

# FC3

The Magazine of the  
Fairford Classic Car Club

WINTER EDITION  
January 2014



*Back in the Day*

*What the  
artist sees  
in us*



*St George's Day Run  
entry forms inside*



# 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  |
|------|---|--|--|--|
| ➡    | Wednesday<br>12 February                | Classic Lunch Run<br>The Snowdrop  | Call Barry for morning<br>coffee rendezvous<br><b>CALL BY 5 FEBRUARY</b>   | Barry Cooper<br>01285 851 821  |
|      | Fri-Sun<br>21-23 February               | Race Retro 2014  | Stoneleigh   | <a href="http://www.racetro.com">www.racetro.com</a>   |
| ➡    | Thursday<br>20 March<br><b>PROPOSED</b> | Visit to Ashton Keynes<br>Restorations   | Ashton Keynes,<br>Wiltshire  | Malcolm Cutler<br>01285 712 173  |
| ➡    | Wednesday<br>26 March<br>7:00 pm        | Annual Skittles<br>Competition   | The Plough Inn<br>Alvescot   | Mike Cox<br>01865 300 929  |
|      | Fri-Sat<br>12-13 April                  | <i>Practical Classics</i><br>Restoration Show  | NEC<br>Birmingham  | <a href="http://www.necrestoration.com">www.necrestoration.com</a>                                 |
| ➡    | Wednesday<br>16 April                   | Mary Rose & Dockyard<br>FCCC Coach Trip  | Portsmouth   | Bunny Lees-Smith<br>01666 577275   |
| ➡    | Wednesday<br>23 April                   | <b>St Georges Day Run</b><br>Entry Form enclosed.  | <b>All the information is<br/>on the Entry Form</b>  | Mike Scott<br>01285 760 315  |
| ➡    | Saturday<br>26 April<br><b>PROPOSED</b> | FCCC visit to Vulcan<br>XM655. Max 10 cars<br>and 20 people. Donate<br>£10 pp. Detail TBA. | Wellesbourne<br>Mountford  | Alistair Kinross<br>01285 861989<br><a href="mailto:Kinross@cheerful.com">Kinross@cheerful.com</a> |
|      | Sunday<br>27 April                      | FHBVC Drive It Day   | Everywhere!<br><a href="http://www.fbhvc.co.uk/heritage-culture-and-museums/drive-it-day/">http://www.fbhvc.co.uk/heritage-culture-and-museums/drive-it-day/</a> |  |

And put these ones on your calendar. More info in later publications

**Churchill Vintage & Classic Car Show. - 8 June.** Entry Form enclosed. Numbers are limited so get your entry in early. Dave Chambers (01608 658 603) organises this one.

**Bristol Classic Car Show - 14-15 June.** For the first time we have been given a display area at the Show. Malcolm Cutler (01285 712 173) will get us organised.

**Fairford Steam Rally - 16-17 August.** We have only 16 places on both days so book early to get in. The Club has chosen the **SUNDAY** for our main day. Ken Hinton (01285 712 522) puts this one together for us.



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# FAIRFORD CLASSIC CAR CLUB

Member of the Federation of British Historic Vehicle Clubs

## Quarterly Magazine FC3

Winter 2014

### REGULARS

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### FEATURES

- FCCC Racers
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- Our Beloved Tools
- Traveler at 60
- British Motor Heritage
- Lunch Runs
- Christmas Blues Run

### Front Cover

Chris leads the way and a wise owl was once a motorcycle. Get your *St George's* form in before the dragon lights it up.

### Centrefold

Chris Shipton wins at Silverstone in his *Gulf Mirage 40*

### Back Cover

Welding a MGB wing at British Motor Heritage Ltd.

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

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



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

## Welcome

Inspired by our day at Castle Combe, we thought a few words about the heady racing days of Club members would be an entertaining read. Six stalwarts sent in tales of glory plus one of us who is still going strong. A diverse and fascinating range to our Club yes?

While many classic cars huddle in their garage over winter, the Club remained active with runs, Christmas lunch and a visit to British Motor Heritage Ltd. It's not too early to contemplate the upcoming year so *What's On* has a heads-up for some big events - St George's Day, the Churchill and Bristol Shows and the Fairford Steam Rally. All not to be missed.

Your contributions to our newsletter and magazine continue to roll-in. Beyond a clear indicator of our vibrancy, this also illustrates the wide spread of interests across our membership.



The connectivity of Planet Earth in the 21st Century allowed me to cobble the Winter FC3 together this month while "flat out" in Austraya. Owzat?

Dave

## FROM THE CHAIR

Malcolm Cutler

It was sad news we received over the holidays, that, following a long period of ill health, Anne Payne had died. John and Anne had been stalwart supporters of FCCC for many years and her death, following on so soon after John's demise, is a terrible blow to their family and friends. We all send their family our condolences and support. One of my lasting memories of John and Anne is at an event when the FCCC were invited to show their cars in the Fairford Market Place outside the Bull Hotel. Jill and I were walking past when Anne called us over to join them in their 1926 Sunbeam 14/40 for a glass of champagne. I can't remember the reason for the celebration, but sitting there in the sun, in a lovely car with good company - it just still sticks in my memory.

Dave's idea for this month's theme, which has encouraged FCCC members to recount some of their motor sport experiences, started me recalling memories of other motor racing events, which I have 'stumbled on' over the years. Many of these are somewhat hazy, and I really should now get up into the attic and start looking out some of those old photographs etc! I'm told I was first taken to Silverstone when I was less than 1yr old, which is probably why my hearing is going, I get excited when I smell Castrol R and I have a stiff neck from watching too many cars race by! One event that I must look up and find the old b&w photos, is of me meeting Manuel Fangio in the Silverstone paddock in the early



Since writing my piece above, long-time members of the FCCC will be greatly saddened to hear that our friend and fellow member of many years, **Arthur Mallard**, died on Sunday 19<sup>th</sup> January. The funeral will take place at Kingsdown Crematorium at 12:30pm on Thursday 30<sup>th</sup> January.

1950's. I guess he was driving for Alfa Romeo, but I do remember him saying something to me in Spanish and my dad and other standing in awe (in their gabardine rain coats!). Another abiding memory is, when on holiday with my parents in Germany in 1961, of arriving at the Nürburgring when the Tour de France (motoring event!) was there, and watching the 250SWB Ferrari's et al. When the action finished the track was quickly cleared and for a few Deuchmarks, paid to the man standing on the start/finish line in front of the grandstands (!), my father and I, having dumped mother, luggage and spare wheel in the car park, set off around the 'Ring in his Alfa. He was not amused that it took him twice as long to get around as the Ferrari's!

A further memory was of another holiday in Italy when we arrived at Monza, in 1963, in time for practice for the GP (I thought it was all a coincidence - as did my mother - but my father probably had it all planned out!). On queuing for the car park we came to a junction where an official, on looking at our car (the Alfa again) with its UK number plate, directed us up a side track which went under the Monza banking and up into the paddock! As you can imagine I thought I had gone to heaven and well remember the sounds of the V12 Ferraris (John Surtees won the GP the next day) and of the new Honda V12 driven by the American, Ronnie Bucknam.



- **Malcolm Cutler**

## Miles & Judy Wigfield

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

### MG TC

My TC is known as "*Oscar*". I bought the car a year or two before retirement seven years ago after making do for over 20 years with three VW Polos: the whim of a lifetime to replace a TC I ran at the age of nineteen, done up with bits of string. This one was probably restored/rebuilt about 20 years ago; the history is scanty. Peter Edney, who sold it to me pointed out that "*It goes where you point it*



**Oscar**

*and stops when you want it to!*". In the seven years that I've driven it I've covered 8,000 miles, the last few hundred being driven with far greater confidence having solved its tendency to peter out with a new, rust-free fuel tank. I'm not much of a mechanic and seek other's help for all but straightforward problems; driving it is the thing and is such fun.

- Miles



## QUIZ CORNER

1. When and where was Britain's first post-war race meeting at a permanent venue?
2. What do Johnny Douglas, Andrew Flintoff and Alistair Cook have in common?
3. What was the highest auction price paid for a classic car?
4. What new record did the English side set in the recent Ashes Test?



5. When and where was Nigel Mansell's first F1 win?
6. In which country is this F1 circuit?
7. What is the name of the kangaroo on Page 3?

8. In the song **Dreadlock Holiday** what is the first thing the singer loves rather than just likes?
9. Where are the C Spanners in the statue on page 14?



Answers  
 1. September 1948 Goodwood Motor Circuit 2. Ashes whitewash 3. This is probably debatable but in Oct 2013 a 1963 Ferrari 250 GTO racer fetched \$52m beating the previous record of \$35m in 2012 for a Stirling Moss driven 250. But that one was green. 4. Losing all 100 wickets. 5. 6 Oct 1985 European Grand Prix Brands Hatch. Senna was second. 6. Canada 7. He is real and his name is Bob. He lives at the Taronga Zoo in Sydney. Hear he is pretty good with bunnies. 8. cricket 9. Nope ... not answering this one.

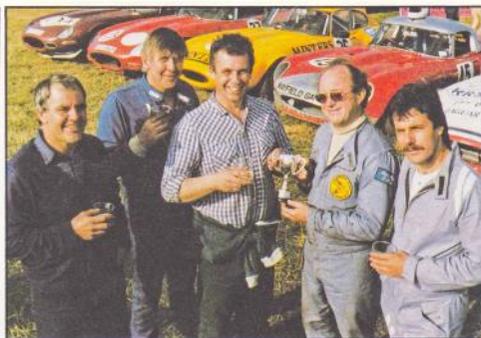
# Chris Shipton

Motoring racing was out of the question during my late teens and early twenties, the wage as an engineering apprentice would not stretch that far. It was a friendship with a farmer's son, formed when I purchased an Ex Donald Healy 100/4 and subsequently helped him on occasions when he raced a Lotus 23B, that eventually led to my involvement in racing at about 26 years old. I had at that time acquired an AC Cobra Mk2 which I rebuilt from a total insurance loss. My friend chose the venue - Silverstone. He was racing there that day in a Mini. My race was a round of the STP Motor-sports Championship; not a good choice for a complete novice! While in the paddock a fellow competitor with a Sunbeam Tiger, seeing I was a novice by the black cross on the car, advised me to keep to the inside of the circuit to allow experienced drivers to overtake more easily. The race was won by John Burbridge, an instructor at Thrupton, in a highly modified E Type. I came about 7<sup>th</sup> and lapped the Sunbeam Tiger. Several other races followed with good results but came to an end at Castle Combe when a valve dropped and destroyed the engine. Being married with a young family, I couldn't continue in this expensive sport. The Cobra was sold.

About fifteen years passed and although acquiring and selling a competition Boss 429 Mustang, no motor sport was attempted. Now into middle age and mid-life crisis, in desperation I acquired a very rough Jaguar E

Type to build into a competition car. It was viewed completely stripped to bare shell upside down on a tractor tyre. E Types were cheap at the time, having bought several under £200. I rebuilt the car to resemble John Burbridge's E Type.

The car was entered into a Jaguar Drivers' Club meeting at Mallory Park and found myself on the grid next to a famous E Type – the ex Dick Portheroe car Reg. No. CUT 7, Chassis No. 4. I came 2<sup>nd</sup>, CUT 7 came about 5<sup>th</sup>; a good return to motor racing for me. Good results followed in 750 Motor Club events, winning several outright. A competitor in the Jaguar Drivers' Club persuaded



The victors L to R Chris Shipton, Dave Moore, Malcolm Hamilton, Ron Lee (Team Captain) and Martin Wheatley.

me to join their team competing in the Aston Martin inter-marque championship. Drivers would accumulate points for their club based on finishing positions to decide the championship at the end of the year. This championship between Aston Martin, Porsche, Ferrari, AC and Jaguar was highly competitive involving some very quick cars. I would finish about mid-field which as all I expected with my machine. The Jaguar Drivers' Club won the championship in 1986 with a team of E Types of which I was one.

My most successful race was in 1991, a race had been organised specifically for E Types at Donington Park to celebrate the E Type's 30<sup>th</sup> anniversary. Quite a few famous E Types were entered including three ex-works light weights. Due to practising out of session, I started the race at the back of the grid with a 10 second penalty and, proud to say, won the race.

The E was eventually sold and I built a KVA GT40 replica, once racing at Castle Combe in

the Special GT Series against an ex-works Jaguar Group C machine in the wet. This "40" was sold to finance the build of the ultimate GT40, a Gulf Mirage 40. This car produced several wins, one of which was particularly exciting - the lead changed three times between myself and another competitor, spinning away the lead at one point, dropping to 3<sup>rd</sup> and then pulling back

# Rob Bevan

I was lucky enough to grow up in the country with access to fields to ride old motorbikes and drive my brother's Austin Seven. As soon as I was old enough, I started riding in trials and scrambles on my brother's Greeves but was soon attracted to Jalopy (autograss) racing as my brother John was being successful racing a Ford special. So I got the hacksaw into an old formula 500 racer (sacrilege!) fitted with a 650 Triumph engine and had a go. Needless to say as a spotty youth, I spent more time off the track than on it but had some fun on the way. I soon graduated to autocross. Meanwhile, my brother John was by now a successful driver with his NAVEM special; a car consisting of a space frame with a mid-mounted Lotus twin-cam. This combination went on to win the British autocross championship for several years in succession. This period also included a couple of seasons running a works DAF rubber band 1300 saloon for the factory. I soon followed running a 1293cc Mini Cooper which, over a couple of seasons, got lighter and faster which was a real blast. I found out



to win. This was the fastest and most exciting car I have ever had.

Unfortunately, time is taking its toll and having had a stent inserted into my heart, a National Race Licence is unobtainable. I have therefor hung up my helmet and the Mirage has been sold.

- Chris

just how sideways you could get a Mini with rolling over ...twice in one season! I went back to motorcycle trials riding Spanish two strokes in national trials getting some wins and five caps riding for the Western Centre ACU Team. About this time trials for pre 65 machines started so out came my trusty Ariel HT5 and I was soon hooked and riding in events at home and on the Continent. The Ariel was soon to be joined by Rickman Matchless Mettise and BSA Gold Star machines for riding in classic scrambles. Interesting times ... travelling to France, Holland, Belgium and Germany with Adrian Moss of Stroud in his battered Mercedes van and yes, a very understanding wife at home. My old mate "Sonny" Cleaver from Tetbury was also a Gold Star man and offered me a ride on his Clubman's racer. So I got a licence and went classic racing and did a couple of seasons soon acquiring a Manx Norton and AJS 7R of my own. I thoroughly enjoyed the experience but the time had come to settle down so I sold all the bikes



and went into the garage business, now retired, on the recommendation of family friend the late great Ken Hobbs.

I joined the FAIRFORD WRINKLIES to start a whole new leisurely drives around the Cotswolds. Nice and steady .. isn't it?

- Rob



required the building of a second engine as they seemed to blow up rather regularly! Having said that, the Fiat 600 with its rear engine, was pretty good on the rough. I also had success in autotests, with one particular freezing event in Thame being etched on my memory as I invited along the girl I had met the night before – yes, Jill cannot complain that she did not have fair warning of my love of Castrol R and motoring fetishes!

The Fiat was eventually traded in for a 1200 Ford Anglia, which soon sported wide wheels, disk brakes etc and eventually, a 1650 block which I picked up cheap as it had dropped a rod, but had been repaired. I was still at college and getting married, so money again was very short, but I gas flowed a head, picked up a Weber 45 and a 'hot' cam from somewhere, and suddenly I had a vehicle to compete in British Circuit sprint events. This was mainly around Snetterton, Silverstone, Santa Pod, Mallory etc and I used to turn up with my road going Anglia and compete against a mix of road and race cars. One of the events I remember best was a two lap sprint at Snetterton, I think in April, where there was still ice at the esses! For two of the 3 rounds I was faster than Gerry Johnston, Gerry Marshall's mechanic, who had an outing in the Blydenstein Firenza – until he got his act together and all cylinders firing, but I finished third in class and still have the 'ash tray' somewhere! More pleasing was the interest people had in 'what I had under the bonnet'.

## Malcolm Cutler

When I was 16 I used to ride daily on my Honda 90, during school and college holidays, between Bedford and Newport Pagnell where I did an 'apprenticeship' at an Agricultural Engineering company (close to the Aston Martin works). The local lads had built a scramble course, which developed into a lunchtime league, in which I soon became involved. However, it pretty soon became evident that a Honda 90 was hardly the bike for the job and after one rather heavier fall than usual, complete with twisted metalwork, parental pressure made sure that that was the end of my foray into the world of motorcycle 'competition'.

However, with the purchase of a rather rough Fiat 600 (with suicide doors) came the opportunity to continue, but this time on 4 wheels. Trips to Radbourne Racing and various scrap yards, resulted in an engine which could keep the Fiat in touch with the Mini's around the Oxfordshire roads, but I was once again drawn to the rough stuff and competed in a number of local auto-cross events – but money was tight as this



I then build a full race Anglia around the engine etc of the road car, which was sold to enable me to buy a Healey 3000 for £250, which had a tow bar, but no reverse gear. It still towed the Anglia to events! Main competition then was from Dave Render in his Ford Twin-Cam engine Fiat 600 – in the dry I only saw the back of him, but in the wet I was in with a chance. Many years later I met Dave Render again, on a MSA circuit event that Bunny and I did in his Healey, and

## Ford Anglia 1650



Halfway between Canberra and Sydney, **Wakefield Park** was our favourite track. About half of us were serious blokes who towed their full-on track cars to the circuit. I was in the second mob - *"Don't break the barely street-legal car on Sunday as you needed it to get to work on Monday."* The Little Great White, as I called him, was generally one of the quicker MGs in our crowd. Except for Kent's MGB in BRG, (from the first group) and Brian's awesome Midget (see FC3 October 2012). Then our mates from the Canberra Porsche Club would join us and we all went to the back half of the grid.

The suspension on my car is stiffened and lowered, negative camber, 6" alloys, etc, etc, etc. Great for cornering at

he said that even though he competed in so many exotic cars over the years, it was the Twin Cam Fiat that people most remembered him for.

Sadly marriage and my job taking me abroad and away at weekends a lot, put an end to my dreams of further track competition but, as I have mentioned before, the job involved a lot of track and other testing with Goodyear's, so I still got my adrenaline rush. I did however, start competing in the local Midland Club 12 car and other rallies in a variety of cars, but decided this was not really for me when, as navigator, I and a friend ended up in a grass bank in the middle of Wales one night when we clipped a rock and his Cortina GT almost became a mid-engine prototype.

- Malcolm

## Dave Barton



Wakefield Park and other tracks. The other side of that coin ... a shocking realisation how rough some of the B roads in the Cotswolds are! One of the car's other modifications is the fibreglass wings and spoiler, and the alloy bonnet. This is how I decided to rebuild the car after t-boning a yellow Audi on Turn 13.



- Dave

# Bunny Lees-Smith

It seems funny to think back at this mature age that whilst I own and drive cars, most of my competitive motorsport life was spent on motorcycles!!

My Father was a keen motorcycle competitor back in the early 20's and continued right through the 30's and 40's when he could. He was primarily a long distance trials rider but also was able to race on the grass and even at Brooklands ( I think only once and without much success). He



won many trophies but never wanted to show or talk about them. When the war finished he never really got going again although his interest never waned.

I was of course in my early teens at the end of the war and my father bought me my first bike a Francis Barnet 150cc. This was ok on the road when it became legal but before I was 16 I also had a 1936 350 AJS trials bike! And it all started from there. I was in the Carshalton MCC who were a very competitive club with trials and scrambles (as they were then called).

During my National Service I was in the RAF and took over the station motorcycle and car club as secretary. My first car was a share in an SS100 which was for tearing around the Yorkshire dales sorting out night rallies with the occasional sprint on the perimeter track of the airfield for both cars and bikes. Fortunately the Station Commander was a keen member of the Club, so provided we were discrete



there was no problem. Frankly I do not know how we got away with it because in order for the lads to afford it and get more speed we even used aviation fuel 100/130 although I will not tell how we arranged that!

I am sorry to say that the SS100 did not last long and we had to dispose of it as we could not afford to rebuild the engine when it blew up on a sprint. Mind you I think we only paid £30 or there about for it in the first place.

I was paid 'flying pay', and this supplement I sent to my mother who put it away so that when I was demobbed in 1952 I was able to buy a new competition AJS of

500cc with all the kit for scrambling with the princely sum of £400. I was living in the south east and I had a great time for a couple of years doing most of the local events with some small success particularly when racing in the Bagshot/Liphook area which is sandy and wooded. I was never very quick in the mud so I avoided scrambles in Kent and most of those near or at Brands Hatch.

Eventually I succumbed to marriage and work and less free money so I dropped scrambling and went back to solo trials. Now

I had a Wife, the great idea was then why not fix a sidecar to the 500cc bike retune it and use it for sidecar trials with Beryl aboard. More about this later ...

- Bunny



# Geoff Tebby

One time when competing in a sprint at South Cerney just as I entered the first chicane a plastic bag, blowing across in the wind, wrapped itself round my visor. Fortunately I knew the chicane well, so negotiated it blind, before tearing off the offending carrier bag. On completing the run I found that it was my fastest time of the day! Suggestion from my "friends" - next run I should start with the bag over my helmet!

- Geoff

And Still Going Strong ...

# Colin Biles

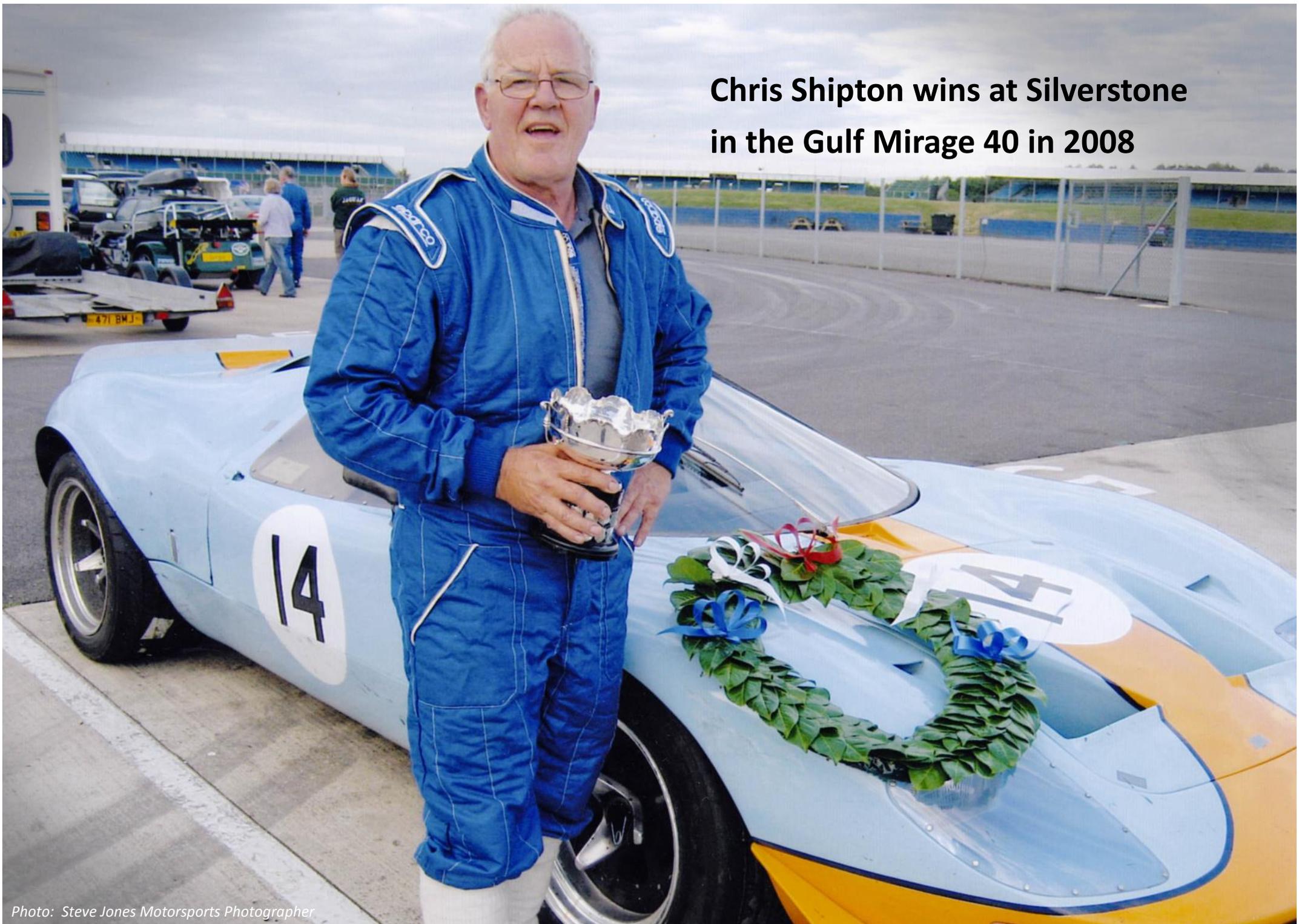
Many members will remember that 3 and 4 January were the wettest and windiest days so far this year. This was the day and night the annual **Exeter Trial** was held and our member **Colin Biles** with **Dick Munns** as co driver competed in Colin's much modified MG Midget.

Having fought their way to Sparkford which was their class starting point, they then had 14 hours of driving in the most appalling conditions of rain, dark and mud, to finish at Torbay. On the way they had to tackle 16 tests most of which were unsurfaced muddy and rocky hills.

Our team completed the trial failing only on two hills and receiving the much coveted **Finisher Certificate**. Our congratulations to Colin and Dick (and to the MG Midget).



**Chris Shipton wins at Silverstone  
in the Gulf Mirage 40 in 2008**



## Our Bits & Pieces as the Artist Sees Them



**Alan Jack** (1940-2006) was an artist who felt that every sculpture has a story. After serving in the Royal Air Force as an airframe fitter in the late Fifties and Sixties, including Cyprus in 1962, he turned to art. He loved recycling objects into something else. His love of cars and anything mechanical is reflected in the two birds in this issue. You can see these at the **Nature in Art Gallery**, Twigworth, Gloucester, GL2 9PA. How many car parts can you spot in this bird?

<http://alan-jack.artparks.co.uk>

Thanks to Keith Bennett for the information on The Spanner Man



[www.dearbendigo.com/2013/12/06/john-piccoli-spanner-man](http://www.dearbendigo.com/2013/12/06/john-piccoli-spanner-man)

## Our Tools as We See Them

**HAMMER:** A divining rod to locate expensive parts close to the object we are trying to hit.

**ELECTRIC HAND DRILL:** Normally used for spinning steel pop rivets in their holes until you die of old age but it also works great for drilling mounting holes just above the brake line that goes to the rear wheel.

**PLIERS:** Used to round off bolt heads.

**HACKSAW:** One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion. The more you attempt to influence its course, the more dismal your future becomes.

**MOLE-GRIPS/ADJUSTABLE spanner:** Used to round off bolt heads. They can also be used to transfer intense welding heat to the palm of your hand.

**OXYACETYLENE TORCH:** Used almost entirely for setting various flammable objects in your garage on fire. Also handy for igniting the grease inside a brake-drum you're trying to get the bearing race out of.

**WHITWORTH SOCKETS:** Once used for working on older cars and motorcycles, they are now used mainly for impersonating that 9/16 or 1/2 socket you've been searching for the last 15 minutes.

**DRILL PRESS:** A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly painted part you were drying.

**WIRE WHEEL:** Cleans rust off old bolts and then throws them under the workbench with the speed of light. Also removes fingerprint whorls.

**HYDRAULIC FLOOR JACK:** Used for lowering car to the ground after you have installed your new front disk brake setup, trapping the jack handle firmly under the front wing.



**John Piccoli** (The Spanner Man) lives near Boort, Australia\*. Born in 1941, he contracted polio when eight years old. John's father passed away when he was eighteen and despite all the setbacks, John recovered sufficiently to run the family farm with the help of his mother. One of his passions is a love for animals and birds. He had always done a lot of welding and has accumulated tens of thousands of spanners over the years. He began making his garden sculptures welding these spanners together. He visualises in his head how he is going to do it and then proceeds without the use of drawings or photos. In the past 13 years John has bought over 98,000 spanners. Because he is now confined to a wheelchair, John works mainly on the ground and manoeuvres the pieces around with the use of ropes and overhead pulleys.



\*where they play cricket

# Traveller at 60

22<sup>nd</sup> September was "Traveller at 60" with a road run from Oxford to the Heritage Motor Centre Museum at Gaydon. This was to mark the 60<sup>th</sup> anniversary of the first production Series II Morris Minor Traveller, which was produced at Cowley in October 1953 using the 30bhp 803cc A series ohv engine from the lighter Austin A30. Initially known as the "Traveller's Car" it was built to complement the bigger Morris Oxford Traveller. The Traveller is based on the same floor pan and front body as the saloon but the glasshouse at the rear was made of a structural ash frame and aluminium panels in Coventry. This is why the rubber dividing strip in the roof is so important to prevent the two different metals from galvanic rusting. Only about 40 Series II Travellers remain worldwide, 10 of whom made it to Gaydon, including PPX 344 from Dec 1953 belonging to the chief MMOC spares hunter gatherer Bryan Gostling.

Having entered the road run, I set off in the vain hope of finding a hotel in Oxford, but approaching from the wrong side of town meant I was doomed to fail using the hotel map without road numbers. Oxford town centre is not kind to motorists and my 1970 Adderley Park built 1098cc traveller, upset at being so close to Cowley, decided it wanted to conk out at a busy junction. Rotor arm swapped, I made my own way and soon arrived at a busy rounda-

Photos by Sands Imaging



## Alistair's Traveller

about to the north of Oxford, only to risk splinters by pulling out in front of a convoy of 20 Minors. Stopping at a lay-by to take photos I was soon joined by new FCCC member Ash Holmes. Arriving at the Autumn Classic, we parked in a forest of over 150 Travellers around the museum. Inside I had plenty of time to enjoy the prototype Morris Minor and other classics on display and make good use of the canteen. Outside it was a sunny afternoon with all sorts of woodwork, shiny varnish, Danish oil, gaffer tape, green mould, curious stains, ash dieback and fungus to admire. Unsurprisingly most contained flasks of tea and chocolate cakes; well .... it was as gathering of Travellers.

- Alistair Kinross



No. 26

## MOTORING MUSINGS

Graham Young

1. An article on The Times December 9th.2013 brought back many happy memories for me. It included a photo of the **Royal Signals Motorcycle Display Team - The White Helmets**, rehearsing for the next British Military Tournament. I was in the Signals for National Service and in Germany with the Desert Rats, the 7th Armoured Division. A member of our Motor Cycle Troop had been a member of the Team and taught me how to ride. We were near a forest

with the trees growing out of very sandy soil. Under those conditions it was often necessary to stand up to give balance and traction. Going along I came to a solid patch whereupon I went with some velocity into a tree, bending the front forks. They were straightened to the satisfaction of the REME Light Aid Detachment. How, you ask? Later.....

2. I report, without any silly comment, that General Motors have appointed a woman as Chief Executive. She has 33 years of working from the shop floor upwards.

3. The maker of the foil Albatross car can attain speeds of 70mph. The shape was inspired by a World War 1 biplane.

4. I hope that Maria Leijerstien won the race to the South Pole on her 3 wheeled M/C. She rides in a recumbent position to become more aerodynamic against extreme winds.

5. I was sad to read of the death of Paul Walker, a star of the "Fast & Furious " films. He was involved in a "fiery" high speed car crash in California.

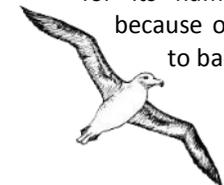
6. The open top Lincoln Continental Limousine in which President Kennedy was assassinated has been sold. I'll report the price when it is disclosed.

7. I liked the look of the magnificent **5342cc Packard Super 8** which was on display in Salisbury recently. Only 4,500 were built.

8. There are over 4 million drivers in the UK over the age of 70. The oldest is a lady aged 107.



9. I have a photo of what is thought to be the first car to take a bride to her wedding service. It is a **1897 Daimler Wagonette** which cost when new £373 and had a top speed of 11.6 mph. It is at the Haynes Museum - look out for its name "**Fiery Liz**" because of its tendency to back fire.



- Graham

# TAPPET CLATTER

Mike Cox

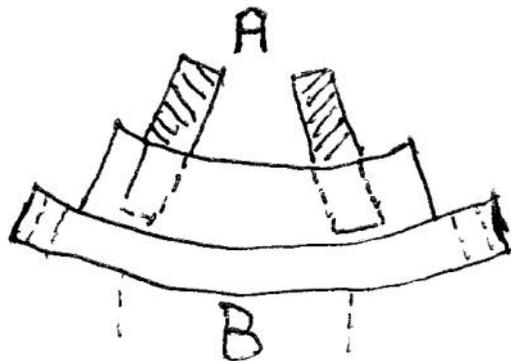
During a well-earned coffee break a few days go and reading one of the glossy mags, I saw an article relating to the "Demise of the DIY Mechanic" and the many jobs that you used to be able to do on your driveway or garage. But not anymore due to the complexity of modern cars. I wonder how many members even change oil and filter, and as far as changing spark plugs go, forget it. I know when I lift the bonnet on our Skoda all you see is a big plastic tray covering everything mechanical. The article highlighted the changing of a front headlamp. It didn't really make it clear if this was the whole light or just the bulb. Anyway they said it took a fully trained and specialist mechanic one hour on a BMW, 54 minutes on a Merc, 54 mins on a VW Golf with hourly rates and on an average of £90 per hour. Reading on a bit further it said that only 5% of motorists carry out their own servicing these days so it would appear that we suffer the cost in silence and only gasp loudly when presented with the bill. I suppose that the 5% refers to Classic Car owners who can still clean plugs and set points, etc. Referring back to the headlamps, I think I could change the headlamp/bulb on my Riley in five minutes and I am sure that most owners of 50s, 60s



and 70s cars would do the same but then it's called progress isn't it?

Coming back to the Riley and having some while ago decided that the sub frame and engine mounting needed renewing; started with the rear sub frame; this was done quite easily. Also made easier because I dropped the sub frame away from the car completely despite most of the nuts and bolts being rusted together. Used plenty of WD40 which really does work if sprayed on and left overnight. Turning to the front end of the car, it was my intension to again drop the sub frame and engine and then refurbish the engine compartment, looking at this in the cold light of the day I decided I really didn't feel up to it (job for next winter) so as most the mountings looked reasonably accessible, (big mistake), I would renew them one at a time. As it turned out not one of my best decisions. Digressing slightly I began to think of what was the most difficult jobs I have successfully carried out of any of my cars - removing and replacing Jaguar Mk2 bumpers comes near the top and removing the diff on the Gordon-Keeble - one thing being the weight, the other being that it

had to come out through a hole in the chassis the really wasn't big enough to allow it to go through. Top of the tree at the moment is the engine mount at the clutch end of the 1100/1300 series Riley, MG, etc. But this is one job which I reckon appears nearly impossible unless you have fingers like an octopus but more on that later. Back to that engine mount. Getting it off is not too bad, take weight of engine on a jack placed under clutch housing - undo bolts - slightly lift engine



and lever out mounting. So far so good, but replacing is a different matter bearing in mind that you can't see the bolt holes from the top or underneath, the bolts also have to go through a metal packer and the rubber/metal mounting before trying to line it all up with the bolt holes in the engine. After many attempts, I realised something was just not right, so more coffee and rethink. Having a hard look at the mounting, I saw the problem. The rubber block is stuck to the backing place which is curved which meant that the two bolts coming out of the rubber part slightly lean in towards each other, this in turn means that the distance between the tip of the bolts (A) is less than the distance between the holes in the engine because of the lean in... see sketch. I won't repeat the language but the air had a very, very deep shade of blue to it. Eventually after giving it much thought, I cut a piece of flat metal bar the same distance as (B) and gradually

forced it in between the two bolts, taking great care not to damage threads. I won't bore you all with the many attempts to line up the fixing bolts with the right holes and also get a spanner into the remaining space left to tighten up the bolts. I also won't bore you all of the job I had in removing the flat bar spacer between the 2 bolts. Eventually I achieved it but that "little" job took all day. Having got this far I expect any members left will have nodded off by now so I will wish and describe the impossible job in the next FC3. One last thing I was talking to a member some little while ago about the problems described in this article he told me about the biggest bodge used to overcome them I have heard about for a long time - even I wouldn't do it! He will of course remain nameless. Happy Classic Motoring.

- Mike

PS: If Club members have fond memories of impossible jobs, let me know - they could well be worth printing.



British Motor Heritage  
and  
Aldon Automotive

22<sup>nd</sup> January



Two dozen of us had a marvellous visit to BMH where we saw body shells and components of British classics being made to superbly high standards using the traditional machinery and skills. BMH has a massive supply of parts for our cars and a very comprehensive collection of technical documentation. We also had a presentation on performance and tuning options from Aldon Automotive. We were particularly impressed by the Amethyst Mappable Ignition for cars like ours. Strewth! .... "Ones & Zeros" for our classics.



## FOR THE RECORD Snapshots of Club Activities

The photos are available on our Flickr site



Ron Barker 6 December

The Lunch photos were taken on a mobile phone, put on our Flickr site and the Editor got them from there for the magazine.

## Christmas Lunch 19 December



## Xmas Blues Run 30 December



## Classic Lunch Runs

by Barry Cooper

**20 November - Autumn Gold.** The colour of the foliage did not disappoint our intrepid Lunch Runners; those that actually completed the full twenty five mile route. Arriving at the Highwayman near Enstone, we needed to shelter to avoid a rain squall. However, all were soon taking advantage of the warmth which was radiating from a blazing log fire and enjoying coffee together with home made shortbread biscuits. It became a case of having to prize them away from the comfort of the pub, in order to send them on their way to the chosen lunch venue : **The Sherbourne Arms Inn** near the village of Aldsworth. It's fair to say that it would be difficult to find a more welcoming Cotswold inn ; their food is consistently good, is prepared to order by the wife of the landlord, and then brought to your table by their daughter in law. A family owned pub in the very best tradition. The weather improved throughout the morning and by the time everyone had safely arrived at the inn, it was possible to enjoy the sight of bright rays of sunlight slanting through the delicate golden leaves of some beech trees overhanging the Beer Garden. Incidentally, prior to the event, Anne and I had 'test-driven' and rejected no less than three alternative lunch venues. Each of these three inns we considered were 'unfit' for purpose for various reasons. It's ever our aim to seek out only the best.

**19 January - Run of Winter.** In the very best FCCC traditions, our twenty-seventh season commenced in fine style. A party of two dozen met together on Sunday morning for coffee at the Cotswold Lion Café, a welcome oasis for motorists which has recently re-opened in the Old Prison on the Fosse Way at the 'old' A40 crossroads, Northleach. Due to the weather this winter, our Country Run avoided lanes considered likely to flood; neither was the route overly long. Many of the day's Runners 'n Riders were heard to speak favourably about their drive and a worried Organiser was relieved to have had the weather gods on his side as we were blessed with some wonderful FCCC sunshine, from the moment we arrived at Northleach until after most of us would have arrived home later. To complete our modest first Classic Run of 2014, Sunday lunch was at the George Inn at Kempford.

It was an event Arthur would have enjoyed.

## The After Xmas Blues Run 2013

This year we crowded 34 crews and their extra passengers for coffee into the 'Calley Arms' at Hodson which is just south of the motorway at Swindon. The weather on arrival was just horrendous with pouring rain and very strong winds and it did not seem likely that anybody would like to go out on such a day.

However there are some folk who are just hardy and no matter what the conditions, any chance of a run will bring them forth. This especially applied to the Austin Healey crews who came with the soft tops down. We were very pleased to welcome our many guests from that club and also from Cirencester Car Club.

At 11.00am Colin and Malcolm set them off at minute intervals on the 55 mile course. Unfortunately we had had to revise the route dramatically just the day before due to a road closure in Swindon. All was well however by start time and Bunny led the way 10 minutes ahead of the masses.

Amazingly at 11.10 the rain stopped and the sun came out, just as we had ordered. There was plenty of water still about but nothing really serious. The only real flood was almost at the highest point of the route near Broad Hinton. We had no break-downs and many said how much they enjoyed the route in a completely new area.

Once the sky had cleared we were treated to some great views from Hackpen and later from Baydon. Such was the support this year that we had to use two pubs for the lunch to feed 78 people. Both groups reported excellent service and meals.

A raffle based upon an issued ticket with route card, benefited a member of Austin Healey Club with a bottle of wine and two members of Fairford Classic Car Club won a bottle of wine and the other a classic car calendar.

Many thanks to Colin, Malcolm, Janet and Jill without whom this event could not have taken place.

Bunny

## The Ashes ?

Full story from Alistair Kinross in the February Newsletter



|                          |                  |                       |   |
|--------------------------|------------------|-----------------------|---|
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| <b>Secretary</b>         | Geoff Tebby      | Chalford Hill, Stroud | 01453 883 821<br><a href="mailto:gctebby@aol.com">gctebby@aol.com</a>                           |
| <b>Events</b>            | Bunny Lees-Smith | Hankerton, Wilts.     | 01666 577 275<br><a href="mailto:bunyleessmith@btinternet.com">bunyleessmith@btinternet.com</a> |
| <b>Membership</b>        | David Chambers   | Churchill, Oxon.      | 01608 658 603<br><a href="mailto:dhc@freezezone.co.uk">dhc@freezezone.co.uk</a>                 |
| <b>Treasurer</b>         | Jill Cutler      | Fairford, Glos.       | 01285 712 173<br><a href="mailto:malcolmcutler@btinternet.com">malcolmcutler@btinternet.com</a> |
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## COMMITTEE NOTES

- Events** *The forecast of events for the coming year, both ours and ones of motoring interest, is now posted on our website.*
- Membership** *A gentle reminder to those few who have yet to pay their annual dues and membership cards enclosed for those who have.*
- Publications** *Check out the new look Club Website [www.fairfordclassiccarrclub.org.uk](http://www.fairfordclassiccarrclub.org.uk) and the new postings on our Flickr.*

Next Committee Meeting on **24 February at 7:30pm**. Upstairs in the Crown of Crucis in Ampney Crucis



A warm welcome to our newest members

Roger and Cyndy Hampshire  
and their 1980 Ford Cortina

