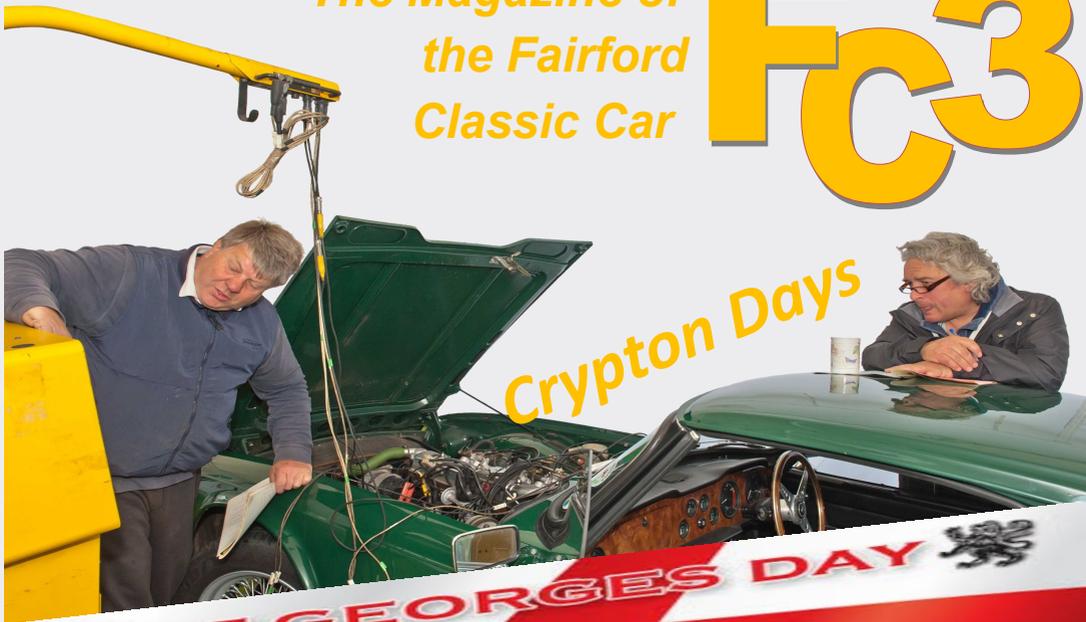


The Magazine of  
the Fairford  
Classic Car

# Fc3



Crypton Days

**ST GEORGES DAY** 

We had a marvelous run!



**A star in a reasonably priced  
skittles alley**

**Summer Edition  
July 2015**



# 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
	Sunday 12th July	Atwell Wilson Show	Atwell Wilson Museum, Calne	Bunny Lees-Smith 01666 577275
	Wednesday 29th July	Classic Lunch Run	TBA	Barry Cooper 01285 851821
	Fri-Sunday 1-3rd August	Glos. Steam & Vintage Fair	South Cerney Airfield	Bunny Lees-Smith 01666 577275
	Sunday 9th Aug	Chairman's Run	Provisional - 3 Choirs Vineyard Bird of Prey Centre	Malcolm Cutler 01285 712173
	Wednesday 12th August	Aunt Sally	Rose & Crown, Shilton, Nr Burford	David Chambers 01608 658603
	Wednesday 19th August	Classic Lunch Run	TBA	Barry Cooper 01285 851821
	Sat-Sunday 29—30 Aug	Glos Retro Festival	Gloucester Docks	Malcolm Cutler 01285 712173
	Sunday 6th Sept	Tetbury Show	Tetbury	Keith Handley 01285 658450
	Wednesday 16th Sept	Classic Lunch Run	TBA	Barry Cooper 01285 851821
	Monday 21st Sept	FCCC Committee Meeting	Crown of Crucis	Geoff Tebby 01453 883821
	Thursday 24th Sept	Provisional visit to David Sainsbury (Bentley collection)	Castle Eaton	Malcolm Cutler 01285 712173
	Saturday 3rd October	Castle Combe Classic	Castle Combe Race Circuit	Bunny Lees-Smith 01666 577275
	Friday 6th November	Pudding Club evening		David Chambers 01608 658603

# FAIRFORD CLASSIC CAR CLUB

Member of the Federation of British Historic Vehicle Clubs

## Quarterly Magazine FC3

Summer 2015

### FEATURES

- St George's Day
- Crypton Event
- Bugatti Trust Visit
- Skittles Report
- A French Ghost Story
- Speed Limit History



### REGULARS

- What's On
- Editor's Welcome
- From the Chair
- Page 3
- Motoring Musings
- Tappet Clatter
- For the Record
- Lunch Runs
- FBHVC

#### Front Cover

Crypton report, St George's and our 'model' Skittles champion.

#### Centrefold

One look at the original Crypton 'group' photo immediately brought Dr Who to mind, so we could not resist (thanks BBC).

#### Back Cover

During the Somme trip John Dodman signed up a very enthusiastic new member to FCCC (from Belgium)!

FC3 is published 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

Firstly let me apologise for the delay in getting the Summer edition of FC3 'to print'. Over the past months I have become lulled into a sense of security having received many articles from members and identified others which could be of interest to you all. However, what I did not fully realise was the time it takes to get them into the FC3 format, find and transfer pictures etc etc. Like Geoff Tebby, I am also on a Microsoft Publisher' learning curve, not particularly difficult, but unlike Dave, not second nature! It also does not help that I have to use two computers as Publisher does not work on Apple!

Enough excuses, so firstly thanks to Dave for the parting gift of the front page and everyone who has contributed articles, photos etc—please keep them coming. Secondly, due to the delays in publishing this FC3 we decided to also send out a July Newsletter so that everybody had the dates for the upcoming events in time.

A full report of the latest FCC Somme trip will appear in the next FC3.

Best wishes for an active and sunny, summer

# FROM THE CHAIR

Malcolm Cutler



Where have the last three months gone, why did I say I would take on the editorship of FC3; what did Dave say about text boxes in Publisher; why don't the photos fit on the page ..... and these are just what I now dream about! Then in the morning reality dawns and I realise that the dream was actually more fact than fiction. Oh well, there goes my stab at excuses for the late appearance of FC3, by hey, summer is still here (as the storm clouds roll in). In all seriousness, many thanks to Dave B for his patience in trying to turn me into a novelist, sorry editor—I am trying, really!

By the time you read this edition of FC3, Dave & Pam will have packed up Dave's beloved MGB and their worldly goods into a container bound for the colonies, and will now be in Canada. They will be greatly missed, both within the club and the village of Meysey Hampton. Dave's professionalism and enthusiasm in editing the Newsletter and FC3 cannot be replicated, but he will also be remembered for his ability to get members involved, not just in the FC3, but in other events. We wish them all well in their new venture, but don't think that Dave will be totally let off the hook as he will now be able to send us articles on Canadian Moose harvesting and the Canadian Classic Car scene—let alone organising a

club trip over there in the not too distant future!

We have just returned from another successful annual club away week, this time to the Somme region in France. Photos are available on Flickr and a full report will appear in the next edition of FC3. However, there is one story of local interest, which is worth telling now.

In a recent edition of the Telegraph, Jill saw an article about some WW1 Canadian



soldiers who have recently been reburied in a British cemetery in the Somme. It turned out that the eight soldiers from the 78th Canadian Expeditionary Force, died in the battle to take the hamlet of Hallu on Aug 11th 2018 and during the German counter attack had, as so many others, been buried where they fell. They lay there until 2006, when bullets were discovered by a 14yr old boy in the back garden of his parents property. On further

investigation the remains of the men were unearthed and the find was reported to the Commonwealth War Graves Commission.

What caught Jill's eye in the article was that one of the soldiers, although belonging to a Canadian regiment, originated from France Lynch in Gloucestershire—Private Sidney Halliday. Sidney moved to Canada with his brother in 1913 and in Dec 1915 they both signed up to fight in the war. His brother, William, was refused on medical grounds, but Sydney travelled to England, before his battalion was dispatched to France. Whilst the remains were swiftly identified as Canadian, through the badges they discovered, it took several years and the hard work of a young forensic scientist, to identify six of the soldiers. In fact, if it had not been for the discovery of a locket with the name L Walmsley on it amongst the remains, and the remembrance by Halliday's nephew

have been identified.

It has become a tradition on FCCC visits to WW1 and WW2 sites that we take a poppy wreath and place it in a cemetery during our trips. It therefore seemed appropriate that, given our connections to Gloucestershire and Dave Barton being Canadian, we should lay our wreath at the Caix British Cemetery where the eight soldiers, including Sidney Halliday were finally buried, only two months ago. The cemetery took some finding but, as with all the Commonwealth War Graves, it was beautifully maintained and as you can see from the photos, we were able to place our wreath on Sidney Halliday's grave. A very poignant moment, especially as the surrounding fields and verges were full of red poppies growing amongst the wheat and grasses.



that Halliday had exchanged rings with his girlfriend, Lizzie Walmsley, he may never

## ***Mutsy & Deaver***

**D:** Your welcome to  
come ice Fishing next  
Jan in Canada!

**M:** Na thanks, but Ice  
Racing sounds cool!



# ST GEORGE'S DAY RUN

Kate Goodenough

(Ken Hinton's courageous navigator)

## St George's Day 2015

It is many years since the club ventured to the North/West of the River Severn (apologies to those Ross-on-Wye residents!) so, for 2015 St George's Day, members were asked to venture into the unknown!

The day started from Seven Springs, at random times and drove through scenic routes to the Forest of Dean. We were able to see across the Wye Valley at Yat Rock and then we drove via roads through the forest to the Speak House Hotel. Here



we enjoyed a leisurely lunch in a stylish spacious marquee. A f t e r

lunch we drove past lakes and through tranquil forest trails. *Editor's note: Speak house is owned by Peter and Jill Hands, who previously owned the Hyperion Hotel in Fairford. Peter, together with Tony Scrivens and myself, started the FCCC 28 years ago!*

The afternoon route finished at the Jet Age museum at Churchdown where enthusiastic volunteers



welcomed us. They split us into smaller groups which allowed them to explain about the various exhibits in more detail. An interesting venue which no doubt people will want to return to for a further chance to explore in the future.



Thanks again to Colin and Janet Biles who organised the registration/entrants and coordinated the lunch, to Bunny/Malcolm for organising a varied route and to Ken Hinton for arranging the Jet Age Museum visit.

## PAM MALLARD

It was with sadness that during our recent visit to Hunters Care Home we learnt that Pam, Arthur Mallards partner, died in January.

Along with Arthur, Pam hardly missed a club event especially on our overseas trips to the continent. After she developed Alzheimer's, Arthur cared for her for many years but she still managed, with help from her many friends in the club, to come on FCCC events. Eventually however, she moved into Hunter's, 10+yrs ago, which was the reason for starting our annual event there.

She will be fondly remembered by many of us.

# FAIRFORD FESTIVAL QUEEN COMPETITION

Malcolm Cutler

I have lost count of the many years that the FCCC has supported the annual Fairford Festival Queen competition, but it must be around 15 years. This year was dry, warm and the sun did eventually peak around the clouds! For those of you who have not been, we bring along a couple of cars and following the interviews and judging for the Festival Queen and her various attendants, we take the children for a short trip from the Bull Hotel, around the town. It may no sound much, but you



only have to see their faces light up, and those of their parents, to see that this is one of the highlights of the day. This time we took 12 winners and contestants in the cars.

Stalwart drivers from the club in the past have included Brian Cox and Graham Young, but as both no longer have classic cars, this year we have to thank Jim Hutson in his Healey 3000 and Dave Barton in his MGB, for stepping up to the mark.

Below is a copy of the letter I have received from Trevor Hing of the Festival

Committee, thanking us for our support. I should add that Trevor has for many years interviewed the children, in front of a panel of judges. I happened to go into the Bull when Trevor was asking one little girl the colour of her parrot. He then said he knew she has a guinea pig and how was it? There was a short pause, after which she announced that it had

No! You pull that lever, there ...



passed away! Trevor, for ever the professional, carried on without a pause!

Mr M Cutler  
Fairford Classic Car Club      6 May2015

Dear Malcolm,

I am writing to you once again to thank the members of the Fairford Classic Car Club for their support during the Festival Queen Competition. The trips in the MG and Austin two sports cars this year were a real treat for the children and importantly helps re-inforce that there are no losers. I think they enjoy this part of the day as much as the competition itself!

I'm not sure if any of your members are planning to take place in the Festival Parade on Saturday 6th June but it would be great to see some of you taking part although I appreciate that this is probably a busy time for your Club members.

As always, 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  
President, Fairford Festival Committee

## PAGE 3

### Rob & June Bevan and their 1968 Downton MGC

My MGC came from a chance conversation with a chap, in a pub, who mentioned he had a MG in his garden under a sheet. Surely it would be a Metro? a Midget?, but no, it was an MGC, a Roadster and with a Downton conversion. Within the hour I was looking at a very sad black MGC. The interior was rough, the paintwork badly micro-blistered, but basically sound with only a few holes. It had been restored in the 90's but life under a damp sheet had taken its toll. Negotiations started but Ken was reluctant to part with his MG having owned it for 30 years. However, after protracted discussions over 6 months a deal was done and the car was mine and removed to my friend's workshop. On closer inspection rust was



discovered in the castle -rails under the floor (cut out and re-

placed), rust in the sills (repaired) and after a bare metal respray, a re-trim and a suspension rebuild, the car was eventually back on its wheels.

Downton Engineering Co., based in Downton, Salisbury, Wilts. 1947 -1976, was founded by Daniel Richmond and common-law wife Bunty. They soon built a reputation for tuning all BMC derivatives including A-series MGB/C, but most famously Mini Cooper's in the 60's and 70's. Two colourful characters allegedly surviv-



ing on a diet of Gin and Cigarettes!!

Whilst the car was off the road I researched the history. The heritage certificate revealed a matching number car, supplied to University Motors, London (famed for their close ties with Downton), 'for personal export' - a popular tax-free perk by the armed forces serving in Europe. All records from the Downton works were destroyed so this cannot be confirmed. By coincidence, a chance conver-



sation with an acquaintance from my Mini racing days revealed he had worked at Downton in the 60's and 70's. After an inspection he confirmed my Downton 'C' as the genuine article and also that he had prepared full Richard Longman/Downton engine's for my rivals back in the day—that explains a lot!

Now I have got used to the car I have grown to like it as it is a very tractable touring car with a touch of 'hooligan' if required e.g. when in pursuit of 'pensioners in Porsches' in France and suchlike! *Ed: now who would Rob be referring to?*

I think the car is here to stay.

# ANNUAL SKITTLE'S MATCH

Mike Cox

A year has passed and it was time for the annual FCCC skittles match to take place at The Plough in Fairford. All places were filled within days of the match being announced and most arrived well on time and all started to warm up the bowling arm with a few bicep curls with a pint of something in their hands—well the ladies may have more genteel using smaller measures! After a few



words from the referee/scorer/organiser, the first contestant, David Apperley (all the way from sunny Devon) started off with a fine score. However, he and the rest of the men were beaten by Barry who took the men's prize by one point. The ladies, all scoring highly, were lead over the line by Jackie Hinton who won by 2 points and was rewarded with a box of chocolates. The doubles match was won by Carol & Dave Chambers by 3 points, due to the magnificent scoring of Carol, who put David in the shade!

Time for a well earned break as the landlord called us into the dining room, which had been reserved for us. The food was excellent with no complaints anywhere and those who had chosen the Steak and Ale pie agreeing that it was one of the best tasting pies we have had anywhere. Congratulations to the Chef and Landlord who did the serving.

It was then back to the Bowling Alley for what is usually the most keenly fought out match of the evening, Ladies v's Gents—no prizes, just honour at stake. The Gents gained an early advantage leading at one time by four points, but the Ladies came back strongly and with one player left to bowl, were one point ahead. To the Gents relief Geoff Tebby held off a challenge from his wife Margaret and the Gents won by one point! Hard luck to the Ladies, who sportingly gave a good round of applause to the men (well, we couldn't loose face could we—mutter, mutter—*The Treasurer!*)

After much checking of the scores by myself and Malcolm, it was announced that Carol Chambers had taken the title of FCCC 2015 Skittles Champion and was given the Trophy to much applause. Also an additional prize was given to the winner, a gold wrapped Easter Bunny—at which point Carol, with a big smile, asked if it came complete with batteries! That ended a great evening, everyone enjoying both the food and company. Roll on next year.

# WE RESURRECT THE CRYPTON ENGINE ANALYSER

Dave Barton

Stephen

Hawking may disagree but we turned back time in May.



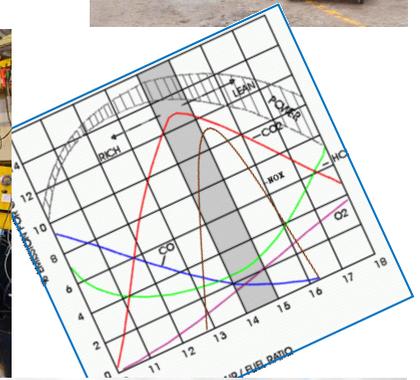
The story begins in September last year when **Nigel Godwin** phoned **Dave Barton** and said, "Come with me to Chippenham to pick up an old **Crypton 335 Motorscope** that I've just bought on e-Bay." Not long after we discovered **Alastair Kinross** had one tucked away in his cave but in rather poor health (the machine, not Alastair). For the next few months, Nigel and Dave scoured the Kingdom retrieving old Cryptons - one in Hastings, two in Wigan and another on the far side of

Oxford. By spring, there were six in Nigel's shed and he was beginning to worry about *Crypton addiction*. Nigel and Alastair spent long hours restoring them to working condition. One cannibalized carcass has risen to *Planet Crypton* so we had five available for our **Club Crypton Days, 8-9 May**. Our lads had the idea of making these machines from the era of our cars available for members so they could assess the performance and condition of their cars' engines. As well, there was the opportunity to learn about using the Crypton Engine Analyser and understand what the machine's readouts tell us. And of course, have some fun!



The Wigan Duo

## Welcoming the New Recruits



We threw up the big marquee and set up three Crypton stands at Nigel's place in Meysey Hampton. Two machines were kept in reserve in anticipation of breakdowns (*Did you know that Mr. Murphy was an optimist?*). Wouldn't you know it? ... all three of the selected machines performed superbly on the day. A dozen Club cars rocked up, plugged in and ran through the



We were hitting Fours and Sixes

Helloooo boys ... you have to hook the thing up before it tells you anything!



Jim Hutson brought his gorgeous Healey 3000

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Adam Kowalczyk finds a faulty plug on his 1972 Triumph Stag



button symbol 



Alastair gets a chance to checkout his Morris Traveler

tests from the Crypton manuals. It was not a tune-up day *per se*; rather more like an engine health check. Everyone gained a better understanding of what their engines were doing and how healthy things were under the bonnet. Or not in some cases - several faults were picked up and corrected. It was a most pleasing event and having this capability in-house is something that adds another dimension to the Club's range of activities. Many thanks to **Sue Godwin** who kept the troops well supplied with coffee, tea, biscuits and marvelously delicious banana and walnut cake.

# Rob Bevan hooks up the MGC

Rob discovered a faulty plug lead and bludged one from Dave B. But Dave made him give it back before he left!



button symbol  20kV



Malcolm's Mk 2 is back on the road. The Crypton told him he has two x three cylinder engines!



John Andon sees what his TR6 is doing.

Triumph

Bunny, the Crypton says your Healey has a steam engine!



  5mS 

button symbols



button symbol



button symbol

# FOR THE RECORD

## Snapshots of Club Activities

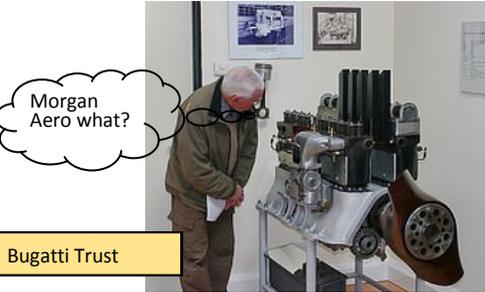
# Alpine 'Rally' visits Oaksey

## Tony & Liz Fleming



I'm sure they said 'this way'

Vimy Ridge, France



Morgan Aero what?

Bugatti Trust



From the beach we go which way?

Dunkirk bound



Is this really France?

Laurel & Hardy in Amiens

As part of the Centenary of the Women's Institute, in March 2015, you may have seen in the news that a baton was taken from one local Institute to the next, by one innovative means or another. On 23rd March 2015 the baton was transferred from Tetbury to Oaksey in a very nice MG, from whence it was paraded through the village, led by Tony and Liz Fleming's Sunbeam Alpine Mark III (Liz is the Vice-President of the Oaksey WI), past cheering children at the village school who had been let out of class to witness the occasion, before the



### SAFE GASKET REMOVAL!

Dave Barton recently stumbled upon the a Forum 'thread' from the MG Owners Club as to the best way of removing stubborn head gaskets. The solutions included:

- Use proper gasket remover and an aluminium spatula.
- A heat gun and putty scraper
- WD40 and a razer blade.
- Cutting torch, but watch for fuel lines!
- Chisel and mallet.

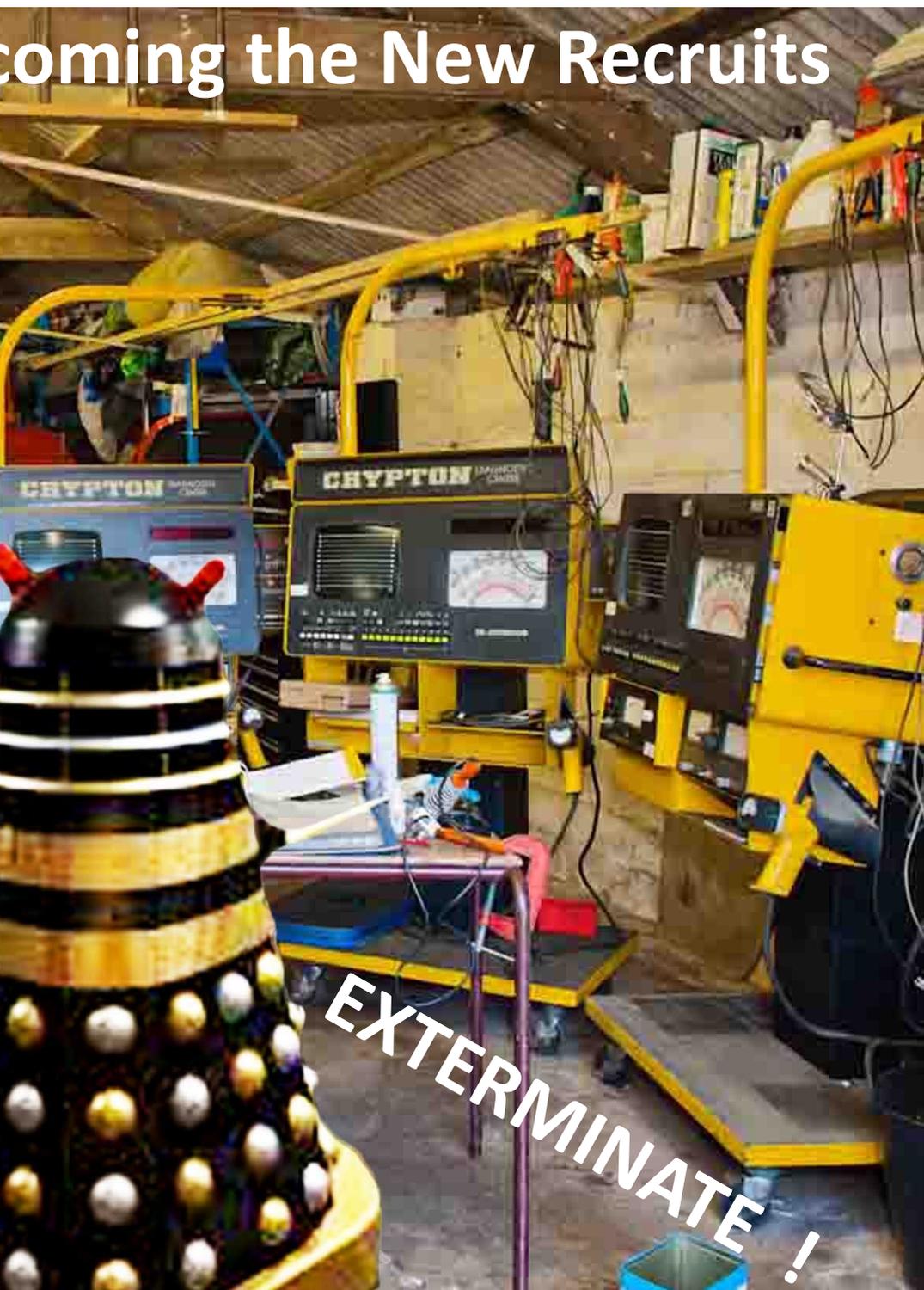
BUT, the ultimate which one guy said was pretty successful, but the neighbours aren't too happy and neither are the local cats is ..... See P 25

Welc



**EXTERMINATE !**

# coming the New Recruits



**EXTERMINATE !**

## A Tale of Ghosts and Things that Go Bang in the Night

*Malcolm recently received an e-mail from one of our past members, Terry Gibbs, who now lives in the Loire Valley in France. He used to have an E-Type in the UK, but he now cruises down the highways of France in his restored Rolls Royce.*

*Now, we all remember the Loire for its wine, chateaux and sun. But Terry tells a very different story when the temperature can drop to 25 deg below, the wind whistles and the Ghosts come out to play in his old Coaching Inn. Over to Terry:*

"I burn logs in the fireplace. A majority of French houses have no central heating and we are the same. This is an old Coaching Inn and that is how they heated the property. The property dates back to medieval times.

Ghosts! Yes we have a few. One old chap who walks up the staircase dressed in 17th century clothes, frightened a couple of workers who were doing some work on the second floor and they would not come back. Then there is the scented lady, as we call her. She waits by a door which I opened up last year, which was blocked for hundreds of years. Her favourite trick is to place her hand on somebody's shoulder. She has done this a few times to people who come to see us. A strong smell of perfume always tells me she is about.

They are harmless. However, this is not the case in the old barn at the bottom of our garden. This was an old Inn and as such fed travellers who came to stay. Pigs were kept and butchered there. I

have heard the sounds of the pigs being killed there. Only in the summer though!

Strange but true. Before I moved here I did not believe in this sort of thing. When we first moved in the problem was quite bad. We heard footsteps in the room above, but this was impossible as the room was full of boxes. Somebody was walking down the stairs. Nobody there.

One night I shouted out to whatever was causing this to leave us alone. Next morning all the furniture on the second floor was tipped over and light bulbs broken!

All these things happened after we renovated different parts of the house.

No problem now, but we will be starting renovation next month on the scented lady door! Needs new doorframe and new door. I have some people coming round to help me and NO, I am not telling them about her!



**Subsequently Terry wrote:**

*"Ghosts! Yes....He is back! Wish I knew what it all meant. Its the same thing again. On the staircase, walking up to the top. This time though he tries to open the latch on the door. A new thing. He is a bloody nuisance and it usually happens around 2am, wakes us up including the dogs. And he whistles at the dogs! But they wont go up the stairs.*

*Moving to France and buying an old property might mean taking on guests you don't want!"*

*Terry is offering to put any club members up .....*

# Bugatti Trust Visit

Malcolm Cutler

It is over 10 years ago that the FCCC last visited the Bugatti Trust at Prescott. At that time we were shown around by FCCC member, Jonathon Rishton who, whilst studying at University, helped out at the Trust and in the words of their Chairman, 'was as knowledgeable about Bugattis as anyone'. Jonathan is now the editor of The Automobile!

The Bugatti Trust was formed in 1987 and holds not only a vast library of original drawings and books, but also has a fascinating collection of automobile, aero, locomotive and other artefacts designed by Ettore Bugatti, as well as examples of sculptures



and furniture made by his brother. The standards of engineering that went into Bugatti cars and other products, is quite staggering, but also how advanced the designs were. Like many great designers and engineers you have to wonder what Bugatti would have achieved if he had had the materials which are available today. For instance, the Trust has an original sketch, done by Ettore, of an eco-friendly engine for a petrol/electric car. Maybe VW, who own the Bugatti name, should rebadge the Audi Le Mans cars as Bugatti, to compete against Toyota and Porsche!

Our visit to the Trust was made all the more enjoyable due to the knowledgeable assistance of one of the Trust's trustees, Charles Trevelyan and the organisation of their secretary Sue Shaw. We can also recommend the restaurant at Prescott who put on a very ample and tasty buffet for us,



prior to our visit to the Trust.

One non Bugatti story which I found fascinating was told by Charles. In the 1960's he was in the Air Force when the Ferrari Dino was announced. He just had to have one, but the £3,980 quoted was just too much. However, he worked out that if he took a flying course he would earn an extra £1,000 per year and therefore be able to at least place an order. This he did with Col Ronnie Hoare from Maranello Concessioners (the UK Ferrari importers). BUT, when the time came to pick up the car the price had risen £200 and he had to tell



Ronnie Hoare that he could not afford it. "Well, my boy' how much can

you afford" said the Colonel, "the original £3,980 said Charles". "In that case", said the Colonel, "we can't have you not having your dream, so £3,980 is the price".

**Charles, still has the Dino to this day** and I think he said it has only covered just over 30,000 miles!

## Federation of British Historic Vehicle Clubs (FBHVC) News Malcolm Cutler

There is not a lot to report as the recent elections meant that from the point that Parliament was dissolved, until the elections, no discussions are possible with the Civil Service concerning legislation. Apparently this is called a state of 'purdah' and taken very seriously. As you can imagine it will also take time for everything to return to normal (whatever that means in parliamentary life) after the election.

The main areas which the FBHVC are progressing at the moment include:

**REACH** regulations concerning asbestos and their sale. It is not clear where asbestos is to be found in vehicles and which type it may be e.g. the dangerous blue and brown forms. FBHVC will be looking to apply for a Certificate of Exemption for our class of vehicles, when and if further clarification is received.

**Roadworthiness Testing** again no movement for the reasons stated above but FBHVC is pressing for the re-formation of the All Party Parliamentary Historic Vehicles Group which has been pushing for exemptions for our classes of vehicles under the proposed EU legislation.

The saga concerning the consequences of the **Discontinuance of the Tax Disk** still rolls on. Whilst the press have been highlighting the problems of increasing num-

bers of cars being clamped, a bigger problem is when the tax actually ends. DVLA states the tax ends when the vehicle is 'sold', but actually the tax ends on change of keeper. Not normally a problem, but it could be if you pass your classic onto your children etc. A point to be watched.

Also highlighted in the latest FBHVC Newsletter are various areas where the DVLA is tightening up its procedures. **This includes where certain makes of vehicles** have been left off the list of makes e.g. for V5C. For full info go to [www.fbhvc.co.uk](http://www.fbhvc.co.uk).

A further interesting article reports that **The Classic Vehicle Union of China (CVUC)** has recently visited the UK to gain experience of the 'classic scene' over here, including a visit to Goodwood. At the present time it is illegal to import historic vehicles into China but, in a country which has 0.14 billion cars on the road, increasing by 24m every year, there is a growing interest in classic vehicles. A number of Chinese enthusiasts already own many classics but keep them in Hong Kong, London etc. Guan Zong the president of CVUC stated 'The impact could be huge because the appetite for historic vehicles in China is dramatic. There is a huge demand, so allowing cars to be imported would definitely have a global influence on prices'.

It will take time — but you have been warned!

# FCCC MEMBERS IDENTIFIED AS 'LUNATICS'

Report by Colin Biles

Extract from the Autocar, January 1935

*'Once upon a time there stood a policeman at the Finish of a London-Exeter motor trial.*

*Good natured and with some amazement, he watched strings of competitors checking-in, covered with mud after an all-night and all-day run, finishing once again in darkness.*

*He said to a by-stander.*

*"How many more of these lunatics are there to arrive and why do they do it?"*

We have it on good authority that FCCC members Dave and Doreen Richards in their Liege, with Colin Biles and Dick Munns in the MG Midget were seen driving 200+ miles through the



night across Devon and Dartmoor early January 2015, in the Exeter Trial.

Competing in a large Class 'O' of 53 competitors within the trial, Dave and Doreen are to be congratulated for gaining a clean sheet and a full medal. Colin and Dick also made it to the Fin-

ish with just one fault collecting two punctures on the way.

We understand both crews also went out and competed again on the 390 mile Lands' End Trial across Exmoor, North Devon and Cornwall, over Easter!

**Clearly they all must all be certified.....**



*Not Dave or Colin's cars in the photos —but I am sure they know the feeling well!*

=====



Mike has electrical problems—see P24. Perhaps he should have called in this Chinese 'plug in' specialist!

## How Times Change — The Introduction of Speed Limits

From the Atwell Wilson Museum  
Newsletter—Feb 2015

Today it is accepted that reduced speed limits will apply in residential areas and particularly near schools for the safety of our children but it appears that **90 years ago** the outlook was rather different as this report from the Rushden Echo on 6th February 1925 demonstrates:



**“Accident**—Entirely due to the child’s own fault, a little girl was knocked down by a Ford van in Lower Washbrook Road on Saturday morning. The van was being driven down the hill at a safe speed, and the girl, without any warning, ran off the pavement on to the road, directly in front of the motor. The driver swerved and jammed on his brakes, but was unable to avoid the child. The van caught her and rolled her over, but she was lucky to escape with slight bruises and abrasions”.

Of course, in 1925, although some motors had impressive capabilities (the Rolls Royce Phantom boasted a top speed of 87 mph) the UK Speed Limit at that time was 20 mph as set by the Motor Car Act of

1903.

This limit lasted until 1931 when the new Road Traffic Act abolished UK speed limits for cars and motor cycles because, in the words of Lord Buckmaster (and as recorded in Hansard):

“It is sufficient to say that the reason why the speed limit was abolished was not that anybody thought the abolition would tend to the greater security of foot passengers, but that the existing speed limit was so universally disobeyed that its maintenance brought the law into contempt”.

Whilst removing the limit for cars and motor cycles, the 1931 Road Traffic Act introduced 30 mph speed limits for UK coach & bus services and most HGVs, although it must be noted that buses were not necessarily fitted with speedometers at that time!

However, for whatever reason, over the following years annual road fatalities dropped by 11%.



The 1934 Road Traffic Act saw the reintroduction of a speed limit (effective March 1935) for cars and motor cycles, set at 30 mph in built-up areas (defined by the presence of street lighting). The reason for this



## ADVANCED DRIVING—Rally

### Practice — Stuart Turner

From Colin Biles

was because road casualties and related fatalities were on the increase again with half the deaths being of pedestrians and three quarters of that number occurring in built-up areas.

Sadly numbers of fatalities continued to rise year on year and in 1937 speedometers were made compulsory for new cars.

It was the Road Traffic Act of 1956 which made the 30 mph speed limit for built-up



areas permanent. Until then, the limit introduced in 1935 on a trial basis had relied upon being renewed by Parliament each year. 1957 saw the limit

for goods vehicles increase from the 20 mph set in 1931 to 30 mph.

Speed limits will always be a contentious subject with views on the appropriate levels varying hugely— and as modern cars have greater capacity for high speeds it is easy to see how some powerful beasts can lure even the best drivers into an uncharacteristic flouting of the law on occasion. However, perhaps the last few words of that 1925 news report - “but she was lucky to escape with slight bruises and abrasions” - brings home the fact that the 20 mph limit in places where children are likely to be out and about, is a sensible

An Evening with Stuart Turner is always good value. He has a wealth of motorsport experience and many stories to tell.

This anecdote comes from his days whilst managing the Ford Rally Team which was developing the MK I Escort, later known as the Escort Mexico and cherished today.

In preparing for the London to Mexico City World Cup Rally of 1970 Turner insisted his team practiced at high altitude to acclimatise. Mexico City is situated at about 14,000 feet. The air is very thin.

He recruited Finnish rally driver Hannu Mikkola and in addition to ensuring he practiced on the high mountain passes, suggested Hannu take some form of regular cardio vascular exercise “to gain extra strength and stamina at altitude.”

Apparently, Mikkola didn't like exercise. However, he was known to enjoy female company, apparently.

After the first week of practice Stuart received the following message from Hannu.

*‘Re the Training Programme. I couldn't find one lady at fourteen thousand feet. But I did find fourteen ladies, at one thousand feet. Will this do?’*

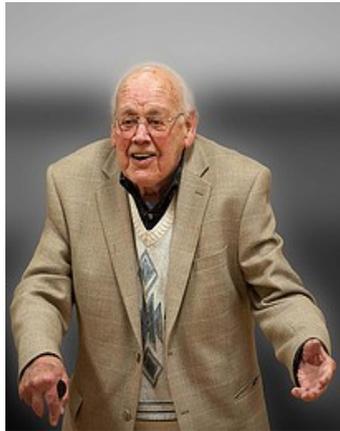
Hannu Mikkola won the Rally.

Footnote: If you Google ‘London to Mexico World Cup Rally 1970’ you will see fascinating footage of the winning Ford Escorts.

**RON 'STEADY' BARKER**  
**1920—2015**  
The Editor



As I mentioned in the editorial to the winter edition of the FC3, we were all saddened by the recent death of our friend and first President, Ron (Steady) Barker. Together with the likes of Boddy, Jenks and Setright, Ron was one of the original 'sporting' motoring journalists, and became one of the most respected voices of the Classic Car fraternity. He joined the Autocar in the mid '50s, eventually becoming technical editor, but many will remember him best for his easily read and highly amusing articles in Car magazine and latterly in the Automobile. He was also a serious car restorer and collector owning a number of 45, 60hp Napier and V16 Cadillacs. Many of us will also associate him with events at Rendcomb Airfield and not least his 90th birthday (not the first



most respected voices of the Classic Car fraternity. He joined the Autocar in the mid '50s, eventually becoming technical editor, but many will remember him best for his easily read and highly amusing articles in Car magazine and latterly in the Automobile. He was also a serious car restorer and collector owning a number of 45, 60hp Napier and V16 Cadillacs. Many of us will also associate him with events at Rendcomb Airfield and not least his 90th birthday (not the first time he did it!).

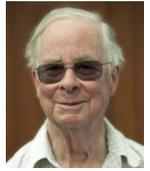
There have been many fulsome obituaries written about Ron in the specialist motoring press, and a repeated comment is that he would just as gleefully recount the wines sampled during his travels, as well as the cars. Only he could write a story entitled 'Miles per Restaurant', although I think some members of the FCCC can attest to his love of good food and wine. However, it is as a wordsmith, talking to him personally, or listening to him at one of his 'evening with Ron' type events, that many people will remember him best for. Some of the most memorable were comments such as '...have I told you when I had lunch with WO' i.e. *W O Bentley*, or '... I met the old man once' i.e. *Ferrari!* But as we know, he did have a habit of, lets say, loosing track of time when he got up to speak. However, he fully recognised this and I will always remember him saying to me during one club anniversary dinner: "Malcolm, please tell me to shut up if I am going on a bit" and, after he had been speaking for a while, he would look over and ask " ...have I said enough, do you want me to stop" - not that anyone ever did want him to! As one journalist wrote: "A lunch with Steady could take a long time".

He will be sorely missed and his like not seen again.

# MOTORING and other MUSINGS

Graham Young

No. 31



- It is reported that a farmer's old car broke down one day on the farm and he was forced to call in the breakdown services. The fault was diagnosed as a failed condenser, but not having one in his van, the inventive mechanic tapped a potato to the side of the distributor, earthed it and inserted the lead to the condenser into the spud! The car started first go and the farmer reported that it had never gone so well when he went to the local village. Thankfully a new condenser was soon fitted!
- You may have noticed that Apple have supposedly reinvented the watch. An article in a recent Telegraph Newspaper is predicting that the once mighty Japanese watch industry e.g. Seiko, Casio etc, which at one time seemed as if it would obliterate the Swiss watch industry, will be usurped by this new revolution.
- Still on watches, in 2012 Switzerland exported 29.3m watches generating \$22.9bn in exports— worth \$737 each on average. In stark contrast China exported 678.5m watches (23 times the Swiss), generating a mere \$5.1bn in exports— worth only \$3 on average!
- As opposed to the UK's ill thought through vehicle scrappage scheme, the Maltese government liaised very closely with their Classic Car movement and have introduced a free licence system for cars over 30yrs old. It is believed that no classic cars in Malta were scrapped under their recent scheme.
- Over the last 100yrs it is reported that the USA has produced 4.5 gigatonnes of concrete (1 gigatonne = 1,000,000,000 tonnes), BUT China, for its roads, railways, bridges etc. has produced 6.6 gigatonnes over only the last 3yrs!!
- Between 1944—1945 prisoners of war in Mulhberg Camp in Germany formed the Muhlberg Motor Club and published their own motoring magazines, scripted by hand and even describing motoring events before the war, adverts, a letters page and even a speculative report on the 1944 Motor Show! (*Ed: I have a facsimile edition if anyone is interested*).
- And one for our 'flat earth' members— it has recently been found that since the beginning of time i.e. the big bang, a 'universe' consisting of over 12,000 million stars, planets etc has been compressed down to a size less than an atom!! *Ed: a free FCCC key ring to anyone who can explain the theory in around 300 words for the next edition of FC3.*

# TAPPET CLATTER

Mike Cox



Talk about sending my reader off to sleep! I think I must have nodded off halfway through my last epistle as it was rather out of context to what I wanted to say. So please start with the 2nd paragraph from the last FC3, at the words "pull out displacer" and continue with:

This basically is what the manual says; simple — no, wrong! Anyway I started with the first job which was to undo the top suspension arm retaining bolt, slide it to one side and remove the displacer. I undid the nut on the top arm and suddenly, to my horror, realised that when the engine/sub-frame was out of the car I had put the bolt in the wrong way around (it can go in either side). Result—it could only slide out 2"-3" before hitting the bulkhead!

Again, much bad language and head scratching. I obviously did not want to take the sub-frame out of the car, so had to come up with some bright idea soon. After much thought and careful measuring I was able, with the aid of a large hammer, to position a Q Max punch (this is a 2 piece tool which when bolted together and tightened, cuts a perfect 1" diam. hole) on the inside bulkhead. However, as the bulkhead is tight up against the inner wheel arch, this had to be slightly "modified" - this is where the big hammer came in! Anyway, with hole cut in the right place the bolt was able to be slid out through the newly cut hole, into the car, allowing the top arm to be removed. I have already de-

scribed the removal of the displacer which required the use of a hammer, big crowbar and welding. So, having had the displacer flexible pipe renewed (read last FC3) it was put back into place in the sub-frame, suspension connected up and re-pressurised. Things were looking good—I should have known better!

So standing back and having a good check on all that had been done, it did appear that the end was in site for most of the things I had intended to get done during the winter, ready for the start of Spring and a few club runs. Before starting the engine I checked around the electrics and realised that the headlamps were not working on main beam, but all other lights were on. Quick check and all wiring seemed OK and connected properly—it was all working before I removed engine etc! Maybe a bad earth, so I checked that, but OK. As the harness is some 45 years old and having fabric outer covering, which in some places had worn off and exposed the coloured wiring, the colour coding had faded. I therefore decided to check wire by wire to see if the connectors were corroded and not passing a current, so undid a couple at a

time, got out the emery paper and cleaned them, and put them back together—A BAD MOVE! Switched on the lights and stood back to see smoke rising from under the bonnet and that nasty smell of burning rubber! Hurriedly disconnected battery and waited for things to cool down. Peering under the bonnet saw badly singed harness because, as it turned out, the faded colour coding meant that I had connected up the main wiring wire into the earth connector.



So what with white smoke, followed by blue smoke

and bad language, it was difficult to see in my garage, so left it and went indoors for a

strong coffee and a bit of sympathy from Janice!

Will continue the story next time unless, hopefully, I get the sack!!

PS. I am sure that my reader (only one—Ed) will be pleased to hear that my old lawnmower (FC3 June '12) started 2nd pull after its winter rest and has now mowed the lawns 'twice!

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**Cont'd from Page 13**



### **MGB Head Gasket Removal!**

Now that's what I call using one's initiative - but they do say that MGBs are bomb proof!

# CLASSIC LUNCH RUNS

Barry Cooper

## Winter Sunday Lunch Runs

FCCC's season of Sunday Lunch Runs is over for yet another year and Winter has been well and truly ousted by Spring weather, which for all the world came in as if it was a foretaste of a long, hot, summer. 'Hope our high expectations are not going to be dashed.

Our second to last Sunday run took place on the 22nd March, when twenty three members and their ladies motored from the Waterside Café at South Cerney water park, to the Carpenters Arms at Miserden. Brian and Sheila Moore had to miss out, and we send them all best wishes and hope to see them again soon.



Our final run of the Winter season, on Sunday 12th April, also happened to mark the very start of the Club's 28th season of events—Founders Day. Yes, Mr Chairman, it was exactly twenty eight year's ago that yourself, aided and abetted by your pal Tony Scriven's, inaugurated the embryonic FCCC .... and yours truly found himself appointed Club Secretary, a role which I thoroughly enjoyed over the next 25 years.



Twenty four places were reserved at the lunch table on 'Founders Day', but in the event one couple withdrew a day or so before the off, so we were down to twenty two. On the morning of the event another crew failed to turn up and we could only hope that it was due to nothing more than a car malady of some kind. Indeed the Gremlins have proved rather bothersome of late. Will and Debbie Staines's Triumph 2000 let them down within a few miles after departure from the Waterside, meaning that they were prevented from making it to our lunch venue at Miserden in March. Then in April, just before the 'off', poor old Phil and Bab's Hingston's Bristol failed to start, meaning that they had to miss the Sunday roast at the Mill Inn Withington. As this occurred in the car park of the Lechlade Garden Centre, they at least had refreshments close to hand, although it was, I know, a huge disappointment to them to have to forgo their 'Founders Day' lunch.

I am pleased to say that neither the Triumph or the Bristol's glitches proved to be serious, so we hope to see them both again when our Summer season of mid week events get underway, with the inaugural Classic Run scheduled to take place on Wed 6th May.



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### ***Mutsy & Deaver***

**D:** Its goodbye from me!

**M:** But it's just  
'aux revoir' from me!



