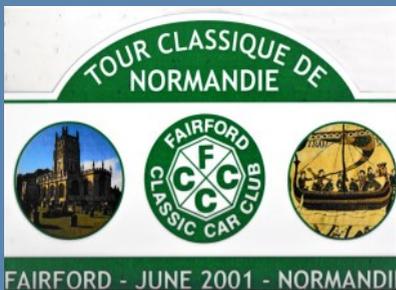
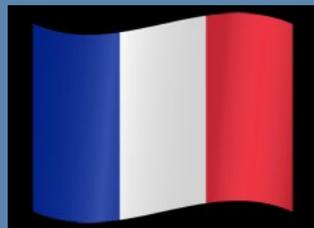


**The Magazine
of the Fairford
Classic Car
Club**

FC3

**Bienvenue à l'édition
Français de la FC3**



Spring Edition - February 2019

FAIRFORD CLASSIC CAR CLUB



Member of the Federation of British Historic Vehicle Clubs

Spring— February 2019

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

Welcome to a bumper edition of FC3. Two months ago I was staring at a pretty empty folder having received few articles for this edition of FC3. However, after some e-mails and suggestions to certain members that they may have interesting stories to tell (OK, some severe arm-twisting and threatening to expose skeletons in their gloveboxes) we have ended up with a bumper edition—all 32 pages of it.! Some of the articles are a bit longer than usual and I must also apologise for the quality of some of the photos as I have had to scan a number of them and the quality then suffers.

This edition has a very French theme, partly started by Bunny's Part 2 article on his Chenards and partly because the club will be venturing back to France for its 'week away' in June—don't mention BREXIT! This led me to contact Ralph Morgan, with his Citroen Traction Avant and Michael Scott, with his Hotchkiss, to write up their stories. Maybe we can have a France Mk2 edition soon with articles on Richard Cooper's 2CV, Alec Davis's lovely A110 Alpine and Brian Gardner's Citroen DS—stand by your beds!!

FCCC ANNUAL 'AWAY WEEKS' Malcolm Cutler



When planning for this year's 'away week' to Normandy I started to look back at previous trips and was amazed at their variety and the memories that they brought back, both of the places visited, the people and memorable events. It is sobering to realise that this year marks the 20th anniversary of our club's annual 'away week' (we missed only one year in



Feather Boa—Jersey 1999

2009), during which we have visited France (multiple times), Belgium, Holland, both Southern and Northern Ireland, Scotland, Wales, Jersey, Isle of Wight and in England; Cornwall, Devon, Derbyshire, Norfolk and Kent. I hope that the following short 'road map' of our trips will bring back similar memories to those of you who both organised and joined 'the party'. For those who have not yet 'ventured forth' it will give you a flavour of the trips and hopefully encourage you to come along in the future. Sadly I can only recount some of the events and visits, otherwise the article would fill the whole of this FC3!

The idea of an FCCC 'away week' started through a chance meeting when Jill and I were on holiday in 1998, sitting at the pool bar of a hotel in Kalkan, Turkey. We were talking to a couple from Jersey, Brian and Jeanne Parker, and as is often the case, the conversation got around to cars and it turned out that they owned a 1930's Austin and were members of the Jersey Old Motor Club. Not long after we returned we received an invitation from them, for us to come to an event to celebrate 100 year of motoring in Jersey in 1999. We circulated the invitation within the club and five couples responded – ourselves, Dave and Maureen Apperley, Mike and Jan Cox, Ken and Mary Hobbs and Peter Elliot and partner. Although the FCCC was by then 10yrs old, no one really knew each other that well and we were not too sure



Jersey—1999

how everyone would get on together. My loud snoring the first night, which kept everyone awake, may not have helped, but the excellent organisation of the long

weekend with many runs and lavish (and liquid) dinners and receptions, brought the group together. So much so that a couple who were with the Bentley club, John and Jean Fruin, asked if they could join us for dinner as we seemed to be having such a good time and subsequently became long term members of FCCC.

Such was the success of the Jersey trip it was decided that we should organise another holiday the next year and so, in 2000, fourteen couples headed for Southern Ireland where members John and Mary Nicholson helped organise our visit. Memorable moments of this trip were heading over the Black Mountains in pouring rain with inches of slush on the road, visits to Waterford Crystal and our towing Bunny Lee-Smith's Healey 3000 onto the return ferry in the 1955 Sunbeam (we got into



French hotel—2001

Choosing a hotel was a lottery but we finished up at a fantastic walled 'manor house,' inland from Arramanches, which we will be revisiting on our 'away week' back to Normandy this June. This trip was full of memories, especially the presentation to me of a WW2 helmet, corporal's stripes and home-made rifle by Mike Cox (I was supposed to be in charge!), Graham Young's amusing antics and the placing of a wreath at the Bayeux cemetery by Jim Loveday, on behalf of FCCC - an act we have repeated at a war graves cemetery every time we have returned to France and Belgium.

We subsequently revisited France in 2003 when we went down to the Loire Valley and in 2006 we abandoned the classic cars and hired a coach to take us to Strasbourg, visiting the Schlumpf Museum and other sites in France, Germany and Switzerland (both trips organised by Bunny Lees-Smith). Whilst the museums were stunning most of us will never forget visiting the 'world's largest cuckoo clock' and dying with laughter over its cuckoo which more resembled a cross between a chicken and a dinosaur than a cuckoo! We returned to France in 2015 for a



France—2001

4th overdrive!) and Arthur Mallard's instant diagnosis of a broken rotor arm.

Our first visit over the channel (by 13 couples) was to Normandy in 2001 to visit the D-Day beaches and memorials.

memorable visit to the Somme battlefield where we laid a wreath on the grave of a recently identified and interred soldier from Canada, but who originated from the Cotswolds.



in 2008 the club visited Ypres and the WW1 battlefields. As with all these trips you become overwhelmed with the enormity of the conflict, the terrible conditions and the sacrifices made, none of which we must ever forget. I had previously arranged that we would lay our FCCC wreath at the Menin Gate on the Sunday evening but had no idea that this day was a special day in the country (Children's Day) and the Belgium Royal Family, represented by Princess Astrid, plus the Prime Minister and other dignitaries, would be present. Even more astonishing was that we were chosen to lay our wreath (by Nigel Stonier, who sadly died last year) immediately after the Princess and later to see our 'simple' FCCC offering lying next to the, much larger and ornate, royal wreath.

Our trip to Holland in 2010 was probably the most stressful as the hotel, traffic, roadworks and weather fought us all the

way. Through a friend I had also arranged for us to join a local car club for their annual classic rally around Utrecht. This turned out to be rather more 'formal' affair than we expected, with a very complicated route with directions which had a number of errors resulting in our being directed to turn into more than one canal! By lunchtime most of us has aborted our mission and retired to the bar!

Incidentally, in all our trips, coming back from Holland was the only time that one of our cars has not make it home on its own 4 wheels. Unfortunately Phil Hingston's little NSU, which had previously had electrical problems, but which we believed had been fixed, gave up the ghost on the way back to the ferry. Due to traffic etc, he was on his own so had to revert to the rescue services and a break down truck. We have at times had to revert to repairs, such as in Cornwall and



Ireland when Bunny Lees-Smith's Healey ate its rotor arms (many tinges!) and dynamo; in France when my Sunbeam's battery 'blew up' and in Ypres when my

Jaguar's SU float chamber punctured and laid down a stream of petrol exiting the hotel car park!

Due to my losing my way down to the Poole ferry on our way to Jersey in 1999 and almost ending up going to the Isle of Wight, there was a long standing joke amongst those who went on this trip as to 'when we were going to go to the Isle of Wight'. Well, in 2011 we eventually made



Isle of Wight— 2011

it and were taken back in time by this delightful 'island' visiting Osbourne House and many of the island's other attractions. Mike Cox also claimed to have sighted red squirrels!

The visit to the Isle of Arran in 2005 was chosen because FCCC member, Graham Young, had been brought up there and he had not been back for 'many a year'. Graham went with Charlie Todd in the Mk2 Jag which I now own and Charlie 'lent' Jill and myself his Ferrari 330GTC, a favour and trip I will never forget! The reason for Graham travelling in the Jag was that he needed the room for all the Arran memorabilia that he had collected over

the years, including a large scale model of an Arran Puffer cargo boat, which he presented to the local museum. Graham also told the story of one of his relatives who was the last person to be hanged on Arran for stealing a sheep!

In 2002 Bunny Lees-Smith organised our Cornish adventure based in Truro although his Healey almost did not make it, breaking down yards from the hotel – but with FCCC members pushing he eventually got there! In 2007 and 2012 Dave and Maureen Apperley organised our trips to Paignton in Devon and Bude in Cornwall. Whilst we were concerned about losing members in Paignton Zoo and Dartmoor Prison, all made it out, but the narrow roads almost defeated us with Bunny ruining two tyres on his XJ6. We also visited Widecombe Fair and had a memorable day at the RAF Davidstow museum.

For 2013 we used Scenic and Classic Car Tours to organise our visit to Northern Ireland. A bus tour around Belfast reminded us how recent the 'troubles' had been and how tensions are still there, plus a visit to the very impressive Titanic



Sandringham, Norfolk—2017

experience. Normally we are lucky with the weather but N. Ireland treated us to some pretty grey weather at times, especially along the world famous Atlantic Way where the mist rolled in and we could hardly see the car in front, let alone the scenery!

2014 saw the club back to England and in Derbyshire for a long weekend, organised by David and Liz Martin. The scenery in this part of England is certainly spectacular (when the mist and rain lifts!) and we had some memorable runs, especially around Derwent Reservoir where the Dam Busters practiced their low level flying.

tin and Jenny Howard directed us around

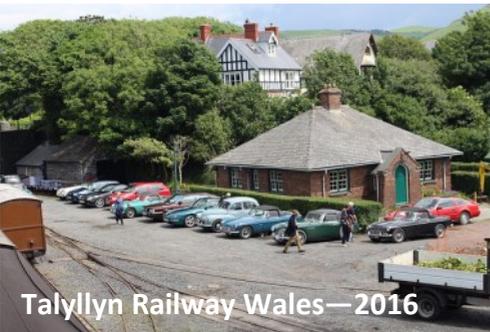


**2014
Crich Tram Museum, Derbyshire**

the Kent countryside, again with fabulous weather, visiting some fantastic houses and gardens including Chartwell and Hever Castle. However, we all decided that Kent could keep its narrow roads, poor surfaces and mad local drivers!

In addition to the above FCCC holidays, a group of us who are interested in motor sport have also regularly ventured to Le Mans, Spa, Angouleme and other events and as well as visiting Classic Car Shows in Paris, Essen and Antwerp.

We are now looking forward to our trip to Normandy in June (BREXIT allowing!) and if you have suggestions for future 'away weeks' please let us know and join the 'away team'!



Talylyn Railway Wales—2016

In 2016 Geoff Tebby organised our trip into Mid Wales. Although the weather was typically Welsh for the week we survived the damp (apart from Rob and June Bevan's MGC's distributor) amongst fantastic scenery exploring copper mines and steam railways. In 2017 we went to Norfolk in weather which was almost too hot, letting the train take the strain into Norwich and being dutifully awed by the splendour of Sandringham. In 2018 Mar-



Hever Castle, Kent—2018

PROTECTING YOUR VEHICLE FROM ETHANOL FUELS

Editor

A lot is presently being discussed about the effects of E5, let alone E10 fuels in our classic vehicles. I think we have all heard the horror stories of fibreglass fuel tanks being attacked by the ethanol and the possible effects on our cars carburettors, hoses etc. Also the effects of not using our vehicles during the winter months and the deterioration of the fuel, partly due to water absorption, and the consequent poor starting and running.

For me this 'came to a head' recently when I was warned by the BMW club to check the injection hoses on my 1972 3.0CSi. As someone used to fiddling with SU's and the like I had not paid much notice to the higher fuel pressure used with injection and the potentially frightening result if a hose deteriorated i.e. a pin hole appeared resulting in an engine fire. As I was taking out the injectors for cleaning I therefore decided to change all the hoses—12 in the engine bay alone! I already had some lengths of 8mm R6 hose which I recently used to replace hoses on the bikes, but was it OK for injection? A search of the internet led me to two useful sites; one is on www.volksbolts.com who have a very good article on ethanol effects, a chart of the various hose uses (part of which I have reproduced at the end of this article) and one of the few companies selling R9 hose which is what is needed for injected engines with their higher pressures. The other, which I reproduced below, is from Frost the motoring equipment suppliers. One of

their products has been approved by the FBHVC for use as an 'anti-ethanol' petrol additive, but I have also listed below the other additives which have been approved by the FBFVC.

- Ethomox—Frost. www.frost.co.uk
- VSPs Power Plus, VSPE & EPS—Miller Oils. www.milleroils.co.uk
- Ethanolmate—Flexolite. www.flexolite.co.uk

Another informative website is www.johnsmotorcyclenews.co.uk which lists other fuel additives.



The following explanation and advice is taken from the Frost website:

If you use petrol for your family car, classic car, boat, motorcycle, Quad, lawnmower, strimmer, rotavator, chainsaw, generator, pump or any other type of equipment that has a petrol engine, you need to know about Ethanol in your fuel.

What is Ethanol?

Ethanol, also called ethyl alcohol, pure alcohol, grain alcohol, or drinking alcohol, is a volatile, flammable, colourless liquid. Best known as the type of alcohol found in alcoholic beverages, it is also used in thermometers, as a solvent and as an alcohol fuel. In common usage, it is often

referred to simply as alcohol or spirits.

Where does it come from?

Ethanol is sustainable and domestically produced from renewable resources such as corn, grains and potatoes.

Why add Ethanol to Petrol?

Ethanol is good for our agricultural economy and helps us reduce our dependency on foreign petroleum products. On the "green" side they are aimed at improving air quality and reducing air pollution from fuel emissions (*Ed: but reports of de-forestation etc to grow the crops is of concern*)

What proportion of the fuel is Ethanol?

Permitted ethanol content in petrol is 5% (E5) and now 10% (E10) - *Ed: update to article*. However we are led to believe supermarket fuels may already have as much as 10% ethanol blended in. We



hear a 15% mix is on its way in the USA. (*Ed: now 20% in Europe*)

While this is good for the domestic farmer and our environment, Ethanol can cause serious problems to your engine and fuel system. Generally vehicles built after 1996 have been designed with Biofuels in mind, but earlier cars and engines with carburettors are going

to need help. What types of problems have been encountered?

1) Water accumulation in the fuel tank - Ethanol absorbs water from the air. The water condenses in the fuel tank and will pull the ethanol out of suspension with the petrol. This is bad news because it strips the octane out of the petrol, leaving you with a layer of octane-poor fuel on top and a water-ethanol layer mixture on the bottom. If this gets sucked into the combustion chamber, you will have poor starting and very rough running with potentially engine damage.

2) Deposit is likely to build up - Ethanol when mixed with water readily forms Gums in the fuel system much quicker than fuel without Ethanol. These Gums coat fuel system components including filters, carburettors, injectors, throttle plates and will then form varnish and carbon deposits in the intake, on valves, and in the combustion chamber.

3) Lower fuel mileage, Decreased performance and acceleration. Ethanol contains less chemical energy than petrol does, and this means less mileage for the driver. 3-5% drops in mileage are expected.

4) Corrosion of internal engine components - Water contamination may cause fuel system corrosion and severe deterioration.

5) Contaminants in fuel system - water, degraded rubber, plastic, fibreglass and rust may get drawn in.

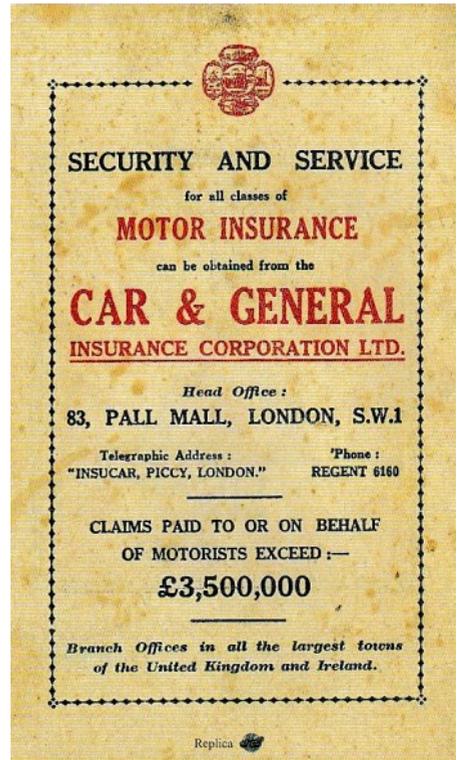
6) It could encourage microbial growth in fuel. Ethanol being organic and hygroscopic may allow the growth of fungus.

7) Short shelf life - as short as 90 days

8) Corrodes plastic and rubber - Ethanol is

a strong, aggressive solvent and will cause problems with rubber hoses, o-rings, seals, and gaskets. These problems are worse during extended storage when significant deterioration could take place. Hoses may delaminate, o-rings soften and break down, and fuel system components made from certain types of plastics could either soften or become hard and brittle, eventually failing. Fuel system components made from brass, copper, and aluminium may oxidize. The dissolved plastics and resins now in the fuel could end up in blocked fuel filters or gummy deposits.

9) Melts Fibreglass - bikes etc with fibre-glass fuel tanks can have structural failure as the Ethanol will break down and pick-up some of the materials the tanks are made from. Again this material, dissolved from the tank, can be carried through the fuel system and cause damage to carburettors, fuel injectors and can actually get into the combustion chambers.



R2	<i>Synthetic Rubber Tube And Cover Hose</i>	<i>Oil & Ozone Resistant</i>
R3	<i>Braided Reinforced Rubber Hose</i>	<i>Petrol, Oil & Water Resistant</i>
R5	<i>Wire Reinforced Rubber Hose</i>	<i>Oil & Ozone Resistant</i>
R6	<i>Low Pressure Synthetic Rubber Hose</i>	<i>Inner Resistant To Petrol, Diesel, Oil or Vapours Ozone & Heat Resistant Outer</i>
R7	<i>Low Pressure Synthetic Rubber Hose</i>	<i>Inner Resistant to Petrol, Diesel, Oil or Vapours, Ozone & Heat Resistant Outer</i>
R8	<i>Low Pressure Synthetic Rubber Hose</i>	<i>Inner Resistant to Petrol, Diesel, Oil or Vapours, Ozone & Heat Resistant Outer</i>
R9	<i>Fuel Injection Synthetic Rubber Hose</i>	<i>Inner Resistant to Chemical attack, Swelling, and Permeation by Gasoline, Oxidized ("Sour") Gasoline, Ethanol Extended Gasoline, Diesel Fuel, and Oil or Lubricants or Vapours. Oil, Ozone & Heat Resistant Outer</i>

THE STORY BEHIND MY CHENARD ET WALCKER CARS Bunny Lees-Smith

Most folk have never heard the name 'Chenard et Walcker' because it seems, for various reasons, that it has been one of the lost and forgotten French manufacturers. France, you will recall, was much earlier into making automobiles than Britain largely due to the anti car policy of the then UK government. On the continent however there was positive encouragement by the authorities in both the aircraft and automobile development industries and hence many more makes appeared, and disappeared.

The fact is that, in 'Chenards' case, the company did develop a huge manufacturing facility quite near to the centre of Paris, close to the Seine at the Comune of Genevilliers. But, in the period of recession just after the WW1, cash was short and the company could not afford enough money for the much needed development of manufacturing and they got left behind. However, I might add that before their demise they came first and second in the first 24 hour race at Le Mans and then nearly repeated the act in the second year.

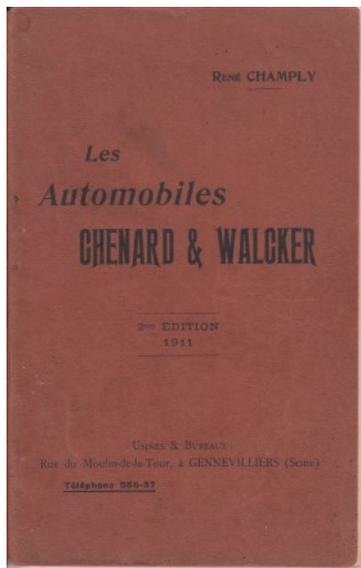
By any standards that we would recognise, they were of the level of Daimler, Wolseley or Vauxhall in their time; in other words a very good, high class, car for the professional user and in front of most when it came to racing or motorsport events.

Unfortunately, they made two bad mergers in trying to catch up and lost their way, ending up as part of the Peugeot

Company. From then on, during the 30's, Chenards were badge engineered Peugeots, but after the WW2 gradually disappeared from view.

So how did I acquire my unusual pair of Chenards?

Well, first my daughter Abigail went to work as a mechanic in a company (Rosso Racing) in Cirencester who serviced/maintained Ferraris. I decided that having seen what she was doing, I would like one of these super cars and having a little cash come to hand, this was an opportunity, so



a 308GTB was purchased. I must say it was a super car in all respects but had one drawback, it could be and was very quick. Result, I always enjoyed myself but eventually

my efforts came to a halt rather suddenly. A bit too suddenly for the car and me. Write off!!

What should one do next? I had only retired about 3 weeks before and was in hospital, my family were not impressed. Talk of silly old B—r!

It happened that in late 1985 I was walking past an estate agent in Cirencester and they were advertising an auction to be

held near Meysey Hampton. The lead item shown on the front of the catalogue was a partially restored 1912 car. Just the project I needed to quieten me down, so along to the auction I went and bought the Chenard.

Now, at that time I had not heard of this make, I had no idea of what I had bought and further more, I had no idea of how I would complete the restoration or for that matter how much I would have to spend. Still, the family were impressed in reverse and I gained a few brownie points.

The car turned out to have been the property of the late Ted Wooley (past Fairford garage owner) and his wife, Mary was the seller, although I had not met her before. *Ed: Mary later married John Nicholson and they were very active members of FCCC and now live in the Forest of Dean.* The restoration that Ted had carried out was to the chassis and steering and he had



Robert Haley and Abby working on the 1912 Chenard. Note Robert giving the instructions, emphasized with his finger!!

also had a chap make some of the bodywork and the wings. The wings were great but the bodywork had been gas welded aluminium and frankly was not very usable.

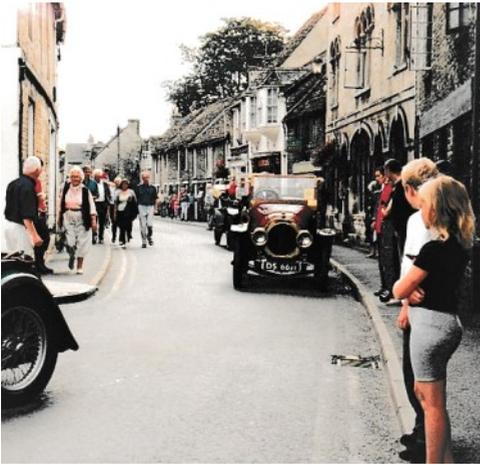
The car had been in the store room of a Belgian museum and apart from being very rusty it had had the back entirely removed to make it into a farm pickup. I had no idea of what it was supposed to look like. But, with the help of several days spent at the Museum Library at Beaulieu, lots of correspondence with some 3 French motoring writers, the Science museum and so on, I eventually came up with a design which fitted the old photograph's and the various sources of information.

The next problem was The Veteran Car Club of Great Britain. Their approval was essential otherwise they would not date the car and I would be unable to sell it at some time, or use it in any of their events. It would also be difficult if not impossible for it to be insured. Luckily I was able to use their library at Ashwell and two of their members spent some time with me and passed on a lot of knowledge. The Secretary of the club told me that they had to be very careful about certification because in many cases they were instrumental in valuations and court cases of around half a million or so. However, I gleaned that the most important part would be the type of paint I used! This had to be an oil based paint used by sign writers, the reason being that cellulose would not have been current at that point in time. 14 coats later!!!!

I did get a successful dating from the Veteran Car Club and a certificate was issued. Then the next step was the DVLA who refused a registration on the grounds that they did not recognise the manufacturer. Here I was stuck because the company no longer existed and it was French anyway (and we don't like them do we – *Ed: 'tongue in cheek' comment as this is a*

French edition of FC3!) and I had no proof of customs duties being paid on import. So this was becoming a bit of a battle.

Well, as my father would have said: “do not mess about with small arms – bring in the big guns right away”. By good fortune I happened to know Michael Worthington Williams, president and world secretary to the International Society for Vehicle Preservation and member of the Society of Automotive Historians. He took over



and shouted at the right people and it worked.

So in 1988 or thereabouts we were on the road, since when the car has covered a huge mileage in the UK and in France, Belgium, and Germany. In 1999 it lead the procession of 100 years of Chenard et Walcker cars down the Avenue des Champs Elysees from the Arc de Triomphe to the Place de la Concorde. All with police escort and a marching band! A woman police ‘person’ rode with us on the running board, stopping frequently to make sure traffic would not join the parade from the side roads because they had right of way. All went well until near

the end where, unfortunately, she fell off and only by the grace of God did I not run her over.

During the search for information I found a letter from Ted to a guy who lived just outside Maidstone who by chance had a similar car of 1915. This chap was ‘in the print’ so only was around on rare occasions having to work all nights. He arranged that a friend could show us (Robert Haley and I) the car. Naturally we took dozens of photos which were of course a great help and just as we were leaving he said we really ought to go and see an apple farmer about 10 miles away.

The farmer showed us a nice collection including a Daimler of about 1910 which was of royal parentage. Tucked away in the corner was a very tatty Chenard saloon which we understood had been left in an apple orchard in Belgium. This was to be restored and was for his wife to use.

We could not date the car at that time but we took a few photos for interest and left. About a couple of years later the farmer rang me at home and very guardedly said he had decided that he was selling the Daimler and the Chenard to finance an Aston Martin. Was I interested in buying the Chenard but not to tell his Wife as this rather expensive Aston car was a birthday present! To cut a long story short we agreed a suitable low price.

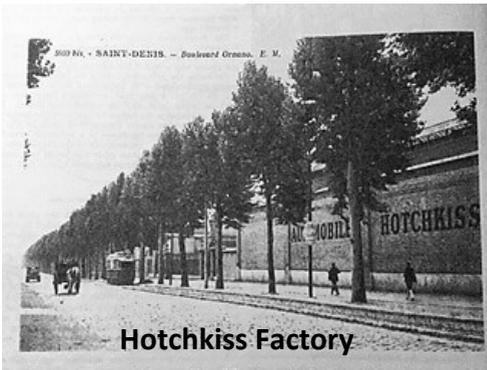
So there we are, except that this starts another story! Now time for bed, but we will continue the story in a future edition of FC3.

A HOTCHKISS—WHAT'S THAT?

Mike Scott

Many of you know that, when the mood takes me, I come to FCCC meetings in a Hotchkiss "Grand Sport" - a bit about the Manufacturer might be of interest.

The Hotchkiss family originated in Shropshire! One ambitious lad, a trained blacksmith, sailed to America in the late 18th Century and successfully established his business and family in New England. Work expanded into engineering and a factory was set up in Watertown, Connecticut. Benjamin Berkeley Hotchkiss (born 1826) became a skilled weaponry designer (having been apprenticed to Samuel Colt) who, seeing business potential in Europe, set up a factory in St. Denis, northern Paris, in 1867. Their definitive gas operated machine gun was widely used in the Great War.



1903 saw production of the first Hotchkiss car, a stylish 20 horsepower 4 cylinder, whose radiator badge depicts a pair of crossed cannons. After the Great War, Hotchkiss abandoned luxury - the new market was "le juste milieu" (the middle

of the road) perhaps for the bank manager and other professionals. By this time Hotchkiss had a charismatic British General Manager in Harry Ainsworth. The successful AM2 was a durable 4 cylinder



car which saw the Company through the 1920s - the 4 cylinder layout continued in many guises to the end.

But the definitive Hotchkiss came along in 1928 - the 3 litre, 6 cylinder AM80, whose robust motor was improved over time by Vincente Bertarione, ex- Talbot-Darracq. Handsome tourer and formal saloon bodies proved popular. A sporting image was built up. Many endurance speed records were taken, but rallies proved a real forte. A second place in the 1929 Paris-Nice was followed by winning the 1932 Monte Carlo, with a works entry driven by Maurice Vasselle, the first of six wins, the last being in 1950 with a 1939 car. By this time the engine boasted 3485 c.c. and the fastest cars managed 125 brake horsepower with higher compression ratio and better carburation. The production examples were true grands routières, marketed as "Grand Sport" models, with a top speed of 95m.p.h. They could out-accelerate Derby Bentleys and V-12 Lagondas and were great value

for money.

Post World War Two, economy cars prevailed. Hotchkiss tried hard to diversify and survive. The Company had acquired Amilcar and brought out the small Compound in 1938. The very advanced Hotchkiss-Gregoire, a flat-four front wheel drive 6 seater (think Jowett Javelin) went on sale in 1952, but demand had faded away. Car



AM80 - 1930

production ceased in the mid-1950s, although the Company continued with commercials and Jeeps until 1970. Perhaps all good things must come to an end....

And my own car? It's a 1938 short chassis 3.5 litre G.S.2, with a single twin-choke Stromberg carb, and "duo-servo" cable brakes (as they all had). So it goes and, surprisingly, it stops, remarkably well! One day, if the Editor will let me, I could tell you about my previous Hotchkiss, and why I had to buy this one....



1938 GS2 and Hotchkiss-Gregoire 1953

BIG CHEEKS

A grandson of slaves, a boy was born into a poor neighbourhood of New Orleans. His father abandoned the family when the child was an infant. His mother became a prostitute and the boy and his sister had to live with their grandmother. Early in life he proved to have a gift for music and with three other kids he sang in the streets of New Orleans. A Jewish family, Karnofsky, who had emigrated from Lithuania to the USA took pity on the 7-year-old boy and brought him into their home. Initially giving him 'work' in the house. There he remained in this Jewish family's home where, for the first time in his life, he was treated with kindness and tenderness.

When he went to bed, Mrs. Karnofsky sang to him a Russian lullaby that he would sing with her. Later, he learned to sing and play several Russian and Jewish songs.

Over time, this boy became the adopted son of this family. The Karnofskys gave him money to buy his first musical instrument; as was the custom in the Jewish families. Later, when he became a professional musician and composer, he used these Jewish melodies in compositions.

The little black boy grew up and wrote a book about this Jewish family who had adopted him in 1907. In memory of this family and until the end of his life, he wore a Star of David and said that in this family, he had learned "how to live real life and determination.

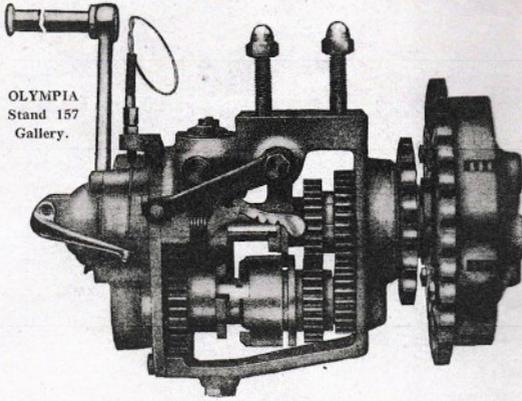
You might recognize his name. This little boy was called: Louis "Satchmo" Armstrong. Louis Armstrong proudly spoke fluent Yiddish! And "Satchmo" is Yiddish for "Big Cheeks"!

CHRISTMAS DINNER—2018



Photos: Keith Handley

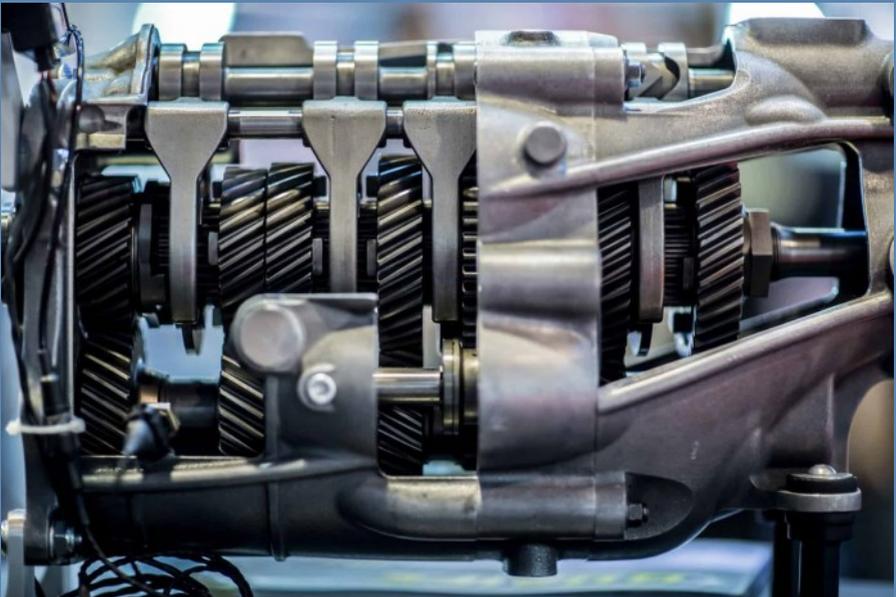
BURMAN GEARS



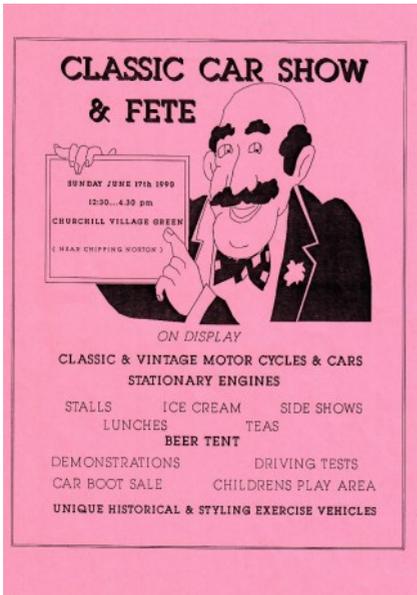
OLYMPIA
Stand 157
Gallery.

— SPEED —

In almost 100yrs gearbox design may have advanced considerably but the principles are the same, as seen from the picture of the 1926 Burman Box (above) compared with the modern Quaife manual box (below).



that year. To boost numbers I had joined a recently formed car club, the **Fairford Classic Car Club** who have attended every car show ever since, starting off with eleven members attending including Barry Cooper in his Gilbern. At that time I



thought Barry was an American as he arrived wearing a baseball cap and impressive driving gloves! In 2018 the FCCC fielded an impressive thirty five cars. The club is always located around the fountain – their favourite spot.

For the first show I had aluminium plates made with numbers stuck on them and we pegged out the car positions for fifty cars, hoping for some late entries. Each space was marked out with the numbered plate. As the show grew in size this was abandoned as they were the cause of severe congestion on the field and roads

as car owners were not able to find their location quickly, especially after Robin Woodcock, the local steam car and agricultural equipment enthusiast, succeeded in flattening them all when he drove his tractor across the field!

The Cavalcade's main feature was a run around the locality led by Tim Holloway on his motorcycle leading a procession of about 30 cars. He had mapped out the route, briefed everyone to turn LEFT at the war memorial, go past the church to Sarsden and head for the Langston Home where some of the residents would be sat outside to see the cars go by. We then were to head back to the show-ground along Kingham Road. The only fly in the ointment was that Tim, ignoring his own instructions, turned RIGHT at the war memorial and went of on a solo run only managing to catch up the main contingent as it re-entered Churchill!

The other bit of entertainment the show provided was a skills test where the driver, from a start line, would instruct the marshal to set poles to the estimated width of the car he was driving, he then had to reverse into a straw bale garage. The distances from these obstacles were recorded and added up. The driver then had to drive through a zig-zag of plastic cones without making contact [ten penalty points if he did] and the driver with the lowest total measurement and quickest time was declared the winner. Robert Hayley and Bunny would attack this with

OXFORD MAIL, Saturday, June 16, 1990-7

Rare car on display

A TRIUMPH Lynx prototype, a stretched version of the Triumph TR7 sports car, will be making its second-ever public appearance this weekend.

The sports car goes on display at the Classic Car Show in Churchill, near Chipping Norton, this Sunday.

Mr Dave Chambers, organiser of the show, said there are only two Lynxes in existence, because production was scrapped by British Leyland after industrial problems.

COTSWOLD STANDARD, WEDNESDAY, JUNE 13, 1990

If you missed it at the National Car show then see

THE TRIUMPH LYNX

(subject to weather conditions) at

Churchill Classic Car Show

(on the B4450 near Chipping Norton)

12.30 Sunday 17th June on The Village Green

Stalls, beer tent, lunches, teas, ice-creams, motorcycles, engines, bouncing castle, displays etc

Advert sponsored by Wesleysire Industrial Services

OXFORD MAIL, Monday, June 18, 1990-7

Classic cars go on show



FAMOUS motoring names sparkled in the sunshine yesterday as proud owners and their cherished four-wheeled friends gathered in Churchill, near Chipping Norton, for a Classic Car Show in aid of charity.

The 70 cars ranged from a 1911 Hummobile to the unique Triumph Lynx of the late 1980s, pictured above with event organiser Dave Chambers and visitor Victoria Cruise, 13.

car boot sale in and I used my influence to get the one and only Triumph Lynx from British Motor Heritage. By now we had gone up to 70 exhibitors

By 1998 the numbers had gone up to 390 and we had an MG special competition car displayed by the British Motor Industry Heritage Trust.

During that year we had an Arrows F1 car on display and Sir Anthony Bamford's Ferrari 250 GTO. Keith Gowing joined the committee. Keith had the unenviable task of being locked up in the small room in the village hall receiving and sitting on the money as it came in. Whereas in previous years Maurice would lock the takings in the boot of his car and sit on the lid, the revenue stream was now so large Keith had to find the more secure facility. Poor Roland Cherry with the help of the ATC worked in splendid isolation managing the car parking as at that time we only occupied the one field. In 2000 we had gone up to 400 exhibitors.

For the 1992 Classic Car Show & Fete The star exhibit this time was the Goldie Gardener land speed record holder of 1952, the MG 135.

In 1994 we had MG EX181 Record Car. The last of the MG record cars was also the most spectacular and fastest, being driven by Stirling Moss and later Phil Hill to speeds over 250 mph. This was achieved with a supercharged version of the 1.5 litre MGA Twin Cam engine

relish.

After this show it was decided to separate the Village Event Committee from the Fund Raising committee and concentrate on the Car Show and village event as the prime source of fund raising and so for 1990 we had marked out spaces for 60 cars and tractors. Tim Holloway did the judging for best car and best stationary engine. We even managed to squeeze a



mounted low down behind the driver in an impeccably streamlined teardrop shape. This was the work of MG's great designer Syd Enever.

For 1998 the car show became a stand alone event and the Fete was to be held each alternate year. That year I got hold of the MGF pre production car which I picked up from Silverstone where it was carrying out test and endurance runs. At the main entrance I stopped the car & took off my jacket and placed it in the boot putting the car keys on top of my coat. Suddenly I heard a loud German voice over my shoulder " Is Zis Ze new MG I have heard about?" at the same time he slammed down the trunk lid. This meant I was stranded as the car keys along with my jacket were locked in the boot in a car that was not finessed for public use and I was unable to get in. Phoning the AA they came out pretty quickly but the transporter they had did not give enough clearance to get the car up the ramps. A further problem was the steering was locked with

a slight left turn which meant that the car could be pushed so far and the front then "bounced" to get it in the required direction. The same process was required when we unloaded back at the show in Churchill but unfortunately during this manhandling the front wing got bent as we tried to lift the car!. It was eventually positioned in the marquee with the bent panel tight against the canvas wall and away from prying eyes. To go with the MG I had also got hold of a Benneton F1 car driven by Alesi to put in the marquee.

That year we got 387 entries and a fantastic 32 sponsors. Entry fee this year was £3.

For 2000 the Marquee contained an Arrows F1 car, 1904 Darracq and Sir Anthony Bamford's C Type Jaguar. This car still has the Churchill car show brass plate stuck to its dashboard.

2002 saw the last of the Rover Group vehicles on display – THE MG Extreme. This car was not intended for series production. It was powered by the MG Le Mans XP development engine and was the main

attraction amongst the 440 cars displayed. This time we managed to get Robin Woodcock's steam car friends to co-ordinate their annual rally with ours and the lovely aroma of hot oil and steam pervaded over the showground. We broke the 400 barrier with entries!

In 2004 we had on display a Williams F1 car that had been driven by Michael Schumacher plus a Healey 3000 that had been driven in the RAC Rally by Timo Makinen, but the highlight of the show was a fly past of a group of ancient light aircraft arranged by Peter Crudge who armed with all of the relevant information gave a running commentary as they passed overhead. Unfortunately they were so slow moving that they took almost a quarter of an hour to go past from first sighting which meant that Pete had run out of information and had to resort to doing a report on the weather and describing any bird that happened to be flying by.

This show raised £9,000.

In 2008 the number of entrants started to creep up to around the 500 mark and so with the stalls etc. it was decided that we would have additional parking in the adjacent field – more work for Roland and the ATC.

For 2010, by using the space between Well End and the church, space for 550 vehicles was found. With this capacity we managed to attract over 5,000 members of the public, took £50,000 and after expenses distributed £38,000 to the charities and good causes that helped on the day.

By 2018 we managed to squeeze in 575 exhibitors and around 5,000 visitors!

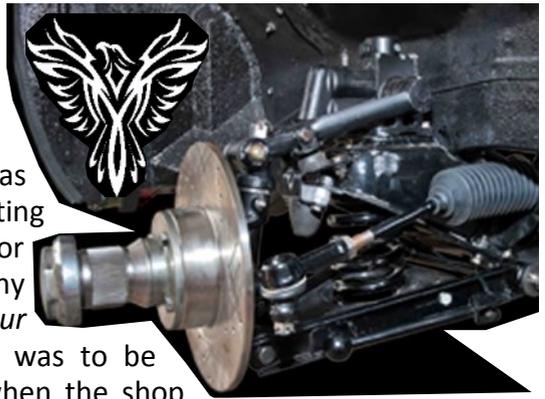
Ed: I know that all in the FCCC congratulate David on the great job he has done organising the best classic show in the region. If FCCC has a 'home' show, Churchill it is!



The Little Great White

Episode VI - July to December 2018

The last time you saw him, LGW was just getting back on his feet and getting ready to head off to the paint shop for a bit of blocking, and a coat of shiny white (*couldn't be any other colour could he?*). The painting program was to be completed by the end of August when the shop changed ownership. A few panel fitting challenges and the understandable business priority of fixing dings in soccer-mom cars which pays the bills, meant he didn't get home until the end of October. While he was away, I refurbished the engine and transmission



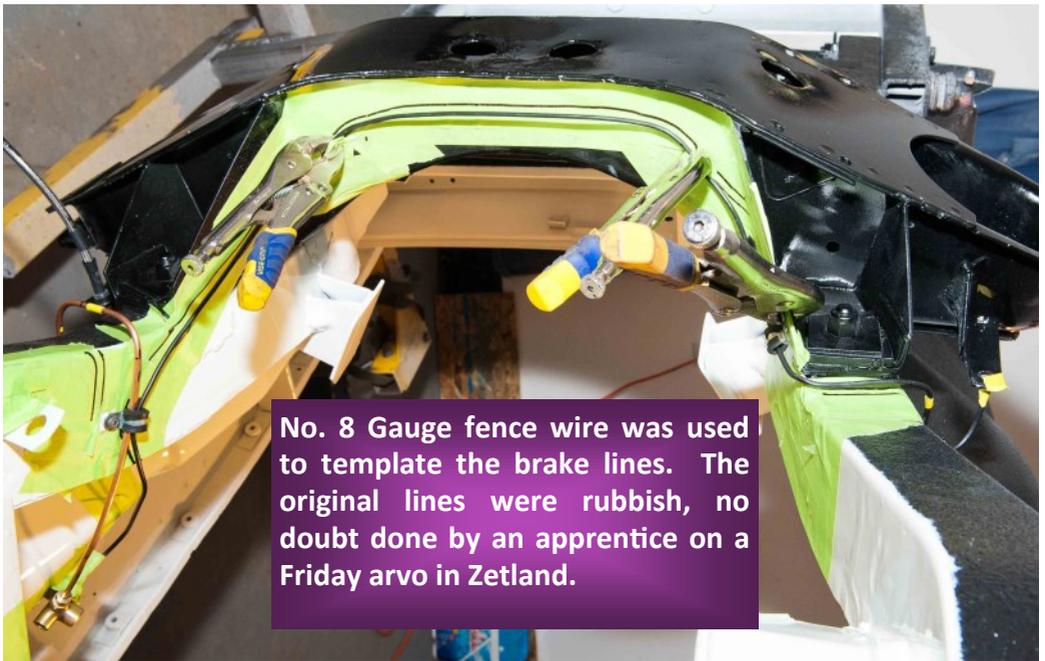
though I did not pull them apart completely. I had rebuilt both 12 years ago so they are in pretty good nic.



Back home and white again.

The cunning plan was to have these back in the car in early autumn along with many of the other bits and pieces such as the exhaust system, cooling system, wiring loom,





No. 8 Gauge fence wire was used to template the brake lines. The original lines were rubbish, no doubt done by an apprentice on a Friday arvo in Zetland.

glass, peripherals and the like before it got too cold to work in the garage.

After life's regular time demands, the two month schedule slip with the painting and a large religious festival, January sees me with a pristine white shell on wheel dollies in the garage, a sparkling engine and transmission beside him and heaps of refurbished or new parts waiting on the shelves. It is simply too cold to work out there now so not much assembly will happen before April.

What has happened is the shift of many tools and workshop equipment to the basement where it is nice and warm. I convinced Pam to help me drag a couple of large tool chests down there though I

It was good to find an original Lockheed brake calliper kit with bolts on FleaBay.

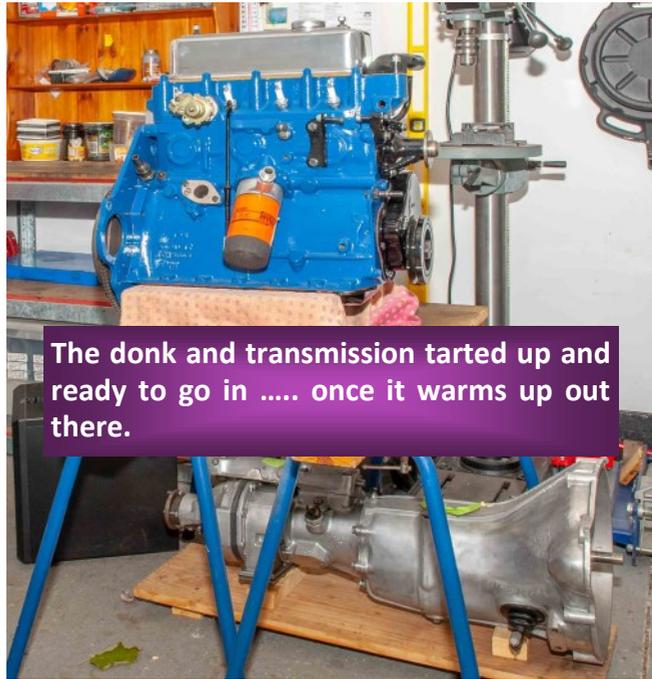


there though I

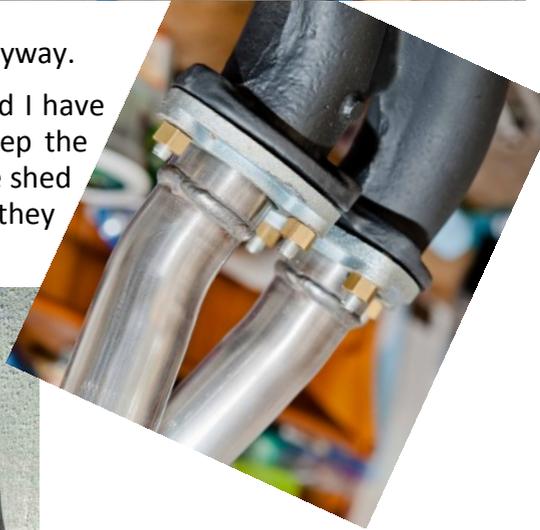


stopped short of even daring to suggest my air compressor; that might have been pushing my luck. I've gotten on with rebuilding the brake callipers (*and yes, I have split them, no worries*) and I will give the alternator a going over too. Do you think that would look cool plated in Ford Blue? I'll take the doors down there and get the glass back in 'em. There is still a bit of outsourcing to do – powder coating the grill, roll-bar and dash, and refurbishing the Minilites. I've started researching which tyres will go on in the Spring as the current Yokos are past their "use by" and not made anymore anyway.

The assembly should go quickly enuf and I have plenty of critters on the property to keep the gremlins in line. My skunk lives under the shed so I can always put him on the case if they act up.



The donk and transmission tarted up and ready to go in once it warms up out there.



Hope I don't forget to put all the appropriate fluids back in as I get ready to hit the road in early Summer. Stay tuned for **Episode VII**. (*Star Wars* has completed eight so far)

Dave Barton
January 2019



MY CITROEN TRACTION AVANT—Part 1

Ralph Morgan

This year marks the centenary of the foundation of the Citroën car company, so this is perhaps a good time to write about my Citroën Traction Avant, or Light 15.

When I was very young and we lived in north London, our next-door neighbour had a black Citroën Traction Avant. Even though I was too young to understand much about cars, this seemed so much more glamorous than my dad's Austin Cambridge and the other fairly mundane English cars parked in the neighbours' drives. Without realising it at the time, I probably promised myself that I would own one sometime.

Moving on to my teenage years, I had a ride in a Lotus 7, which definitely made me want to have one of *those* at some time.



Car as bought

This was reinforced by a trip to Le Mans in 1988 with an old school friend in his 7, but that's another story ...

As I grew older, I revived my interest in the Traction Avant, and would often spot them in the car parks at classic motorsport events, car shows, and the like, boring my wife Chris and anyone else about them. I

had by then realised how significant they were in terms of automotive development, as well as still looking, in my mind, far more glamorous than most cars of that period. Having by then satisfied my aim to own a Lotus 7, I promised myself that I would also own a Light 15 sometime. Our son even bought me a book about them a few years ago in the hope that it would encourage me to bring this dream to fruition.

At this stage, it's probably worth summarising the history of the car and the reasons for it being such a significant vehicle. Designed in the early 1930s under the close guidance of André Citroën himself by a young ex-Renault engineer André Lefèbre and an Italian designer Flaminio Bertoni, who would go on to work together again on the radical DS of the mid 1950s, the model was launched in 1934. Shortly after this, the company ran into severe financial difficulties, due to a large extent to the many technical problems while developing the car and to the costly manufacturing processes that its complex design entailed. Since the car had also been launched somewhat prematurely, further heavy costs were incurred by the many warranty claims from early customers. André Citroën died a broken man in 1935 shortly after the company's main creditor Michelin had taken control of the firm he had created.

The car incorporated a number of advanced design elements including:

- Monocoque body with no separate chassis
- Front wheel drive and rack and pinion steering
- Independent suspension with torsion bars and telescopic dampers
- Hydraulic brakes and radial tyres

Several of these, for example front wheel drive, had been seen in earlier cars from the more innovative manufacturers in the USA and England such as Cord and Alvis, but no car had, until then, included such a range of features. Compared with the great majority of vehicles on the market at the time, the Traction Avant was therefore quite revolutionary and introduced levels of interior space, ride quality, han-



dling and road holding that had not been available before in a family saloon. Its relatively light weight, resulting from the lack of a separate chassis, also gave it an unusually good level of performance for a saloon car of the time. All of these design elements are now commonplace on modern cars of course. The only modern feature that is missing from the Traction Avant is power steering, which would be a great asset given the heavy steering and huge turning circle of the car!

Soon after the car's launch in France, manufacture began in the Slough factory established by Citroën in 1926, at which time it was the largest car plant in Britain. Production continued in France and Britain, as well as Belgium, with only a break of a few years during World War 2. A total of around 760,000 were produced over this period, including a small number of

convertibles, coupés and other variants. Of these, about 26,000 were built in Slough.

My car was built at Slough in 1951, the year I was born, and exported to New Zealand, before being reimported to the UK in 1999. New Zealand was a major market for Slough built cars, along with Australia and South Africa. It was difficult to sell French built cars in these markets so this gave the company significant extra sales volumes, and also helped generate much needed foreign income for Britain, still struggling after the war. Like all Slough built cars, it differs from French built vehicles in having right hand drive, of course, but also leather upholstery, wooden dashboard and trim, and better instrumentation. This put it into competition with makes such as Riley, Wolseley and Jowett. At a retail price of around £1,000 in 1951, it would have been a couple of hundred pounds more expensive than a Ford Zephyr or Standard Vanguard of the time.

In contrast, French built cars had more utilitarian interiors pitching them against mainstream Renault and Peugeot competitors.

You would think from all this background information that my decision to purchase one of these cars was based on extensive research of the market, travelling miles around the country in search of the perfect example, before deciding to buy it. However, apart from having a pretty good understanding of what to look for in a car, in terms of weak points, possible modern replacement parts, model types and other basic information I did none of this.

A chance conversation over lunch with some old friends led to them introducing

me to a friend of theirs who had one for sale in Wallingford, so I went to see it with a car enthusiast friend who lives in that area. Since the car had been standing on their drive unused for a couple of years the brakes had pretty much seized on, so I was unable to take it for a test run. However it did start easily and ran reasonable smoothly, and was driven slowly up and down the owner's drive. It looked to be in sound basic condition despite some scruffy bodywork such as rusted front wings and loose filler from a repair on the scuttle; had a number of modern replacement parts such as drive shafts and dampers; appeared to have been retrimmed fairly recently; and had the usual things you look for in a used car such as four good tyres and a new looking exhaust system. It also had an MOT certificate from 2013, the last year that cars of this age needed one. So a price (£3,500) was agreed, the deal was done, and a flat bed truck driver was organised to bring it home in May 2015.

The starter motor failed during our attempts to drive the car onto the truck, so that was the first job to tackle. Unfortunately, a previous owner had tack welded the engine mount fixing bolts to the chassis so instead of this being a relatively simple task I had to take out the engine and transmission unit to enable the starter motor to be removed. At this stage it became clear that the spares support for the car, through the Traction Owners' Club, is fantastic. Apart from an exchange starter motor everything from a humble oil seal to a major mechanical component such as a reconditioned gearbox, together with almost all body and trim sections, is available from their spares service which is run, as so many of these things are, by a volun-

teer from his premises near Chichester. Along with supplies of spares, technical help is also freely available both from this spares organiser and other members of the club.

So, with the help of a couple of friends at times, the engine came out and the starter motor was replaced. That simple phrase of course hides many hours of work, as virtually the whole front end of the car had to be dismantled. While the engine was out, other small jobs were done such as replacing



drive shaft oil seals and steering rack gaiters. The engine bay and other areas were also given a coat of paint, as was the engine itself, and the hollow front chassis members sprayed with Waxoyl.

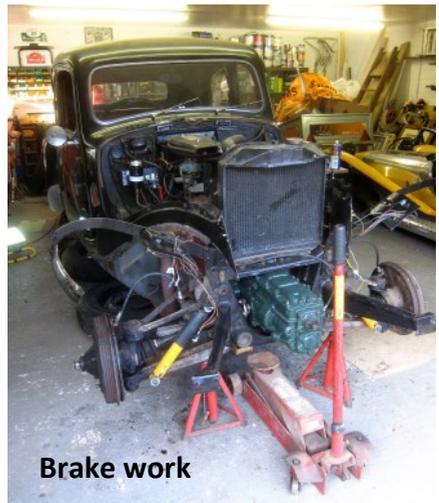
Once the engine was back in place, the carburettor overhauled with new seals and jets, and a new ignition coil, HT leads and spark plugs fitted, attention turned to the seized brakes. Again with the occasional help from a couple of willing friends, the whole system was stripped down and all wheel cylinders, the master cylinder and all flexible hoses were replaced. The shoes appeared to have been recently replaced and were in good condition, as were the

drums. However it was clear that the front drive shafts had been moving slightly inside the hubs where they transmit drive (by friction only between two conical surfaces), which looked like a problem. With new drive shafts costing about £500 each, and new drums a similar figure, I was reluctant to do the obvious thing and replace everything so sought the advice of the Owners' Club. It was suggested that if I tightened the hubs up to the proper torque (an enormous 250 lb.ft.), which they didn't seem to have been tightened to before, I would probably "get away with it" so that's what I did. Time would tell...

The final stage of this work was the refurbishment of the bodywork, or at least the main areas that needed attention namely the front wings and the scuttle, and a couple of small holes I'd discovered in one sill. I was fortunate to have found a small local body shop that had recently done an excellent job on the rear wings of our MX5, and they did an equally excellent job on the Citroën at a very fair price.

At an early stage it was clear that the wiring was in a chaotic state, with an earlier effort to rewire parts of the car having left old cables in place. Other cables were run singly or in loose groups, with no real loom. Some areas were a real "birds' nest", especially under the dash. However, at this stage I was more concerned to make the car roadworthy and drive it so, once I had made sure that all the electrical items worked, I decided to leave the re-wiring for another day. I did fit a new "period style" battery though, in place of the rather ugly and inappropriate modern Halford's item the previous owner had fitted.

The car was eventually roadworthy at the end of 2017 after many hours work, and around £2,000 spent on top of the original purchase price. At times I wondered if the effort and cost was worthwhile, and whether I should have bought a car in better condition. Also, probably in common with everyone else who has undertaken the restoration or refurbishment of an old car, I felt like giving up sometimes. There were periods of several weeks dur-



ing which I did very little on it, but then a good session with the help and encouragement of a willing friend would result in significant progress and revived interest in the project.

The next stage was of course to drive it for a while. This takes us conveniently to the second part of this article, to follow in a later edition of FC3.

MEN AND THEIR SHEDS—3

You can't have enough!

Rob Bevan

There is a theory that a man is not a man without a shed! Over the years I have been blessed with several different sheds, every time I move I need another one! I think my ultimate shed was back in the 90's a massive 200 x 50 feet wooden structure over two floors and 20 acres to play in. Unfortunately Maggie's recession came along and we were forced to sell to keep one step ahead of the bailiffs. When the dust had settled we went to a small cottage and rented an industrial unit to pursue the motor trade and various motor sports. About this time a tip off led me to RAF Credenhill, Hereford, where they were dismantling large wooden barrack huts consisting of pitch pine timber panels perfect for sheds, these panels lasted me for years building various accommodation for my growing collection of vintage tractors. I finally saw sense got rid of the tractors and returned to my true love of classic cars and motorcycles.



Rob's bike shop

A trip to the Forest of Dean to purchase a BMW one Sunday morning resulted in

the purchase of not only said BMW, but also the garage premises, yard and buildings!! So to raise funds I was forced to sell my prized Manx Norton and a few other of my bike collection. Upon my retirement we leased out the garage and moved to Wales to build our dream home, split level with a huge garage/



Alfa is a goer — or not!

workshop underneath, so no need for a shed!! Unfortunately, right house wrong location, so a move to our present modest bungalow, but not a shed on the property, but it did have a nice double garage to house my MGC and the family MX5. A trip to the salvage yard produced a collection of timber partitions ideal for sheds and a car port! So I could therefore build a big shed for vintage bike, spares (lots) and a potting shed for the wife.

Now, with a new addition to the family, an Alfa-Romeo Spider, we needed more garage space so a further double garage has been built. But not without a few hiccups as an errant roofing timber destroyed the windscreen of the Alfa and the Beast from the East tried to collapse the roof. We are not moving again, no more garages or sheds, I think I'm cured—but there is that summerhouse in the corner I have been promising the wife for the last 20 years!!!



YOUR COMMITTEE

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The Motor Cycle, October 7th, 1926.

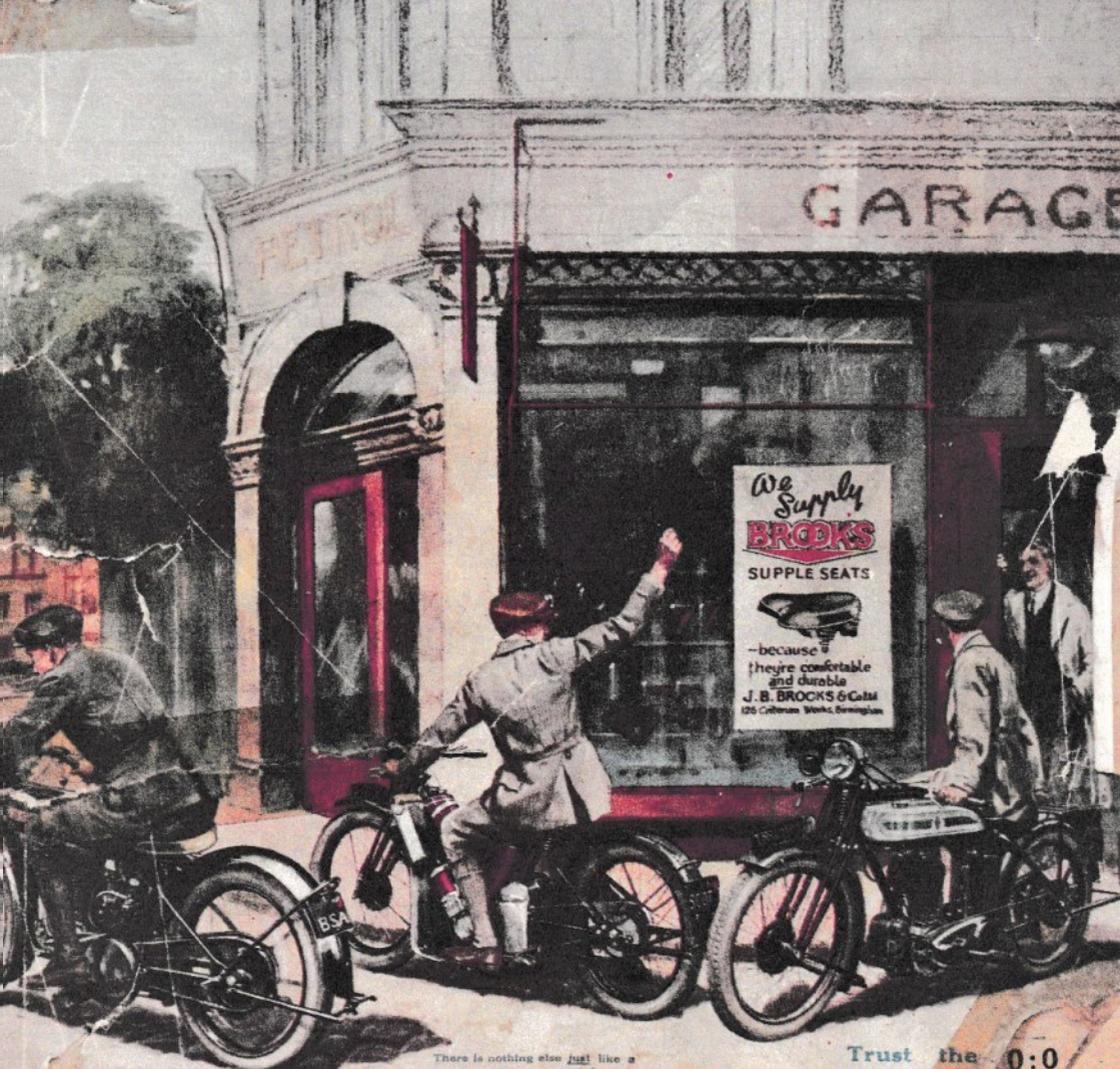
SHOW REPORT (Second Special Show Number)

3^D

THE MOTOR CYCLE

Thursday, October 7th, 1926.

No. 1,226. Vol. 37.



the way
at B.S.A

There is nothing else just like a

Scott

It "purrs" it glides
It starts with care-free ease!

Trust the 0:0

TRIUMPH

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