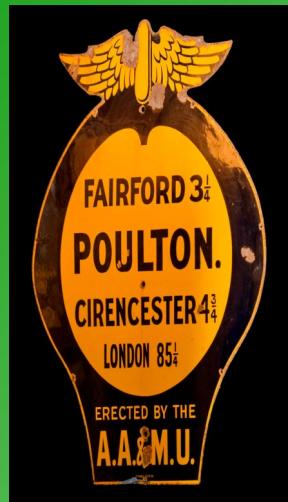


Fc3

*The Magazine of the
Fairford Classic Car Club*



SPRING EDITION
April 2013

WHAT'S ON

A summary of motoring events with Club activities highlighted (proposed in outline). Check the Club **Website** and **Newsletters** for details, changes and information. If you have a question about any event, please call the Secretary, Barry Cooper 01285 851 821

FCC	WHEN	WHAT	WHERE	WHO
➡	12 April Friday	Club Natter 6:30 pm	The Crown Cerney Wick, GL7 5QH	Dave Barton 01285 851 869
➡	20 April Saturday	FCCC Founders Day		info
➡	20-21 April Sat - Sun	Bristol Classic Car Show	Shepton Mallet Bristol	info
➡	21 April Sunday	Drive It Day	everywhere	info
➡	23 April Tuesday	St George's Day Run (see below)	Denfurlong Farm, Chedworth	Mike Scott 01285 760 315
➡	22 May Wednesday 7 pm	Clanfield Restorations (now Alpine Eagle) www.alpineeagle.co.uk	The Mill, Mill Lane Clanfield, Bampton OX18 2RX	Barry Cooper 01285 851 821
➡	30 May Thursday	Thornley Kelham www.thornleykelham.com	South Cerney See insert	Geoff Tebby 01453 883 821
➡	1 June Saturday	Hunters Fete	Cirencester	Malcolm Cutler 01285 712 173
➡	9 June Sunday	Classic Car Show Cotswold Classic Car Club.	Playing Field Bisley Rd., Stroud	
➡	16 June Sunday	Wellesbourne Wings & Wheels (Vulcan taxi)	Wellesbourne Mountford Airport	Alistair Kinross 01285 861 989
➡	30 June Sunday	Chipping Sodbury Run		info
➡	10 July Wednesday	Johnny Herbert (Newsletter 2/13)	Wyvern Theatre Swindon	Bunny Lees-Smith 01666 577 275
➡	14 July Sunday	Atwell Wilson Show	Calne	Bunny Lees-Smith 01666 577 275

St George's Day Run

 Mike has also arranged a purely optional run of about 25 miles after lunch, finishing near Nailsworth, where people will be able to buy tea, coffee and so forth. In the past, participants have put suitable flags on their cars and dressed themselves in red, white and blue whatever. We'd love them to do so again! Above all, it's a social occasion for people to enjoy the company of friends.

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FAIRFORD CLASSIC CAR CLUB

Member of the Federation of British Historic Vehicle Clubs

Quarterly Magazine FC3

Spring 2013

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Front Cover

The girls of the FCCC at the Cotswold Motoring Museum in Bourton-on-the-Water. *Girl Racer* Alice Powell (see inside)

Centrefold

The Cotswold Motoring Museum visited by us last month.

Back Cover
Part of the "*Where Are They Now?*" wall mural and some of the cars at **The Heritage Motor Centre**, Gaydon.

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

Web: www.fairfordclassiccarclub.org.uk



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



Welcome

My car's electrics annoyed me this month so I decided to give *The Prince* a bit of a serve. Hands up anyone who has never said an unkind word in his direction!

The Ladies of the FCCC are an important part of our Club life; more so than many other car Clubs I have seen over the years. Lara Platt's upcoming book on *Girl Racers* illustrating women in motorsport is a delightfully refreshing perspective on what is sometimes seen as a "blokey pastime" only.

Malcolm and Jill arranged a lovely visit to the Cotswold Motoring Museum late last month, getting us in ahead of the tourist onslaught. What a fascinating place! An added highlight was a great feed at the Old Manse Hotel (ask me about a very faint family connection to this place).

Other than this Welcome, I generally don't write much of FC3. The contributions and encouragement this past year have been wonderful. However, the time has come to talk of a few things beyond sealing-wax, cabbages and kings. Hence, you will find a few words inside about sustaining our Club publications.

- Dave

FROM THE CHAIR

Malcolm Cutler

I am sure some of you watched the recent Top Gear where the intrepid (or stupid) threesome went across Africa in 'older' cars that they had bought for £1,500. This was followed by Clarkson writing in the Sunday Times about the 1999 5 series BMW he drove, how well it stood up to the trip, and why are we throwing away good cars, just because we want the new model. Likewise, last weekend on TV, they showed the Glasgow railway workshops where they are servicing and upgrading our high speed train fleet, even though some are now 40 years old.

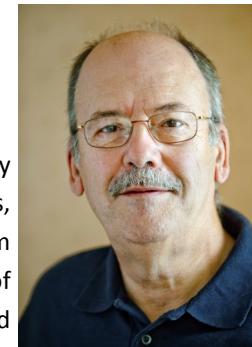
In the mid 1970's Jill and I lived in Singapore, right at the start of their 'economic miracle' where import duties for new cars were horrendous. We were amazed and fascinated, to see that many of the taxis were Austin A55 and A60's and other 1950/60's British and Continental makes but, under the bonnet they had already started to fit Toyota, Isuzu and other Japanese engines, gearboxes and running gear. Likewise in the 1980/90's, in Africa, they somehow kept the ubiquitous Peugeot 403s and 404s going way beyond their sell by date and even I remember two of us rebuilding the clutch on a 403 in a farm on the edge of the Serengeti. You still see the odd Peugeot 404/405 in Africa, but with the rise in incomes and the availability of

good, reasonably priced used cars, particularly from Japan, the age of cars is much less and the quality higher.

Now, you may rightly say that they do not have the stringent MOTs etc that we have, and that is true, but the fact is that these once 'pampered' vehicles are still doing large mileages, over terrible roads and with up to eight people on board and half the household belongings.

So, to quote Clarkson, why don't we just keep our cars and put 200-300,000 miles on them, as they are designed for? Some people do so either by choice, for financial reasons, or just because they want to, but more and more the government (and the manufacturers) is making it more difficult for those people who want to run older cars through more stringent environmental rulings, the high cost of spare parts or, as they are now doing, trying to force us to use only the franchised dealerships. There are also other practical reasons why we should run newer cars as they are now much more comfortable, easier to drive and safer (reportedly four times as safe as in the

(continued on Page 6)



The Lucas motto: "Get home before dark."

The only topless here is the cars!

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

PAGE 3

1989 Audi Coupe



Mark & Julie Whittering

It is a brilliant driver's car. It replaced an earlier one, same age and model, which Julie 're-modelled' in 2004, which had done 150k miles, 75k of them from us. At the time I wasn't best pleased but the replacement had only 47K on the clock and was, underneath the grime, in so much better shape. We have now done nearly another 75K miles. I was also able to purchase the wreck as salvage for £100 so we have quite a good range of replacement parts available. The max speed is around 125mph (allegedly), benefits from Bosch K Jetronic fuel injection and averages about 33 mpg. It's a 5 cylinder with power brakes and steering. When I first saw it in the driveway of a house in Weston Super Mare, it looked quite sad. Its owner, who had four other Audis, confessed that he hadn't driven it much in the six months since he bought it from the original owner. Costing only £1,750, I reckoned we had a bargain, bearing in mind that we got £1,500 for the old model from our insurers. We have greatly enjoyed several tours in it to foreign parts, as well as unparalleled reliability. Although the earlier model was a write-off, it was still driveable, albeit somewhat banana shaped and I managed to get it back home to Kempsford. The 3 series BMW, which did the damage, had its engine shoved back into the passenger compartment and both front wheels at right angles to each other! I think this is called profiting from one's mistakes, isn't it?

Another Club member has reached the grand young age of 90 years. Congratulations to **John Payne** who attains this milestone on 22 May. There is also another birthday in the Payne household as John's old Clyno motorcycle is 99 years young this year. There is, we believe, a big celebration event taking place soon for the both of them so we hope to hear a bit more about the two birthday boys.

Lucas denies having invented darkness. However, they still claim "sudden, unexpected darkness"

1970's, with twice as many cars now on the road) and, even though those of us, of a certain age, go cold when electronics etc are mentioned, cars are now much more reliable – I'm not comparing new cars with what we know as Classics, but those from the 1980's and 90's.

But maybe the main reasons why we change our cars regularly is that, unlike in Africa and many other countries, many people in the UK and the Western world have the financial ability to do so and this therefore enables them to follow their passions for driving the latest model, for vanity reasons in having a new, shiny, car as a symbol of success, or what ever – it is their choice and good for them.

BUT, there is also another reason, not so much as to why we keep changing our cars, but why we need to. This is because we literally need to keep the wheels of commerce turning and if we did not buy new cars, the motor manufacturers and suppliers, would go out of business, and as major employers all around the world, thousands of people would loose their jobs. So, Mr Clarkson, I think that your ideas, whilst mak-

ing much sense in practical engineering terms, would cause a major world economic problem if implemented. BUT (again), whilst the motor industry is having to come to terms with the present economic downturn, the future may in fact be turning its back on the motorcar. I hear that in the USA where, in the past, young people dreamed of driving a thumping big V8, they are now turning their back on the car, not learning to drive and taking public transport due to economic and environmental reasons. All food for thought.

Our recent visit to Kemble airplane dismantlers showed that the aeronautic industry is also having to 'move with the times', with manufacturers offering such good deals and planes becoming more economical, that airlines are now changing their planes much earlier. In the past they would keep them for 20 – 25 years, but now it is closer to 15 years and, in the case of two Boeing 737's we saw, they are being dismantled at only 9 years old! The reason, because the spare parts value is around 25% more than if the plane was sold complete!! It's a crazy world.

– Malcolm

WooHoo!

Effective 1 April 2014 the tax exemption for classics will spring forward one year to 1 January 1974. Introduced in 1994 as a rolling age exemption for classic cars, it was frozen in 1997 at the 1 January 1973 mark. Is there light at the end of the logic tunnel and perhaps a future return to the rolling date?

Lucas -- inventor of the first intermittent wiper.



Our Club Publications

It is almost a year since I took on the editorship and the time has come to reflect on the introductory remarks I made in my first magazine and newsletter and how we have done so far. Comments like "*It's about us and for us*", "...revitalized my interest" and "You've seen what can be done" come to mind. So why bring this up now?

It's about sustaining the path we are on. After retiring, Pam and I decided to live in England for two years before shifting back to either Australia or Canada. We've reached that mark and even without a clear plan yet, I will eventually step away from our publications. Could be six months; could be another year. Nonetheless, it is not too early to start the search for a new editor. I think a good way forward would be to take on an Assistant Editor who could pitch in for an issue or two before I head back to the Colonies.

Righto, let's be clear. You do NOT need to be a skilled photographer, computer whiz or graphic artist or. I'm not. If you are even half-way comfy with writing words on your computer, that is all the technical skill you need to get started. The software I use is *Microsoft Publisher* (a spin-off from their *Word* program) and it is very easy to use. I can provide you a complete set of *Microsoft Office 2010* and show you how to use *Publisher*. If you toss in some enthusiasm, a sprig of initiative and a dash of humour, it would all work. So is the next Editor out there? Please consider.

A Hundredth Anniversary

We've just passed the 100 years since a driver first travelled more than 100 miles in an hour. **Percy Lambert**, in a 25hp Talbot (the make's marketing slogan was "The Invincible Talbot") did 103.76 miles at Brooklands racetrack on 15 February 1913.

To mark the centenary, a group of historic cars aimed, with varying success, to recreate the record at the same site. They lined up on the Brooklands Railway Straight, then at 12:43pm moved on to the Mercedes-Benz World circuit for the attempt. Lambert was killed at Brooklands nine months later while trying to regain the land speed record, two weeks before he was due to marry and give up racing.



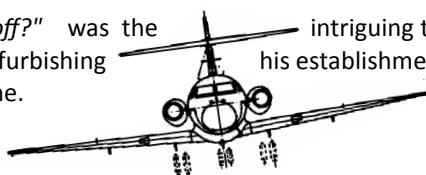
As reported in *The Times*,
February 18, 2013.

Lucas -- inventor of the self-dimming headlamp.

MOTORING MUSINGS

Graham Young

No. 23

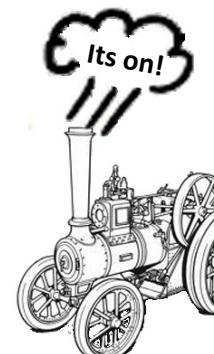
- If you are offered a Land Rover please check it is not a green Series 2 with black and white number plates SCJ 883 which was stolen from near Trowbridge. The front seats are still wrapped.
- Did you know of a Bean Machine car designed to run on caffeine - quite well too as it achieves 65 mph.
- Nicole Parker from Glastonbury is a "drag queen". OK, she is a beauty therapist during the week but on weekends, she is a champion drag racer who can get up to 107 mph.
- I have a useful article on extended warranties which, to be effective, must be insured and fully registered.
- I like the picture of a collector from Clevedon with his 1960 French 49cc 2 stroke motorised cycle and I admired how all the engine could be accessed without difficulty.
- Well done the Council at Trollhattan, Sweden who bought the Saab Museum lock, stock etc when it got into difficulties and was threatened with closure.
- Aston Martins have been in the news. One driven by James Bond has been stolen. It was featured in *Goldfinger* and is worth more than £300,000. Another was hit by a Corsa which wrote the Aston Martin off and wrecked the petrol pump to which it had been connected. No injuries but all emergency services attended because of strong petrol fumes.
- In an effort to improve the health of Parisians, cars over 17 years old may be banned. One owner of a Citroën 2CV is appalled as he can no longer take advantage of being able to drive (as it was designed) "*wearing a hat and driving across a field with a basket of eggs*".
- "*Will takeaway tikka take off?*" was the intriguing title of an article about Mr Alim Abdul who was refurbishing his establishment using, if it would fit, the cockpit off an HS 125 plane.

- Finally I have a picture of a group of friends (next page) who drove a black cab around the world—more than 42,000 miles, setting a new world record. They racked up a cab fare of £80,000. <http://www.dailymail.co.uk/news/article-2142963/Around-world-80-000-taxi-fare-Trio-return-home-record-breaking-trip-black-cab.html>

Did you hear the one about the guy that peeked into a Land Rover and asked the owner "How can you tell one switch from another at night, since they all look the same?" He replied, "It doesn't matter which one you use, nothing happens!"



John Ellison, Paul Archer and Leigh Purnell in Sydney

Thanks to Bunny, several of us enjoyed a fascinating visit to *Air Salvage International* at Cotswold Airport on 22 April. (<http://www.airsalvage.co.uk/>) ASI is Europe's leading aircraft storage and dismantling activity. You simply don't appreciate how large and comprehensive the facility is when driving by Kemble. We were amazed to learn that an aircraft in bits & pieces is more valuable than it is as a plane. More in an upcoming newsletter.

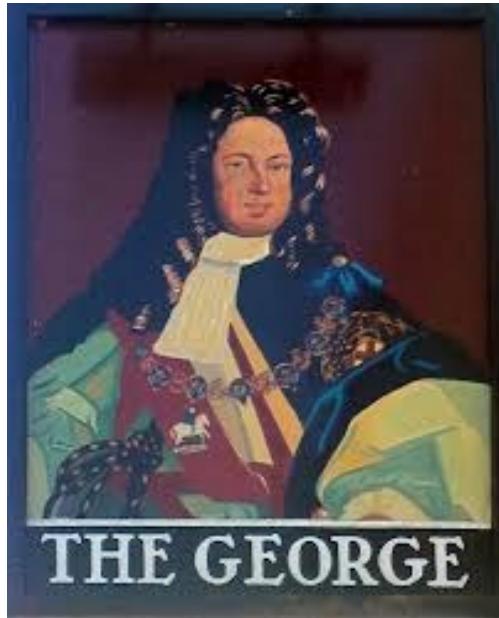


FAIRFORD STEAM RALLY Sunday 18 August in Poulton
<http://www.fairfordsteamrally.com/steam-engines>

The Club has been allocated space for six cars. First in; best dressed!
Get your names in to **Ken Hinton (01285) 712 522**.

Malcolm has also been asked by The Bull in Fairford to put on a display in the Market Place in concert with some of the engines.
More info to follow.

Recommended procedure before taking on a repair of Lucas equipment: check the position of the stars, kill a chicken and walk three times sunwise around your car chanting: "Oh mighty Prince of Darkness protect your unworthy servant."



The Anticipating Spring Lunch Run



roads to the south and west of the Burford rendezvous point had escaped the snow, with lying water being the only real hazard; not forgetting the inevitable pot holes of course. Otherwise cross country routes posed no special problems for our band. Following a jaunt of around twenty four miles, we were all reunited at the ever welcoming '**George Inn**' at Kempsford to enjoy a St. Paddy's Day Sunday Lunch.

Now, despite it being the organiser of the event, who has been approached to write an account of the event, I must hasten to reassure readers, that I've every reason to believe my account to be unbiased and accurate; after all, did I not admit to being made to feel let down, by the lamentable service we'd experienced at the lunch venue on the occasion of the first Lunch Run of the season? The Second Run had, by comparison, been a resounding success; much, I might add, to the huge relief of yours truly! So too, thank goodness, was our latest run; the third such event to be staged so far this year. In point of fact, despite having to put up with damp roads and a not very seasonal chill in the air, I knew I'd held a proverbial trump card, by having arranged for us all to enjoy a Sunday Roast at the '**George**'. Roy,

his chef and all of his team at the Kempsford tavern, really do know how to make one welcome. Their Sunday Roast Lunch must surely be the best that one is likely to find, in these 'ere parts. It isn't expensive either. If anybody knows of an inn or restaurant serving food of equal quality, will they let me know please. Roy is thinking of retiring from the licensing trade at the end of the Summer. I only hope that Arkells Brewery has the grace to retain the Chef at the George. I understand however, that it may be Roy's 'better half' herself who is truly responsible for those truly mouth watering roast potatoes.

Lest anyone reading the forgoing paragraphs, is wondering why it is that (in a 'car club' magazine) we are not waxing lyrical about all the various 'Classic' motorcars, in which the members had driven on these early season Lunch Runs, it is simply because, in the main, most of our members

tend not to venture out in their pride and joy until the roads are guaranteed to be salt-free and rather less muddy. No matter, as it's an unwritten part of the FCCC's constitution that emphasis is given to friendship and mutual appreciation of good food. I am sure that there are other clubs one might join, should one be addicted to rather more 'petrol-based' kinds of excess, as displayed by the likes of J. Clarkson Esq.

— Barry



QUIZ CORNER

7. Photo: What was I known as in the UK?

Answers:
Page 21



The three-position Lucas switch -- DIM, FLICKER and OFF.

The other three settings -- SMOKE, SMOLDER and IGNITE.



GIRL RACERS

BY LARA PLATMAN

The following is an excerpt from the Introduction to her upcoming book ...

About 16 years ago when I was a photographer for *Country Life* magazine (and a photographic archivist for them too) I was sent to the Goodwood Revival to document the weekend's events. A superb collision of theatre and motor racing in the grounds of one of Britain's oldest landed family, (Charles, 7th Duke of Richmond, Lennox, Gordon and Aubigny, 1845-1928)

I mentioned I majored in welding during my fine art degree earlier – well that was purely because I had a Morris Minor, which at some point (almost all of the time) required patching up. I was also asked to change my tyres when I was learning to drive and around about the same time I took a car mechanics course with my father's philosophy of 'I am not picking you up at some god forsaken time of the morning because you have broken down in that thing'. (I actually remember driving to Cambridge from our family home in Essex, the same day as passing my driving test – how far could I drive in that one day?) Therefore my cement for historic motorcars was planted in my soul. Joined with my indigenous theatrical habitat, Goodwood Revival was some sort of mecca. (I have missed only one revival since its launch – because of my darling friend Sarah's wedding – and I understood it rained almost incessantly all weekend).

I discovered some amazing women at Goodwood Revival, driving really old cars, far older than my Morris Minor. In fact my Morris Minor was positively new compared to those racing at Revival of course. And I think it is here where my first understanding of the past becoming a present reality.



Claudia Hurtgen driving the Ferrari Breadvan at Goodwood Revival 2009

*Why do the English drink warm beer?
Lucas made the refrigerators, too.*

Each year at Revival I would photograph (amongst all the cars and drivers) more and more women and get invited to more motor racing events. Slowly this was becoming my theatre albeit outdoors. I went to a Spa 6 hours historical race meeting, coming away with some of my signature photographs and an energy of thought that was simply "what car can I drive this race in and how long will this take me to get here?"

I think one of my favourite moments of the past few years has to be when I was photographing at the Spa 24 hour modern endurance race where, the teams seem to be so confident that they can get their car to finish the race, even with a two hour garage fix up, they have a desire to keep

the car on the circuit. To me it was just like being back in the theatre and the workshops above my parent's shop, with everyone working towards one thing: 'the show must go on'. An empty stage, the sound and lighting crew arrive then, the props and costumes and then the actors/dancers turn up and expect it all to be ready so that they can perform. The gar-

age the wheels, the petrol crew, the mechanics, the stewards, marshalls and the eventually the drivers.

One special motor racing event I absolutely adore is the Historic Grand Prix de Monaco, a bi-yearly race meeting. On my first visit I found Julia de Baldanza racing her Bugatti and a Maserati and, doing really well against cars much newer



Shirley Monroe Goodwood Revival 2011

Alexander Graham Bell invented the telephone, Thomas Edison the light bulb and Joseph Lucas the short circuit.

er (probably by a whole ten years) than hers. I met other 'Pre-war' racing car drivers who told me enough to get me hooked on the subject. I am privileged as a press photographer to stand just the other side of the metal safety railings when the races are happening. So utterly close, so close it makes your hairs stand on edge when you hear the Maserati's, BRM's, ERA's whizz and I mean completely whizz passed you at La Rascasse corner. It is here that I learnt of who I consider to be one of my favourite female lady racing drivers from history. A woman who had driven from John e Groats to Monte – Mrs Victor

Bruce – who, at the age of 15 had got caught speeding on her brothers motorbike then went on to drive the Monte Carlo Rally in 1927, drove for 70 hours nonstop, came 6th overall and came 1st in the coup de dames, then about 6 weeks



Desiree Wilson Goodwood Festival of Speed

danced in the café de Paris by night. Reading that brilliant quote by Dorothy Levitt, made in 1912 "one must always carry a mirror in the car. The mirror should be fairly large and one with a stick - not only to put ones lipstick on - but it is jolly useful to

later drove 200 miles north of the Arctic circle, and to cut her story short, then went off and bought a fold up plane and flew solo round the world – amongst her many other achievements! This I must tell you is before Amy Johnson or Amelia Earhart took to our newspapers, so the Honourable Mrs Victor Mildred Bruce for me, is the main inspiration for this book along with women such as Julia de Baldanza, who I had decided was born way after the era she ought to have been born and other racing women; Camille du Ghast and Helle Nice – the Bugatti Queen.... And hearing about the ATA women some of which flew planes during the day and

Alice Powell 19 years old from Chipping Norton, Oxfordshire. In the 2010 Formula Renault BARC Champion, she became the first ever female to win a Formula Renault Championship in its 42 year history. In 2011, Alice finished second in the MRF Tyres Indian Championship, which featured on the Formula One package in India, also making her become the first ever female to get a podium in that championship.



see what is behind you" Ms Levitt has a hound of quotes all of which I love.... I think the wing mirror came onto the cars in 1914. I became fascinated by all of these women in different ways, who simple didn't know they couldn't – who all knew they could! This gap, this very little gap of time when the men had not come back from the 1st world war and the woman had gotten used to working the machinery and heavy labouring – just continued to drive, drive fast cars and fly planes, it was simply part of life.



*I met Lara two years ago at the sheep shearing competition in Meysey Hampton. We were both busy photographing ... well, sheep and people. It wasn't long before I learned she was also "one of us" and she had both a personal and professional interest in motor sport. When she told me about her upcoming project on **Girl Racers** earlier this year, I thought it would something interesting for us. She is writing the book now and the enclosed flyer tells you about a unique way of getting books published. And we all like to see new motoring books reaching the shelves. Have a look at her website. Any consideration of course, is purely up to you as an individual*

- Dave

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If Lucas made guns, wars would not start either.

It's not true that Lucas, in 1947, tried to get Parliament to repeal Ohm's Law. They withdrew their efforts when they met too much resistance.

TAPPET CLATTER

Mike Cox



Swivel Joints Part 2



Now starts the part you have all been waiting for – when it gets really technical !! You should, if you have been reading your Haynes manual correctly, have a pile of bits in front of you (all labelled so that you know which bit goes with its correct partner). Having cleaned off all the old grease etc, connect the two pieces of the swivel joint (cup and ball) and lightly tighten together. When twisted round they usually bind in one small area. I suppose this is because they have a rather small movement of arc when the steering wheel is turned and the load is continually applied to a small area of the cup and ball. This high spot will stop the correct clearance between cup and ball being obtained when you come to shim the gap as per the manual. Remember that the following method is for very slight wear only. Apply small amount of valve grinding paste to the ball and insert in cup, applying pressure. Twist round, keep applying fresh paste. Clean often. Dependant on wear one should lose the high spot after a short while and you should end up with a swivel

joint that is like new and saving around £50 per side (BMC 1100/1300 series). Reassemble joint on the car. Its easier that way and following the manuals instructions, use shims of correct thickness. Tighten everything up. Congratulate yourself on a job well done. Carefully lower jacks. Remove 2" x 2" and drive out of garage and be ready to partake in the next Club run.

The above mod has worked for me but in the wonderful health and safety led word we live in, I am not recommending that anyone else use it. Sorry. This is a bit short this



(We didn't know they were Yachties.)

Back in the '70s Lucas decided to diversify its product line and began manufacturing vacuum cleaners. It was the only product they offered that didn't suck.

time but next time will relate how by spending 7/6p years ago, I saved Malcolm a small fortune in 2012/13.

PS: Don't forget to grease the joint after assembly.

Having written this article and while I appreciate that most of the older cars in the

Club usually have swivel joints that can be dismantled, there is possibly only one or two cars that have hydrolastic suspension so hopefully 2% of the Club members may find it useful whilst the other 98% may have nodded off before reaching the end.

- Mike

Electrical Theory

- by Joseph

Positive ground depends on proper circuit functioning, which is the transmission of negative ions by retention of the visible spectral manifestation known as "smoke". Smoke is the thing that makes electrical circuits work. We know this to be true because every time one lets the smoke out of an electrical circuit, it stops working. This can be verified repeatedly through empirical testing.

For example, if one places a copper bar across the terminals of a battery, prodigious quantities of smoke are liberated and the battery shortly ceases to function. In addition, if smoke escapes from an electrical component such as a Lucas voltage regulator, the component no longer functions. The logic is elementary and inescapable!

The function of the wiring harness is to conduct the smoke from one device to another. When the wiring springs a leak and lets all the smoke out of the system, nothing works afterward.

It has been reported that Lucas electrical components are possibly more prone to electrical leakage than their Bosch, Japanese or American counterparts. Experts point out that this is because Lucas is British and all things British leak. British engines leak oil, British shock absorbers, hydraulic forks and disk brake systems leak fluid, British tyres leak air and British Intelligence leaks national defence secrets.

Therefore, it follows that British electrical systems must leak smoke. Once again the logic is clear and inescapable. In conclusion, the basic concept of transmission of electrical energy in the form of smoke give a logical explanation of the mysteries of electrical components.



Quality Assurance phoned and advised the Lucas engineering guy that they had trouble with his design shorting out. So he made the wires longer.

THE SECRETARY'S CORNER

Barry Cooper

Anne and I were driving home, following what had been a most pleasant weekend stay at the home of my cousin in Surrey, and it was around that time on a Sunday evening, when the bars were about to disgorge the usual flood of merry revellers. We ourselves had visited a hostelry in Shepperton for a pre-lunch tipple and later over a Sunday Roast which had been prepared by my cousin, I enjoyed a glass of wine. Later that evening, a bonfire party had been arranged (it was early November) and of course alcohol was flowing freely. However, perhaps due to some over seasoned sausages, I decided to switch to drinking tonic water. Anyway, the time was duly reached, when Anne and I had to bid our host goodbye, and drive home. Monday beckoned, and with it, the start of a new working week.

A few miles into the journey, somewhere between the entrance to Wentworth Golf Club, and the outskirts of Ascot, the passenger door of the Gilbern flew open just as we were negotiating a bend in the road. "That so and so door catch again" I said to myself – or words to that effect. Whereupon I heard Anne exclaim, "My handbag has fallen out!" So, pulling into the side of the road, I legged it back to retrieve the truant bag. As I walked back to the car, the only noise to be heard was the sound of wind rustling branches of some beech trees overhanging the road. Bag recovered, we could go on our way.

We had driven no more than another couple of miles, when a pair of headlights closed up

behind us, and then started flashing, only to be joined virtually simultaneously by another lamp, this one BLUE! Once again I pulled into the side of the road and switched off the ignition, and thought – "Now what?"

It was a good move, as I later decided, to have jumped out of the car to examine the car's rear lights. It not only showed that I had nothing I felt guilty about; as an added bonus, they could also see that I could walk quite normally. The rear lights were all perfectly OK, so I quickly realised that there was some other reason for stopping us. "Hello" was all that I could think of saying ; "oh, hello sir" was also their reply. Then, "Why did you stop back there?" So I explained what happened, and that I needed to retrieve Anne's handbag before another car ran over it on the road. "I see, and why was it that we then observed you to weave about?" To this I replied (perfectly honestly) that it must have been when I leaned right across the car, in order to give the passenger side door catch one extra tug. I explained that it must have resulted in my imparting involuntary movement to the steering wheel. "I see Sir – have you been drinking at all?" At this point I have recollection of PC No. 2 making his way to the rear of the patrol car – most likely in order to fetch breathaliser kit, for had I heard one of them say : "Better get a kit" – or was it in fact : "Forget the kit"? What I do clearly remember is that PC No. 1 then enquired : "What sort of car IS this Sir?" With my mind suddenly slipping in to overdrive, I

heard myself launch into a by now well rehearsed spiel, about : 'A Welsh car', 'quite rare', 'rustless bodywork', 'nippy yet frugal with the jungle juice' – etc.. etc... Both officers appeared suitably

impressed, and went on to say that they both thought the GT was an Aston Martin. A mistake which is

not at all unfamiliar to an owner of the GT model of the Gilbern marque. Anyhow, this impromptu automobile history lesson seemed to satisfy the boys in blue, and we were sent on our way, me with the mildest caution. This was because the place I had initially stopped had double white lines in the middle of the road; so I ought not to have halted there in any case.



I suspect I am not the only owner-driver of a 'Classic' vehicle, who had had occasion to be so glad that he was behind the wheel of something 'different'. For them, it was a

welcome diversion when a vehicle they've pulled over, isn't simply another one of the countless thousands of look-alike computer-cloned runabouts they see on patrol day in day out, month after month.

All I will add is, that following this little encounter, I said a wee prayer to St. David, and gave thanks to the friendly Welsh dragon.

- Barry

The photo of Barry's car, 63 VTG, was taken by American Jim Horner when visiting the UK 27 years ago. He owned a Gilbern almost identical to "Rosie". He and his wife Barbara had joined the Gilbern Owner's Club (Cotswold Chapter) on their Grand Day Out at Avebury. Barry reckons Rosie is now doing her stuff on the hill climb circuit.

Quiz Answers: (1) 1972 (2) Paul Newman. He competed in many motor sport events. His last major triumph came in 1995 at the age of 70 when he co-drove to victory in the IMSA GTS class at the 24 Hours of Daytona. (3) *Paradise Lost* (4) The Frenchman, Louis Rigolly reached 103.55mph in a Gobron-Brillie car in 1904. (5) *King Lear*, Act III, scene IV, l. 140: "Edgar: The prince of darkness is a gentleman". (6) No idea but 'Gomer' the driver filled the tank with petrol instead of diesel. They had to use the back-up car. (7) GT6 Mk II

I've had a Lucas pacemaker for years and have never experienced any prob...

Lucas is an acronym for Loose Unsoldered Connections And Splices.

FOR THE RECORD

Snapshots of Club Activities



The Cotswold Motoring Museum
Bourton-on-the-Water
28 March

And the last word from Joseph Lucas himself ...

"A gentleman does not motor about after dark."

YOUR COMMITTEE

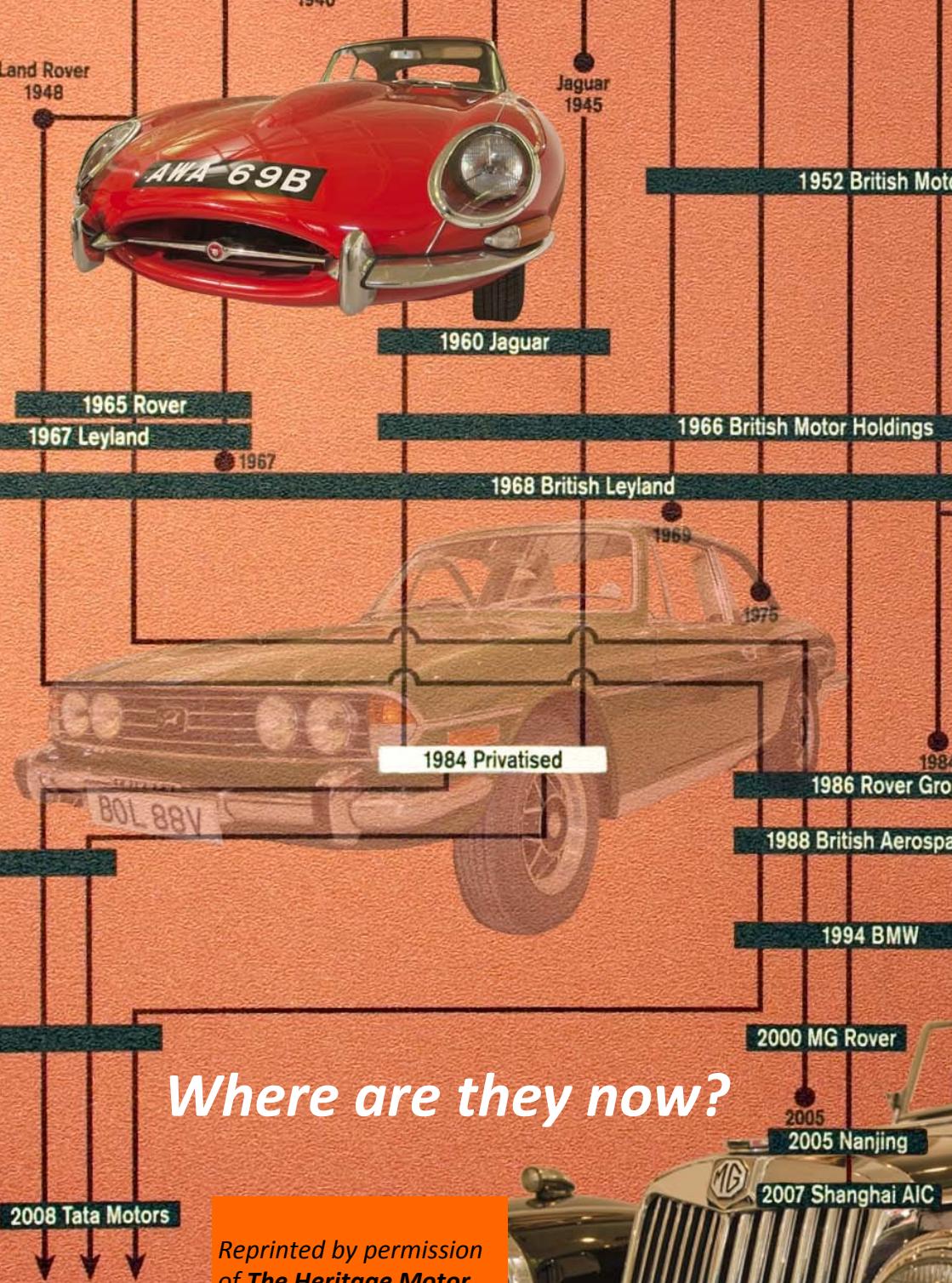
Chairman & Co-Founder	Malcolm Cutler	Fairford, Glos.	01285 712 173
Secretary	Barry Cooper	Meysey Hampton, Glos.	01285 851 821
Honorary Treasurer	Jill Cutler	Fairford, Glos.	01285 712 173
Editor	Dave Barton	Meysey Hampton, Glos.	01285 851 869 pdbarton@sky.com
Committee Members	David Chambers Michael Cox Phil Hingston Ken Hinton Bunny Lees-Smith Geoff Tebby	Churchill, Oxon. Standlake, Oxon. Goosey, Oxon. Fairford, Glos. Hankerton, Wilts. Chalford Hill, Stroud	01608 658 603 01865 300 929 01367 710 408 01285 712 52 01666 577 275 01453 883 821

KIT SHOP

CLOTHING: Maureen Apperley 01395 269 355, Jan Cox 01865 300 929

MUGS, DECALS & KEY CHAINS: Barry Cooper 01285 851 821





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