunday 12 October	Chairman's Run	Details TBA	Malcolm Cutler 01285 712 173
➔	Fri - Mon 17 - 20 Oct	Autumn Peaks Tour	See enclosed flyer	Dave Martin 01793 770 171

The above events were sent out in advance on 6 August as you would not receive this magazine until later in the month. Apologies for a couple of errors in that earlier notice but the dates for the Kingswood Classic and Chairman's Run are correct as shown above.



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FAIRFORD CLASSIC CAR CLUB

Member of the Federation of British Historic Vehicle Clubs

Quarterly Magazine FC3

Summer 2014

FEATURES

- Hunters Concourse
- Watermoor and Paternoster
- Beach Boys
- Cotswold Classics
- Brooklands
- Fairford Thank You
- Atwell-Wilson
- Bristol Show
- MG 90
- National Physical Laboratory
- Satnav
- A Dalek



REGULARS

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Front Cover

Brian Cole polishes the Jowett for our Concourse; picnic at the Bristol Show and Bunny starts off our day at Brooklands.

Centrefold

The lads on the circuit at Brooklands.

Back Cover

Mercedes F1 in kit form at Mercedes World next to Brooklands. Can you spot the Pout & Sulk Button fitted to one of their cars?

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

Web: www.fairfordclassiccarclub.org.uk



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

Welcome

This is my last magazine as Editor. As there isn't enough room in this box for just the right words, I've commandeered some space inside. I've even been so bold as to grab the coveted Page 3 for my MGB so he can get his two cents in as well.

What a summer we are having! Seems like there hasn't been a day since the last magazine that we haven't been out and about - just look at the wide range of activities inside these pages. With so much happening and as this is the last magazine in this format for a while, I've let publication slip into August from its normal July timing to get more in. The contributions to our publications continue to flow from many of you. Now, may I ask that you please keep this going for Geoff Tebby, your new Editor.

Dave

The last couple of months have seen a typical selection of club events ranging from the Bristol Car Show, Village Shows and Traction Engine Rallies, Barry's mid week runs, coach trips and requests to bring our cars to local nursing homes. At this time of year there is something on every weekend, plus all the other club and family events we all try and fit in – there are never enough days in the month! Why I bring this up is my admiration for all of you who regularly come along to FCCC events, even though some of you have to travel large mileages to get there, and also the ever present offer to help setup at the event (and tear down!). We have a great 'group' of members and you only have to look at the FCCC area at any event to see how well everyone gets on, not to mention the levels of chat and laughter! Thank you from everyone who organises these events within the Club and long may it continue.

Is it just me, or as a classic car enthusiast do I take more notice than other mortals when classic cars etc are mentioned in the national press, TV etc? Certainly the number of events and programmes for classic vehicles seems to be ever increasing. Within the 'sector' you only have to look at any weekly or monthly classic car mag to be amazed at the number of events, whether they are static shows, runs, motorsport or auctions. Outside of the specialist press, not a week seems to go by without some mention of crazy prices being achieved for a 'star' car at an auction or a new classic car programme on the TV. Talking of the later, some of them really annoy me, or at least the presenters, whilst some have been quite good e.g. the one fronted by Philip Glenister and the new one with James May look promising.

Prices of many (most?) classic cars and bikes seemingly continue to rise, but is this solely

due to peoples realisation that classic vehicles represent an 'end of an era', where they create nostalgia and keep memories alive, but also represent a particular period of design and engineering. Or are they seen as investments, including hedging against the present very low saving rates – certainly I am sure this is true at the top end of the market. With the growth of clubs, like FCCC, maybe some people buy classics to enter into the social scene they create – a reason I am sure is something we would agree with.

My question is, is this high profile good or bad for our hobby? In many ways it is good, as it means that more people are 'exposed' to the classic vehicle 'scene' and are able to share their enthusiasm with other owners, plus learning how important the sector is to our economy e.g. earnings through restoration, spares etc. Also it shows the 'powers at be' that they must take the sector seriously and not forget it when designing laws regarding emissions, scrapage etc. Hopefully it will also attract younger people to take an interest, although the rising prices obviously make this more difficult.

However, you do get the feeling that this interest in all things classic may just be a 'fad' or is driven solely by the increasing values. But what happens when the 'wheels fall off' and interest wains, maybe due to falling prices? It has happened before and could happen again. Is this a disaster, or as some may say, "great, let the real enthusiasts get on with enjoying their hobby away from the glare of publicity etc"? Personally, I can see good and bad however it turns out. Certainly we would not miss the 'investment



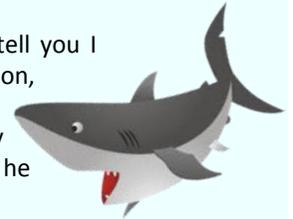
Crikey! When the Boss Man told me I was going on Page 3 it had me up a gum tree - knew it would be a topless job yeah? Still, you Poms 'av 'ad a fair bit of that big yellow thing in the sky this season so I reckoned she'd be right.



I was born in August 1972 in Zetland, a Sydney suburb where Lord Nuffie bought some land in 1947 to bash Pommie cars together. Guess for me it was more like IKEA as the big, lumpy bits came in a box from Abingdon but Aussie MGs were about 45% local content. Fortunately car fridges weren't invented back then as being Lucas, we'd 'av been stuck with warm, flat beer.

Davo bought me in 1993 in Canberra from another Army officer who in turn got it from his brother, the first owner. It wasn't long before the modifications started - Boss has this thing about "My Car, My Way" and he loves sticking it to the *Ayatollahs of Originality*. But I do like my fibreglass wings, Minilites and Ford Blue engine. I was having a great time as a daily driver, weekend racer and club member. We shifted to Melbourne in 2001 but the MG Club there was too "up themselves" so we didn't join. The next big event was being taken to Detroit, the Motor City in 2007. The Yanks loved me ... the Michigan sheilas gave me heaps more attention than the clobber. I was left there in 2010 while the Boss went back to Oz for a bit but he came and got me in 2011 and brought me to England, not far from where I started out all those years ago. My travels were written up in the MG magazine, *Safety Fast*, Vol. 56 No. 2, February 2012.

Now he tells me we are heading to Canada soon. Did I tell you I once won First Prize amongst 32 other MGs in a car show in London, Ontario? Righto, time for some more sea miles then. I will cherish the memories of the Club and the FCCC sticker will remain on my windscreen forever. Only wish I could loose that stupid nickname he gave me - *The Little Great White*.



crowd' and the show organisers who appear to have jumped on the bandwagon of the classic scene. Also it may stop local event organisers suddenly getting in touch a few weeks, or even days, before their event, expecting you to organise some cars to go along! But on the other hand, a falling of interest could see us becoming prey to the environmentalists and safety warriors, with the result that we cannot use our classics

and only look at them in a museum. Don't tell me you haven't woken up at night sweating at the thought, in the future, of when you are driving your classic and meet a driverless car. This could certainly 'fry' the electronics of the other car, but who gives way – maybe we will need to apply the 'steam gives way to sail rule'!



Mike Scott is this year's winner with his 1938 Hotchkiss GSZ

The Club Concourse



We certainly seem to have the weather gods smiling on us for our annual gathering at Hunters Care Home as, once again, the sun shone both for this and also our visits a month later to the Watermoor and Paternoster Homes in Cirencester.

As they had done last year, Hunter's had organised a number of other stands and displays around the cars, to create a real garden party atmosphere. FCCC had 24 cars this year, plus a few others who had relatives at the home or had heard about the event. Once again we held our 'Memorial Trophy' for the car that club members would most like to take home with them and this year it was deservedly won by **Mike Scott's** Hotchkiss.

In July we had been asked if we could bring a few cars to the fete held at the **Watermoor Care Home**, which is where **Arthur Mallard** lived over the past couple of years. Manly thanks to **Keith Handley**, **Rob & June Bevan**, **Mike & Jan Cox** and **John & Judy Dodman** for joining **Jill** and myself for answering the call and providing the residents and visitors with some nostalgia and a fine display of cars. We then motored 'over



the road' to the **Paternoster Care Home**, who has previously asked if we could sometime call in with a couple of cars, as some of their residents would interested in them. We were however amazed and pleased to be met by a number of residents and staff, waiting for us in the sun, outside the home. There was



Hunters Care Home



Ice Cream !!!

genuine interest and we were there for at least an hour.

This was one of those days when you went away feeling that the little input we had made had been really worth it.

Malcolm Cutler

Watermoor and Paternoster Care Homes



Just one last little polish.

No doubt belongs to some old bloke trying to relive his youth.

Woohoo! Now for the second prize of the day!

Dave Martin writes in -

"Put your hand up if you still love your first car!" These were the words screamed out from the stage by Mike Love of **The Beach Boys** to the thousands gathered at Newbury Race Course on 20 July. 'This was my first car'. A picture of a 1949 Chevy flashed up on the screen behind the band. 'I love this one even more' The picture morphed into his present Thunderbird. "Let's do a car set"



Bruce Johnson burst straight into the harmonies of **Little Deuce Coupe, Shut Down, 409** and **Our Car Club** immediately followed. A wonderful selection of Mustangs, AC Cobras and Cadillacs raced along the Pacific Highway projected across the back of the stage behind the **Boys** giving it all in guitar riffs, organ solos and their unique vocal treatments.

The evening sunlight illuminated the Hawaiian shirted figures spread along the apron. Their owners twice enquired to a similarly dressed audience reaching for sun lotion and floppy hats "Is this really England?" Forty songs later we are treated to an encore of **I Get Around** and **Fun Fun Fun**. For a while we wondered too. And driving home into the sun set we almost began to wonder what might have happened to those palm trees that we had come to think must line the edge of every road – even, before we got a grip of ourselves – the M4!



jocks too tight

Alas for the reality of that we had to raid the memory banks for recall of a silver blue Jag leading a line of classics around The Isle of Wight and along The Bude to Newquay coast road. The latter hopefully is before too long repeatable. Sadly though wherever we venture the music will never sound quite the same through a car radio speaker!



We Attend the
Open Day
10 July

We are blessed with several high quality classic car restorers living amongst us. Tucked away in the birthplace of Ralph Vaughan Williams (you knew that was Down Ampney yeah?) is **Cotswold Classic Car Restorations**. What a gem of restoration excellence!



Jonathan Wills welcomes the Club

Last winter Malcolm and I had spotted their ads in various motoring magazines and reckoned they shouldn't be too hard to find in Down Ampney; it's not that big. After unsuccessfully flailing around the village for a while, the local postie put us on track. From our first meeting with Jonathan Wills, the main man, it was clear that not only was this a top-notch classic restoration shop, it would be a most friendly place for a Club visit. Jon was keen to host the likes of people like us (*didn't know us then did he?*) and throughout the spring we discussed what form a visit might take.

On the day, there were cars from everywhere as well as our Club -

former clients, other Clubs and just plain "good ol' petrol heads" like us. It was fun to meet new people who think like us. They variety and quality of cars was outstanding. There were two Audi R8s. My visiting German friends said that they had never



A Stunning DB5

seen one on the road in Germany and here are two in a small English village. Jonathan and his staff enjoyed explaining the intricacies of their work and there were many keen "questioners". Added to the evening as the Red Arrows passed overhead, were three manufacturers displaying their wares.



Painting and trimming of top class cars is explained

Cotswold Class Car Restorations is keen to repeat the event and we will keep in touch. They are a friendly mob so drop in a say G'Day anytime.

Dave Barton



It's what's hanging down that matters.

Photo by Dirk Velimsky

BROOKLANDS MUSEUM

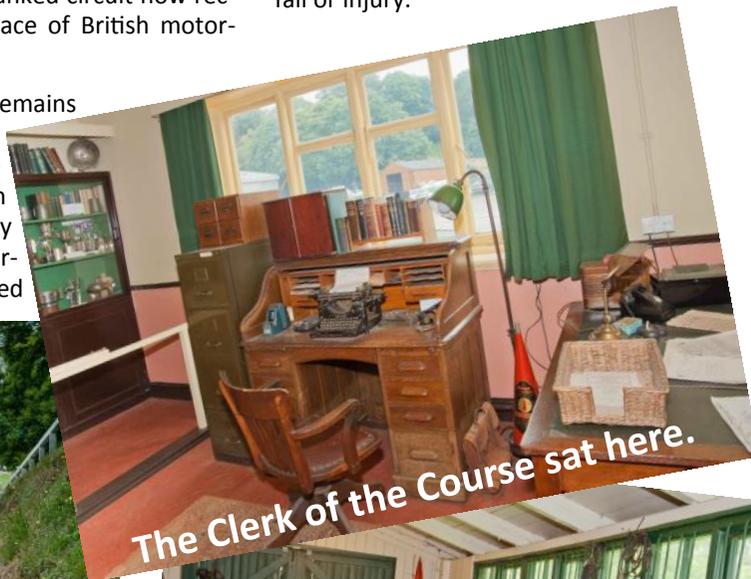
Our Coach Trip 19th June

Every motorsport enthusiast should visit the shine of Brooklands to see how it all began. At long last the FCCC paid homage to this icon that has just about everything in terms of a museum that honours those heroes who drove insanely powerful monsters on a banked circuit now recognised as the birthplace of British motorsport and aviation.

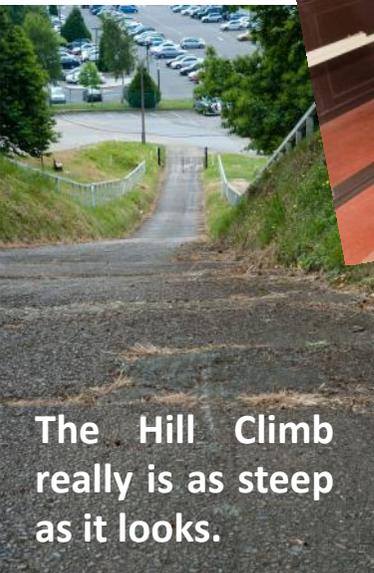
Enough of the circuit remains to get a very good idea of how frightening it must have been to drive on a steeply banked track. Our Chairman Malcolm scrambled



to the top edge but on the way back down, found himself flailing madly on the edge of control. Fortunately he survived without a fall or injury.



The Clerk of the Course sat here.



The Hill Climb really is as steep as it looks.



Concorde



A Lancaster of the Royal Canadian Air Force

briefly. The collection of period racing cars and motorcycles is without equal. It is a place that has been looked after but preserved as it was in the pre-war days complete with memorabilia. One of the beauties is that work on period cars still goes on there and we were

privileged to see engineers still fettling vintage cars. So it is still alive!!

There is so much to see at Brooklands that we cannot cover it all but



Hawker Hurricane IIA Z2389 (1940)

The Real Hero

The display reads -

"First flown at Brooklands in 1935, the Hurricane fighter is estimated responsible for 80% of the enemy aircraft shot down in the Battle of Britain."

But it was that other one that got all the fame and the fan boys.

In addition to the cars and bikes there is the London bus museum and a large collection of aircraft that were built at Brooklands And of course there is a Concord to go aboard.

Close to the Museum is **Mercedes World** which most of the members visited. This is partially a sales outlet for Mercedes and partially a museum of their outstanding cars. In addition there is a test track where visitors can either take or be driven around. Several members took advantage of this and were pretty impressed by what they had experienced.



Some of us went on the Mercedes Test Track

Bunny



The Time Has Come

It was with some trepidation I took on the Editorship as coming to the Old World was very much a new world for me. What a thoroughly wonderful experience it has been! In this last issue, I hope I have captured the essence and spirit of our Club by illustrating the wide ranging, interesting and enjoyable things we get up to.

A Club's media aims to inform and entertain. The publications must be relevant, timely, interesting, dross-free and well presented. I have endeavoured to follow those principles for what we now have – a magazine, a newsletter, a revised website, a Flickr site with over 1,000 photos, a Club brochure and a show banner. The media is also the face of a Club to the outside world and if done well, goes a fair way in establishing posture in the classic car community and enhancing prospects for growth and sustainability.

The most pleasing part of being your Editor was almost never having to write anything. So many of you have consistently contributed brilliant materiel that my challenge was to fit it all in to our publications. I consider that a resoundingly clear hallmark of our vitality and good health.

In my *Welcome* remarks in the first **FC3** two years ago, I borrowed a quote from Prince Phillip who said, "Change does not change tradition. It strengthens it. Change is a challenge and an opportunity, not a threat." I went on to add "The magazine is about us and for us." You may wish to look back over



Club pubs on display at Bristol

A Thank You from Fairford ...



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Fairford
Glos GL7 4BE

Tel: 01285 712681
Mob: 07866 450416

Mr M Cutler
Fairford Classic Car Club
28 Courtbrook
Fairford
Glos GL7 4BE

18 June 2014

Dear Malcolm,

Fairford Festival 2014

I am writing to thank the members of the Classic Car Club for their support over the Festival period.

The children certainly look forward to their trip around the town after the Festival Queen Competition and your Club's participation helps support our claims that there are no losers. It was also good to see some members take part in the Festival Parade where the children had yet another opportunity to travel in the classic cars (not forgetting you on your motorcycle of course!).

I would be grateful if you could pass on the Festival Committee's thanks to your members for their continued support.

Yours sincerely,

T J Hing, MBE
Chairman, Fairford Festival Committee

the last nine magazines and nineteen Newsletters and make your own assessment of how we are doing. Another change is now with us and that means another opportunity to keep moving forward. I wish Geoff all the best as your new Editor. I am confident that my mid-term revision stating that "The magazine is about us, for us and by us." remains extant and your submissions will continue to flow. The best way to give our Members what is wanted is to get it from them and sprinkle it with a dash editorial wit and humour. And a few funny photos!

Pam and I shall miss all of you very much!

Dave





The Classic Vehicle Show

12 & 13 July

The club was in a prominent position at this year's **Atwell Wilson Show** and was attended by seven members and their cars; not as many as last year but everyone thoroughly enjoyed the day. On the Saturday evening Bunny had drawn up a 60mile run through the Wiltshire countryside, together with a quiz i.e. identifying 45 places and objects on the route. Over 30 cars set off (and returned!), with one couple getting a high score of 35 for the quiz and everyone had an enjoyable run, although one entrant was heard to say that he did have hedge parsley coming in both side windows (but it was a Bunny run!) and one, unnamed runner, gave up when they found a nice riverside inn! Although the rain held off over Calne and the sun shone at times, a few entrants did hit some short, monsoon, showers, which did result in a few very wet bodied arriving back at the museum!

The show on Sunday had a very large number of varied classic cars, bikes,

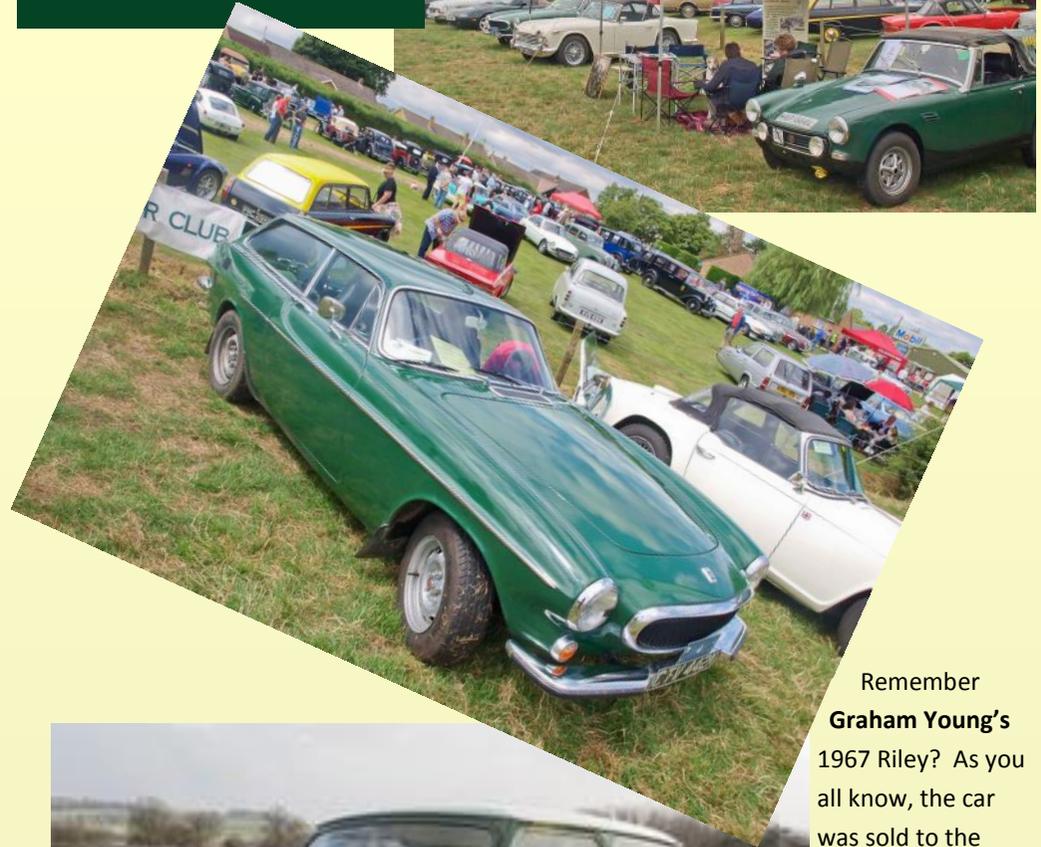
commercial and tractors whilst the rain held off, the sun came out in the afternoon and the visitor car park soon filled up. Pride of place on the Atwell-Wilson stand was the Riley Elf previously owned by Graham Young which is this year's museum raffle prize.

Well done Bunny for arranging the run and the FCCC stand, and we are planning to arrange some joint events with the museum next year.

Malcolm Cutler



The new Museum sign as shown across was chosen from a project by students from the School of Art at Swindon College.



Remember **Graham Young's** 1967 Riley? As you all know, the car was sold to the Atwell-Wilson Motor Museum to be year's prize.

The draw will take place at the Friends' mulled wine evening on **Saturday 6th December 2014.**



We arrive at the showground



Earlier this year we took the decision to apply for a stand at this year's indoor Bristol Classic Car Show at the Shepton Mallet showground. This is the first time that the Club has entered such a show, with many stands being presented to almost professional standards. It was therefore with some trepidation that we learnt that our request had been accepted and that we had been given one of the larger stand areas! The plan therefore was to put on as wide a range of cars as possible (up to four), plus a motorbike or two, to give some variety. We also decided to try and create a summer picnic setting.

The shortlist of club cars I had in mind kept reducing as either people were on holiday or were committed to other events, or the cars were not on the road. However, such is the quality and variety of the cars and motorcy-



Comrades Chris, Rob, Malcolm and Nigel unload Comrade Mike's bike.

cles in the Club (and of course the owners!) we ended up with a really good display which included Chris Shipton's E-Type, Rob Bevan's Alfa Spider, Dave Barton's MGB, Mike Cox's Russian Cossack motor bike combination and, in place of Geoff Tebby's TR4A (who unfortunately could not come due to illness), my Sunbeam S8 and Norton Big 4 motorbikes. Add into this a display of Club magazines and a slideshow on the computer put together by Dave Barton, and Jill's work organising the picnic scene with stuffed animals to keep the kids happy, plus our two Greyhounds, I think we put on a pretty decent display for first timers.

The actual show was very well attended and, partly due to the



The car from the movie *The Graduate*

excellent positioning of our stand, it was non stop on the Saturday and also very busy on the Sunday. All our cars and bikes caused a lot of comments and questions, and people were very complementary of the stand, especially the variety of vehicles and that they had the freedom and room, to walk around, particularly from those in wheelchairs and on mobility scooters.

Personally, I really enjoyed talking to everyone who came on the stand, it was very different from our usual shows with many visitors being real enthusiasts, with great stories and also hints and tips. It also helped raise the profile of the FCCC and we gave out many of our publicity brochures – which has already resulted on one person joining.

Should we do it again next year? We will have to decide but I believe this year was a success, although if we do go again we will need to have more support over the week-

Nothing like an E-Type to pull a bird!



end, as it was only myself and Jill manning the stand on the Saturday. However, without **Dave Barton, Nigel Godwin, Chris Shipton, Rob Bevan and Bunny Lees-Smith**, as well as **Mike Cox** for allowing us to display his 'Cossack', there would have been no FCCC stand – well done guys.

Malcolm Cutler





MG90 AT SILVERSTONE 21-22 June 2014



Sunday 22nd June saw Club Members **Bunny Lees-Smith** and **Colin Biles** invited to MG90 at Silverstone to exhibit the Midget in which they recently competed in the 2014 Land's End Trial.

Billed as the '*Biggest MG Gathering in the World,*' MG 90 had cars representing all models from the MG marque produced since 1924. In addition to the many displays the Programme of Events included MG, Porsche and other classic racing, sprints and an auto test which, had he not been otherwise engaged thrilling the crowd with parallel parking his BMW Mini in some pretty tight corners, stunt man Russ Swift (as seen on YouTube) would have undoubtedly won!

For the Parade in the Show Arena, the Midget joined other trials prepared MGs; a B Roadster, an MGF, a TA and an historic trials Cream Cracker PB. The Cracker was first owned by famous MG trials driver Maurice Toulmin and in recent years was re-discovered and restored by his son Jonathon. Next to the MG Trials Cars static display was a replica BMC Competitions Department large van fitted-out for the time it would have supported the various Rally crews of the 1950's and 60's namely Mini, Wolseley and MG. Plenty of MG nostalgia and a chance to catch up with friends on a warm Silverstone summer's day.

Colin Biles

NPL

On 20 May seven Club members joined the Cirencester Science and Technology Society to visit the **National Physical Laboratory** biannual 'Open Day' at its Teddington laboratories. The aim of the NPL is to develop more and more accurate means of measuring physical attributes. They take care of the British copy of the International standards upon which all our measuring is based. This is the standards for length such as the metre, for weight such as the kilogramme, for time the Caesium clock, for radio and other frequencies, for gases of



The microwave anechoic chamber for testing antennas.

all kinds and so we go on in to materials, acoustics, computers, mathematics, green house gases, pollution, and even the universe.

Some 25 laboratories were open to us to visit and talk with scientists, most of which covered aspects of research at the cutting edge of science. Some of the subjects were of quite extraordinary range such as isolating a single electron and then close to it observing the earth and then applications for medical ultrasound.

Bunny Lees-Smith

My Personal Sat Nav

I have a little Satnav, It sits there in my car
A Satnav is a driver's friend, it tells you where you are.

I have a little Satnav, I've had it all my life
It's better than the normal ones, my Satnav is my wife.

It gives me full instructions, especially how to drive
"It's sixty k's an hour", it says, "You're doing sixty five".

It tells me when to stop and start, and when to use the brake
And tells me that it's never ever, safe to overtake.

It tells me when a light is red, and when it goes to green
It seems to know instinctively, just when to intervene.

It lists the vehicles just in front, and all those to the rear
And taking this into account, it specifies my gear.

I'm sure no other driver, has so helpful a device
For when we leave and lock the car, it still gives its advice.

It fills me up with counselling, each journey's pretty fraught
So why don't I exchange it, and get a quieter sort?

Ah well, you see, it cleans the house, makes sure I'm properly fed
It washes all my shirts and things, and keeps me warm in bed!

Despite all these advantages, and my tendency to scoff,
I only wish that now and then, I could turn the darn thing off.



"Even my GPS says I'm going nowhere!"



No.28

MOTERING MUSINGS

Graham Young



- I'm taking up biking – electrically. The **i-Road**, intended as an inner city runabout, can pivot on its front axle in a 3 metre space and cruise at 18mph.
- Unusual bumper sticker – “No snakes kept in this vehicle overnight”. An effective deterrent!

- A revered brand – Norton – made in Britain, bought by Stuart Garner, who bought the brand in 2008 and rode one at 173mph with no brakes, is doing very, very well. Look out for this.
- Please don't try this: A thief who used his car as a battering ram to steal a parking meter has been jailed for 2 years. The meter was seen on camera being loaded into a car. The combined weight caused sparks to fly. He was chased, caught and convicted on theft, criminal damages, dangerous driving. He was also convicted on having a suspended sentence for drug dealing. Banged to rights!
- Back again – the first Ariel motorcycle for 50 years was launched at the Goodwood Festival of Speed. Made in the West Country at Crewkerne.
- As the economy grows in Cambodia, sales of Rolls Royce cars are expected to grow in spite of the average annual income being £595 per head. Less than 1% of the average price of the car.
- A Mini with only 13 miles on the clock. The buyer bought 2 brand new cars for his sons – but they were too tall to drive them.
- Wallace Menzies lost control of his **DJ Firestorm** at 120mph at the Shelsley Walsh Hill Climb Circuit and crashed horrifically. He survived with only a broken cheek bone, cuts and bruises. (Ed: see <https://www.youtube.com/watch?v=2ECIOWH2dYg>)
- Watch out! The fastest police car has been delivered to the Avon and Somerset Police – the 350hp Ariel Atom in police livery. 0-62mph in 2.5 sec.
- No wonder going to the dentist is expensive – the collection of one of the biggest car collections is being sold. He has more than 450 classics. The collection includes a Mini Traveler owned by Lord Mountbatten and Winston Churchill's Austin. The collection is expected to make up to £100m.



- It was sad to read of the death of **Sir Jack Brabham** – described rightly, as “one of the all time greats”.
- Liliana Archibald was the first woman insurance broker at Lloyds. She had owned a Carrera 2 and the Carrera 4 and once charmed a French policeman by displaying her impeccable French. She was also once taken for a spin in an MGB along the length of the long walk at Windsor – normally usually reserved for the royal carriages.
- Well tough! The Mercedes owned by Herman Goering was deemed to be too offensive for auction and was withdrawn – frustrated the owner who was hoping for £4m.
- Controversy surrounds the date of the first English car registration – was on December 24th 1903 – but not all agree. Any ideas?
- It was sad to read of the death of **Brian Healey**, the son of “THE” Austin Donald Healey, age 88.
- A conundrum – If your car catches fire while you are in the lions enclosure at Longleat Safari Park, Wiltshire, what do you do? Panic! – yes. Lean on the horn, stay close to the car and pray. Mrs Clements recounts the experience and can now laugh. She told the BBC, “It could have been in the flamingos or the camels but no, it had to be in the lion enclosure.”
- With more bikes being sold in the UK than cars, we may become the FCBC.
- Finally – those of you who have a bulging wallet might like to by the Nürburgring, now on the market for a huge amount. Pam has been around it with her parents but didn't rush. 68 professional drivers have been killed.



Graham

1948 MG YA for sale

Brian Cox has decided that an 85yr old driver and a 65 year old car did not mix well any more. He has therefore decided, reluctantly, that he will sell the car and would very much like it to go to a good owner, hopefully in the Club.

The car is very original with much history/ paperwork (17 yrs) and spares. At one time it was in West Africa when owned by a military gentleman.

The mileage shown is 15,000m and whilst Brian cannot say that this is genuine, it could well be, given that it was not used much by the aforesaid military man. As anyone who knows the car, it is a very genuine example of the mark. Price is negotiable but they are being advertised at around £12 -14,000. Brian can be contacted on 01249 715641.



TAPPET CLATTER

Mike Cox

I am not sure whether the front page of FC3 should be edged in black as I am hearing rumors that one of the main men is possibly leaving us; don't know how true this is as I've heard it all before. I expect that there will be an announcement in this magazine as to the Committee changes so I am not letting the cat out of the bag. Anyway, all the best in the future to the Editor and his wife for bringing a breath of fresh air to the Club's goings on.

Looking back through the past mags that Dave produced, thought I'd recap and bring up to date my ramblings during this period. I am sure you will all be pleased to know that my lawn mower (June 2012) is still going strong, always starts first time and does the job it's supposed to do. In this case I've said before, it's all right giving things a big wack with a hammer but its knowing where to hit it! Nobody has made inquiries as to borrowing the spring compressor so you all must be bouncing along OK. Tyres on the Skoda (Oct 2012) are wearing gently and the noise from the compressor (Jan 2013) is not too bad. One gets used to it. Not so sure about the neighbours next door! Swivel joints (Apr 2013) – all is OK but the Riley has developed a rather loud knocking in the front suspension so that means subframe and engine out as it also requires welding in places inside the engine bay. The impossible job still looks difficult but having engine and subframe out will make it easier. The Distributor Doctor (Apr 2014) prescription for the Riley's ignition transplant is doing its job so it does seem money well spent. That brings up to date with the ramblings that I wrote during Dave's stint as Editor. I shall now go into hiding and hope the new editor won't be able to find me and persuade me to carry on.



Before I go and as I seem to rabbit on about **Vincents** now and again – I was reading a 50+ year old motorcycle mag when I came across this small tale I thought you may be interested in. Those were the days!!



Our photographer, tells me that he has found a place to buy motorcycles cheaply. He was at **Dingwall Car Auctions, West Croydon**, recently. Amongst the cars were a number of motorcycles. Best of the bunch were a 1950 Comet and a near immaculate 1949 350 c.c. Ariel. The car dealers who attended the auction just weren't interested in anything except the cars and there were only a couple of bids for the bikes. The auctioneer knocked down the Vincent for £17 10s., and the Ariel for £3 10s. Dickie watched the pleased purchaser of the Vincent ride away, the machine started first kick and ran "smooth as a camera shutter." Not a bad bargain when you consider that its present value is nearly £85. If you are thinking of buying a machine, keep your eyes on your local car auctioneers—but don't forget to have a good look over the machine, before you bid. Remember, a car auctioneer may know very little about motorcycles and in any case the period of guarantee can be as little as 24 hours.

Also amongst the adverts were the following:

- Large Tin of Gunk 2/4d
- Large Tin of Swarfega 1/6d

All the Best and Happy Motoring

Mike C.



The photos are available on our Flickr site

FOR THE RECORD Snapshots of Club Activities



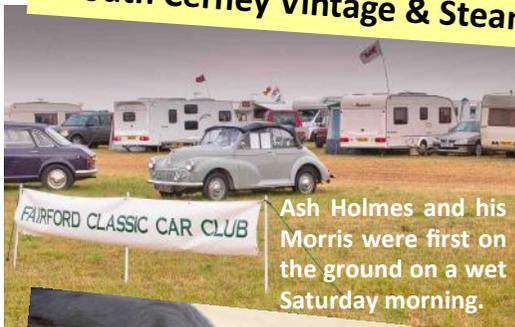
Stunning Reds at Churchill 8 June



Meysey Hampton 7 June



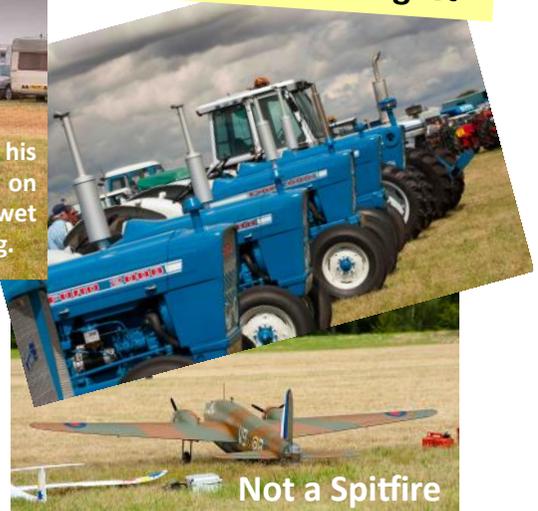
South Cerney Vintage & Steam Extravaganza 2-3 August



Ash Holmes and his Morris were first on the ground on a wet Saturday morning.



Hard at it on the little steam train



Not a Spitfire

CLASSIC LUNCH RUNS

Barry Cooper

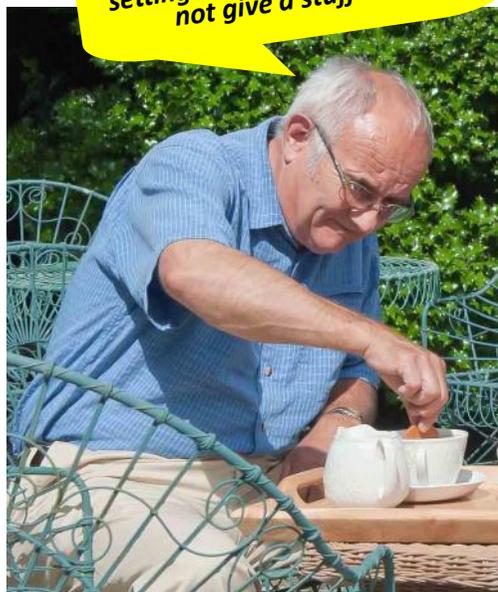
25 June

It must surely be the wish of the Organiser of any event, to be able to report on a day which really did live up to all his wildest hopes, aims and aspirations. However, such was indeed the case on the occasion of the FCCC's sixth 'Classic Lunch Run' of 2014; effectively the second of our Summer of 'Grand Days Out' which included an afternoon visit to a garden open specially for us under the National Gardens Scheme.

I continued my aim of providing members with fresh lunch venues and new-to-them open garden; including a country run through unfamiliar countryside. Our Morning Coffee was enjoyed at a venue we had not used previously: the New Inn at Lechlade. I feel certain however, that we shall be returning to the New Inn on a future occasion.

The route south lead our classic jaunters into some of the most rural country lanes in the north of Hampshire, with their ultimate aim of location the day's lunch venue the 'George Inn' in the village of Vernham Dean. By all accounts this carefully selected hostelry succeeded in ticking all of the boxes, and as an added bonus we were able to enjoy our meals 'al fresco', sitting out in the inn's restful garden. Not only did I hear unanimous approval of the quality of the food, the house beer also came in for complimentary comments. Following lunch our mini convoy of nine Classic cars motored a few miles or so from the village to Conholt Park, a ten acre estate in the most 'rural' of rural countryside one could ever imagine. From the house, looking in a southerly direction, not a single building of any sort can be seen. For as far as one's eye could see it was mile after mile of open countryside, with only trees and a number of sheep to provide one with an impression that nothing much has changed since the mansion was first constructed a couple of centuries or so ago! One clue to the actual age of the estate being the maturity and the majesty of a couple of Cedars; immense in size and in all likelihood planted as sapling ages ago when the house was being constructed. One's imagination can run riot when wandering in the gardens having so much history. I wonder what the estate's original well-to-do owner would have said, could he have witnessed horse-less carriage owners, having the nerve to park in front of his house!

It was a truly superb "Grand Day Out" much enjoyed in the company of good friends. I ought to mention the added bonus of having wonderful English Summer weather.



Happiness is being able to dunk a Ginger biccy in a lovely setting with lovely people and not give a stuff! RB



23 July

Following the modest success of last month's 'Day Out' in Hampshire, July's similar event was run on very much the same lines. The event got underway with Morning Coffee rendezvous, this time at the Lechlade Garden Centre, following which a cross country run of approximately 25 miles or thereabouts led our part of just seventeen of FCCC's very keenest deep into the heart of Oxfordshire. The venue selected for a pub lunch was the 'Falkland Arms', a hostelry very much off the beaten track in the village of Great Tew. The route was in two distinct stages, both specially chosen so as to provide variety for both drivers and their navigators. The first stage required them to navigate a route through typical Cotswold lanes, narrow in places perhaps, but no problem for doughty crews who are by now well versed in the art of map-reading. At roughly the midway point, the route altered in character, making use of B class roads in the main, which the drivers said they found a delight to motor on, due to the fact that traffic was so light, and they had much enjoyed the sweeping bends and the way that the road followed the undulating hills overlooking the Oxfordshire countryside.

The food at the Falkland Arms was declared excellent and also good value. So came the time for our party to motor the three or four miles to Chivel Farm near the village of Heythrop, not so very far from Chipping Norton. The garden was described in the NGS Handbook as having year-round interest, and it certainly did not disappoint. It was a gem of a garden, and the owners are justly proud of what has been achieved, from what had been and still is a challenging garden in a hillside location. However, a very real bonus for our Club party, was the fact that apart from fully supporting his wife's gardening passion, our host had an interest in vintage cars – more specifically : Lagondas. When I had initially spoken to him on the telephone, he mentioned that he was a Lagonda enthusiast, and asked me if I thought our members 'would like to see them?' Of course I said 'Yes, please', but I was not fully prepared for the sight which awaited us when he ushered us into a courtyard next to the house. Just inside, one of the garages were housed probably the three oldest cars in his collection, whilst on the other side of the courtyard, another garage contained a further five cars, every one of them a Lagonda, but all varying in size, age and styling. It is not very often one is likely to see a 'Lagonda', so to see eight together all in one place was a rare experience, which I rather believe was much enjoyed by everyone in our party, the girls as well as boys.

It was a very warm Summer's day, but it didn't prevent us from enjoying what was a thoroughly relaxing couple of hours or so in the company of our hosts, and to round off our afternoon out we were able to enjoy Tea and Biscuits served to us in the conservatory which overlooked the beautiful gardens. It is also good to know that all the donations to the National Gardens Scheme do go to support many worthy charities.

Editor's Note: RB's quote needed a tiny bit of editorializing





**From the Membership Secretary -
Two Club Events Not to Miss**

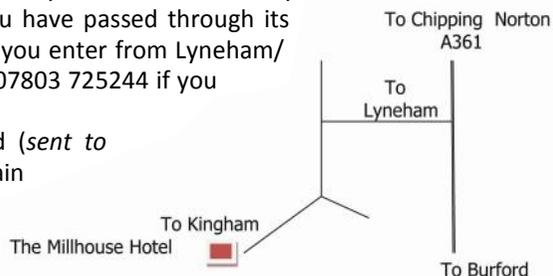


Aunt Sally Tuesday 19 August

The meeting point at 1600 hrs will be at the **The Millhouse Hotel**, Kingham, where you can have a cup of coffee etc. prior to being given instructions for the mystery tour to our venue for the evening, **The Fox** at Broadwell near Stow on the Wold.

The Millhouse Hotel is prominently situated on the very edge of the village on your left if you have passed through its centre from Stow or on your right as you enter from Lyneham/Churchill. Dave Chambers' mobile is 07803 725244 if you need to contact him enroute.

Menu for the Fox is enclosed (*sent to those registered*). Please choose a main course and a pud if required and let me know your choice by the 12th Aug. Portions are quite large.



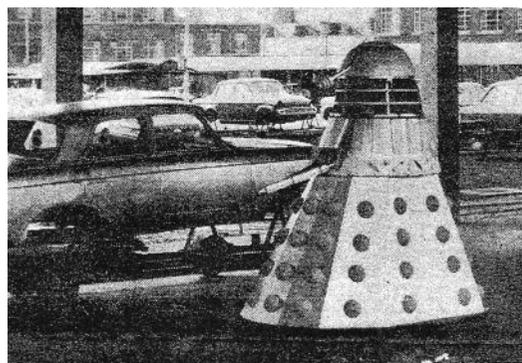
Sudeley Castle Sunday 21 September

The Registration Form is enclosed. **Please send this to Dave Chambers, not Sudeley Castle.** Entry to the Castle and Grounds is free. Refreshments are available during the show time.

The plan is to gather at a convenient point a few miles from Sudeley at about 0915 hrs and go in convoy. The entrants will be informed of the details. If you can't make the RV, then comply with the time on the form.

Oxford Mail Saturday 26 June 1965

"A lone Dalek stands on watch outside the Pressed Steel Works at Cowley. But this is not part of a new security system for the works. The Dalek, designed and built by the apprentice department, was advertising today's Pressed Steel Gala. Mounted on an engine used to transport car bodies in the factory, the Dalek has the peaceful task of carrying children during the gala."



Dave Chambers writes in -

"Me and a fellow apprentice were chosen to make it. You can date it by the Rolls Royce body shells stored around it. We would lock ourselves away inside the Dalek listening to Kenny Everett on the radio. Learnt a hell of a lot from that!"



YOUR COMMITTEE

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Secretary	Geoff Tebby	Chalford Hill, Stroud	01453 883 821 gctebby@aol.com
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Treasurer	Jill Cutler	Fairford, Gos.	01285 712 173 malcolmcutler@btinternet.com
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Archives	Barry Cooper	Meysey Hampton, Gos.	01285 851 821
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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

- Chairman** We received a very nice thank you letter from the Fairford Festival Committee. See Page 15.
- Publications** This is the last FC3 in this format for a while. Editorship has passed to **Geoff Tebby**. This will be a Newsletter only. The form for the last two years of 8 x Newsletters and 4 x magazines each year will change to a monthly Newsletter. Considerations for future magazine issues are being developed at this time. Any volunteers out there?
- Membership** A current Club membership listing is enclosed with this issue. Please advise Dave Chambers of any changes, particularly your car(s).

Next Committee Meeting on **Monday 15 September at 7:30pm**. Upstairs in the **Crown of Crucis** in Ampney Crucis. It is open to anyone who wants to attend.



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SYNTIUM

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MERCEDES-AMG PETRONAS
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