

FC3

The Magazine of the Fairford Classic Car Club



WINTER EDITION
January 2013

WHAT'S ON

The Committee has a number of events in the planning stage. Keep on eye out for the Newsletters.

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

FCCC	WHEN	WHAT	WHERE	WHO
	9-10 February Saturday - Sunday	Great Western Autojumble http://www.bccsl.co.uk/	Shepton Mallet Bristol	info
	17 February Sunday	MG Show and Spares Day	Stoneleigh Park Coventry	info
➡	20 February Thursday	St Valentine's Day Run (Ring Barry by 17 Feb)	Details TBA	Barry Cooper 01285 851 821
	22-24 February Friday - Saturday	Race Retro Show	Stoneleigh Park Coventry	info
	1 April Monday	Castle Combe Easter Car Races	Castle Combe	info
	7 April Sunday	Prescott Bike Festival	Prescott	info
	14 April Sunday	Corinium Run	Cirencester	Bunny Lees-Smith 01666 577 275
	20 April Saturday	FCCC Founders Day		info
	20-21 April Saturday - Sunday	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 Page 19	Mike Scott 01285 760 315
➡	1 June Saturday	Hunters Fete	Cirencester	Malcolm Cutler 01285 712 173



Winter will be with us for a little while yet. We'll just have to grin and bear it.

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FAIRFORD CLASSIC CAR CLUB

Member of the Federation of British Historic Vehicle Clubs

Quarterly Magazine FC3

Winter 2013



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Front Cover

Valerie Bowley's *Mini Traveller* with a **Cooper S** engine and Tony & Trish Picking's *Jaguar XK8*.

Centrefold

Andrea Bennett rides to her wedding in Dad's 1954 MG TF

Back Cover

A *Triumph GT6 Mk II* in winter camouflage against the hoar frost on the Cotswold on 18 December 2012.

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

"The publications revitalized my interest" said Mike Scott at our Christmas Lunch. A club's media, be it a newsletter, magazine, website or photo site, is a life blood that sustains the enthusiasm and enjoyment of the members. The publications should be relevant, timely, interesting, well written and smartly presented. They are also the face of a club to the outside world and important for attracting new members. Malcolm draws our attention to such a challenge. Our current mode seems popular and is saving us money. Sustaining our Club media is a topic I shall address in future issues.

Until recently, it was a wet more than a white winter so we've tried to add a bit of the latter in this issue (and have some fun doing so). Though a quiet time for classic cars, we stayed active. The Skittles, Xmas Blues Run, Sunday Lunch Run and our Annual Dinner were well attended and, as always, lots of fun. Our resident writers kept their pencils sharp and we hope you enjoy Bunny putting a damper on things.

Check the anti-freeze, rug up when the hood is down and motor on. And wish for an early spring.

Dave

FROM THE CHAIR

Malcolm Cutler

As 2012 flows into the past, 2013 swims up to meet us, making me wonder whether we should be involved in Classic Boats rather than cars and motorbikes! What a year! Even the FCCC weather gods failed to bring out much sun this past year although, unlike some clubs, we thankfully did not have to cancel any events. In fact, we were very lucky in either choosing the right day, when the next day was a wash out e.g. Bunny's excellent Xmas run and a couple of Barry's lunch runs, or the right time when we held the annual FCCC week away in Devon and Cornwall. This also held true for our 25th anniversary celebrations at the Royal Agricultural College in Cirencester, where the weather, although dull, allowed us to put on a good display of classics, both in the car park and around the dinner tables! Let's just hope that 2013 will signal a return to normal FCCC sunshine for our events.

2012 has been a difficult year for many car clubs, especially those which have either not faced up to the changing needs of their members, or due to the deteriorating financial situation in the world. It was therefore comforting to hear Ron Barker's affirmation, at the 25th anniversary dinner, that he felt the club had the right 'formula' of events and particularly ensuring that our members come first, with our cars being the catalyst

that brings us all together. I therefore believe that our challenge this year is to ensure that we get this message i.e. that we are not '*just like any other old classic car club*', over to a wider audience. We have started this with the revised website, but over the next year we need to continue to find ways of attracting new members. At the moment we have just over 80 members, down from a peak of close to 100. It is not that we want to grow the club too much; it is that we need sufficient numbers to enable us to afford to continue with the Newsletters and Magazine, as well as other 'services' and above all, attract new members who will appreciate the friendship and events that the club can offer them. As a committee we will be looking to develop some new 'marketing' ideas over the next year, but if anyone has any ideas or suggestions, please let us know.

On behalf of your committee Jill and I would therefore like to wish you all a Happy, Safe and Successful New Year and look forward to meeting you on a "sunny road" in 2013.

– *Malcolm*



Audrey Loveday

2012 also ended on a sad note with the news of the death of Audrey Loveday on Christmas day. As many of you will know, Audrey has suffered from severe deterioration of her eyesight over a number of years and since Jim's death has not enjoyed good health. However, she managed to continue to live at home until moving into Ashley House Nursing Home, in Cirencester, only two weeks before Christmas. Jim was a founding member of the Cirencester Car Club and he and Audrey were very early members of the FCCC, becoming staunch supporters of the club. I can only describe Audrey as a 'lovely lady' and she will be sorely missed by all of us.

The only topless here is the cars!

PAGE 3

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

Hilary & John Ockendon

My life began quietly in 1965. I spent two years in a showroom before being bought and driven to Scotland. I don't remember much of that but ended up in a garage in Oxfordshire. In 1969 I was bought by a young couple who had recently married. I replaced their rusting Jaguar XK150. They drove me the way I like, all over the country and we regularly attended car shows

where I was always admired for my looks and performance. I attribute my longevity to their excellent care with regular and thorough services .

We moved to Southrop and I spent a lot of time on the A40 as my owners worked in Oxford. I remember a baby in a carrycot on the back seat but as she grew up another car appeared (a relatively staid MG Magnette ZB) and I spent more time in the garage – only coming out for special events. One was always the Fairford Traction Engine Rally (attended every one since 1972). I am devastated that this event may not be held again. I'm even thinking of writing to the paper in protest – an unprecedented move for me.

I used to feel dowdy beside other Tigers with their flared arches and bumps in their bonnets. But I was allowed to grow old gracefully without any facelifts, rebored, or alloy wheels and now I am increasingly admired and even received a third prize at the Sunbeam Tiger Owners Club event at Blenheim in 2010 for my extreme originality!

I still belong to the same couple and I hope to continue running around the Cotswolds – when the weather is suitable - and to celebrate my 50th birthday before long.



Sunbeam Tiger

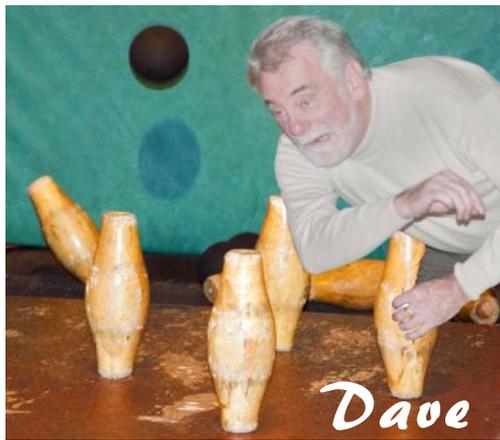
The Thames at Lechlade started 2013 a little on the wide side.



Annual Skittles Match

It was 31 October and all who had gathered together for the night were expectant of an exciting evening ahead. No it wasn't a Halloween party; it was the Annual Skittles Match. Everybody got there early and had a stiff drink to settle the nerves (that's the ladies of course). The men, because they were driving, were drinking Coke to settle pre-match nerves. So spot-on 7:30 the first bowl was bowled and the game was on. At the end of the Titanic struggle Ken Hinton came out victor in the men's singles thereby making up for last year's mishap. The ladies' was won by Jackie Hinton who obviously took encouragement from Ken and managed to finish 1 point in front of Margret Tebby. The doubles was won by Jill and Malcolm Cutler whom I suspect managed to see the prize and were determined to win as it would keep them in chocolates over Christmas.

Following an excellent meal, it was time for the main event of the evening – Men vs Ladies. No prizes. Just honour. (And on a feeding note, apologies to the two men who, being last in the queue had to wait for



Dave

another batch of chips to be cooked – sorry - had a word with the manager – it won't happen again.)

The men got off to a flying start and at the halfway, were 4 points in the lead. The ladies responded and drew level at 75 points each. The men gritted teeth and though I say it myself, bowled magnificently and ran out the winners by 3 points. The men applauded the ladies on the fine effort though in fairness it should be said that the girls had a couple of "walking wounded". Janice had to bowl left handed and she insisted (ordered) that I also bowl left handed to even

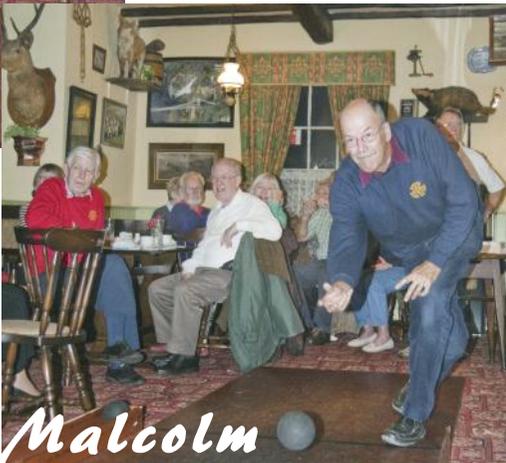
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Carol



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Malcolm

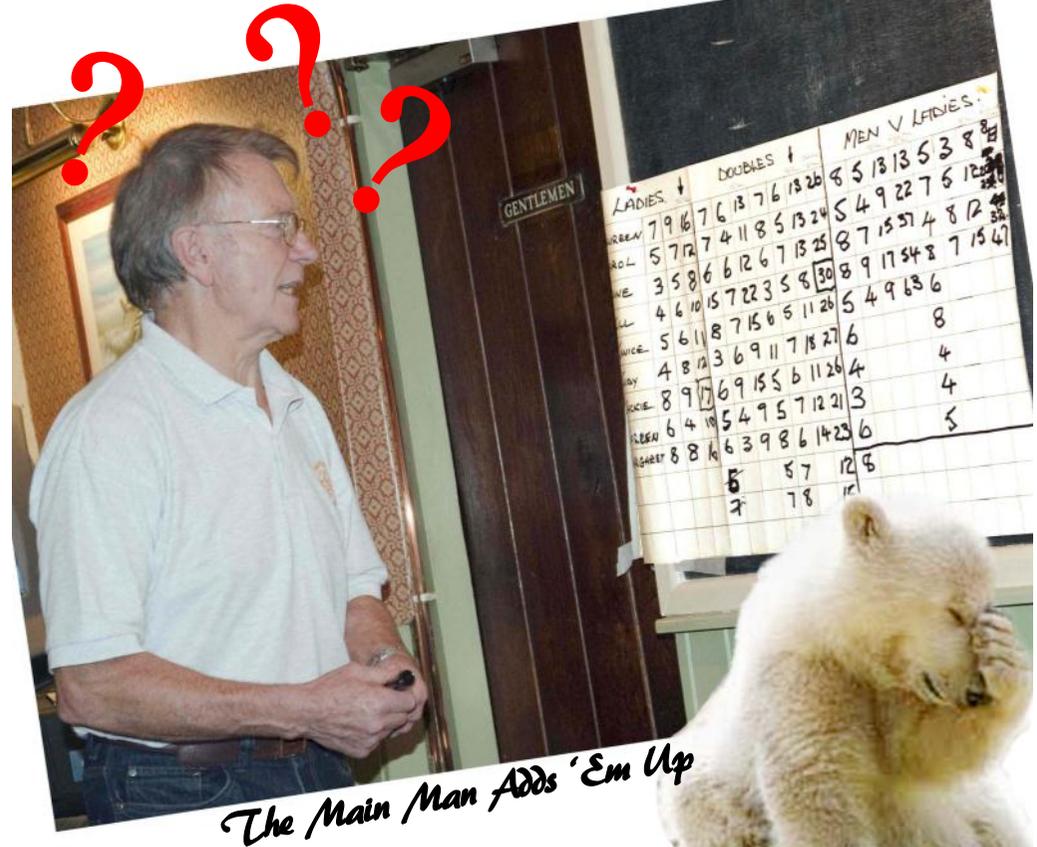
things up. There was heaps of help with the adding up from others who seemed to think they understood the scoring system better than I did. I didn't understand at times so maybe they were right! Malcolm scored the highest overall so he will now look after the Trophy for the next 12 months. I am sure the evening was a success and was enjoyed by all. Looking forward to the next one.

Sorry to the members who rang me but had left it too late to be included in the first 20. Better luck next year.

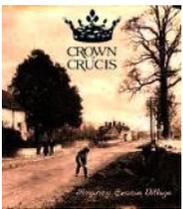
- Mike Cox



Anne, Maureen, Ken, Dave & Barry



The Main Man Adds 'Em Up



Christmas Lunch

at the Crown of Crucis
20 December 2012



Start at the bar



Yarp it up a bit ...



... and a bit more.



Then hook in to a tasty
Christmas feast ...



Love those
Brussels
sprouts

Hat on and enjoy



All of the above photos and the
slide show are available to
Club members on our **Flickr** site.



Strenth! It's so cold
this MGB's engine
has turned blue.

The colour is actually
FORD BLUE
which draws a rise from the
Ayatollahs of Originality in
the MG
tribe.



1. Which four door saloon did Hillman make to compete with the Ford Escort?
2. The Triumph Herald was replaced by the Triumph Toledo. TRUE or FALSE?
3. Which car featured in "*The Sweeney*"? (Yes, of course we are talking about the classic TV series not the movie!)
4. The badge of Kieft Cars was a red dragon

QUIZ CORNER

- because they were built in Wales. TRUE or FALSE?
5. Which Club car has a blue engine? (clues above and on Page 4)
6. The Quasar-Unipower was wider than it was long. TRUE or FALSE?
7. What is wrong with the top photo on Page 16? (No, not Graham)
8. The TR7 was the last sports car built by Triumph. TRUE or FALSE?
9. Which car was Vauxhall's first foray into the small car market?
10. **Photo:** What am I? (American and there is a hint on the cover of the **Autumn FC3**)

Answers in the next Newsletter



The Christmas Blues Run



After cast-off by Colin Biles, Tony and Trish Picking needed a harbour pilot to get out of the parking lot.

The intention of this run on 28 December was to bring back some cheer in those that over indulged in the Festive days and now needed a new challenge. I am pleased to report that we had a good turn out who rose to this and fought their way around 50 miles of narrow, muddy and difficult roads.

Our Guests were the Austin Healey Club and the Cirencester Car Club who were well represented. It was nice to intro-



Janet & Doreen

Margaret & Geoff

duce some new faces and make new friends.

Most people recognised that the conditions were far from ideal and in fact ,the right up until the actual morning the route was being modified to cope with floods. Luckily during the run it did not rain and

even at one point the sun showed its face. The countryside looked so much better in the lighter conditions.

There were sadly several non starters, due to sickness and some not wanting to get their cars dirty, but 27 ran plus the organisers, Colin and me. It was just a little unfortunate that the entry was oversubscribed and we had to turn away several friends who we could have accommodated. Thanks to David and Doreen for their help at the start and to Graham at **The Crown**, Cerney Wick for an early morning coffee and biscuits.

Narrow lanes were the feature of the day visiting Braydon Pond, the Somerfords, Castle Combe, Slaughterford, Colerne, St Catherines, Marshfield and Badminton. The highlight must be St Catherines which is stunning and a place to visit in the better weather. It is a grade 1 listed Tudor Building unfortunately not open to the public but the church is.

Our editor unfortunately got one of those computer generated warning messages in his Jaguar and he decided to retire and head for home (by which time you may guess the reported 'fault' had disappeared).

Lunch was served at the Kings Arms in Didmarton where 60 of us sat down to a good meal. The downside was that we had to be spread between the restaurant and the main bar but it worked out OK.

Because of the organisation difficulties beforehand the 'competition' side of the event



No, the top did not stay down!

had to be virtually abandoned so I took the executive decision to introduce 'the dirtiest car' and I judged that Richard Freeth won this hands down, so he got the bottle of wine to enjoy over the New Year.

Thank you to all that supported me and I wish you all a Happy and Prosperous New Year.

- Bunny



Our Austin-Healey guests wait their turn to launch.



Keith Bennett writes in -

This is me taking my daughter, Andrea, to her wedding at St Sampson's, Cricklade 28th September 2012. She had always wanted me to take her to church in it and fortunately on that day the weather was kind to us. As a backup she had hired a 1952 Wolseley 15/50 but this was used to transport Mom and bridesmaids leaving the MGTF for the two of us.

Putting a Damper on Things

I was in the workshop the other day restoring four suspension dampers from my 1929 Wolseley and whilst waiting for the work piece to heat up I, got to thinking about what dampers really do.

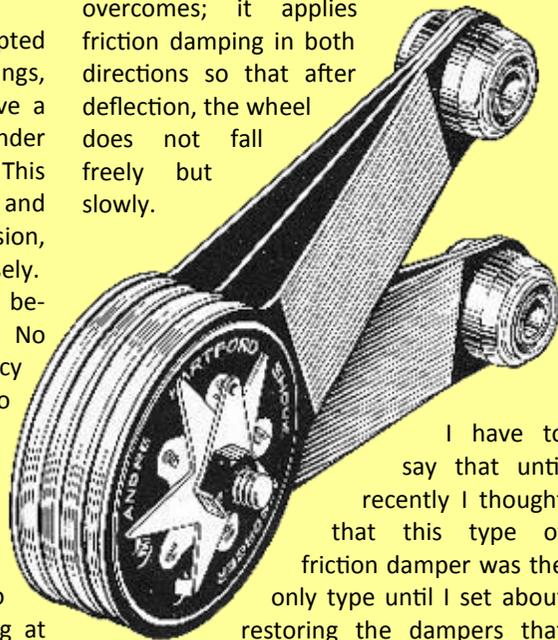
Early cars were not fitted with any kind of suspension damping at all and although speeds were low, the roads were pretty rough. Passengers did not complain about being thrown about because the probability was that, being used to stage coach travel, they were used to an even rougher ride as coaches were sprung using a single leaf spring.

As cars developed very quickly they adopted multileaf cart springs. Now multileaf springs, although derided by most folk, do have a rather unique feature. As they bend under load the leaves slide upon one another. This absorbs a large amount of energy and damps the movement of the suspension, improving the quality of the ride immensely. Now although working well, the springs became rusty, noisy and unsightly. No problem, we will grease them. Fancy leather jackets were developed to protect them and special tools were made to insert grease between the leaves. Expensive cars such as Rolls Royce and Bentley were typical of this stupid trend. The lubrication eliminated the damping feature which had then to be restored by adding friction damping at vast expense. Perhaps the only redeeming aspect was that to some small extent the friction dampers could be made adjustable for the type of going too be encountered.

Friction dampers became common in the period after the first world. The most well

known was and still is the 'Andre Hartford' These are the disc type and consist of a series of friction discs and steel blades which, when compressed by star shaped adjustable springs, tend to stiffen the assembly. This is probably the most successful product which is still current today, almost unchanged in its design.

The reader will understand that cart springs really only apply friction in one direction which means that after deflection by a bump or hole in the road the wheel falls freely down again. This is a major disadvantage which the Andre Hartford type overcomes; it applies friction damping in both directions so that after deflection, the wheel does not fall freely but slowly.



I have to say that until recently I thought that this type of friction damper was the only type until I set about restoring the dampers that came with my Wolseley. These it turns out, use a cylindrical piece of chrome leather compressed between a steel barrel and an enveloping adjustable clamp. The leather is lubricated by grease fed from the inside of the barrel. Damping is, as the Andre Hartford type, in both directions.

During the 30's most large production cars moved to the hydraulic lever arm type of shock absorber and damper. This provides so much more effect than that the friction type in that it has the capacity to actually take shocks and is adjustable so that the return stroke can be programmed to give a different load characteristic that of the forward. This gives a significant improvement to the ride felt by the passenger and hence to a great extent the friction damper is now no longer used.



- Bunny

Overheard at Prescott Hill Climb last October -
 Dave Apperley and Malcolm Cutler out and about.

Yeah I know he's an MGB driver but I snuck him in to the Porsche Club's spot under the trees.



Porsche 993 Targa owners

MOTERING MUSINGS

Graham Young

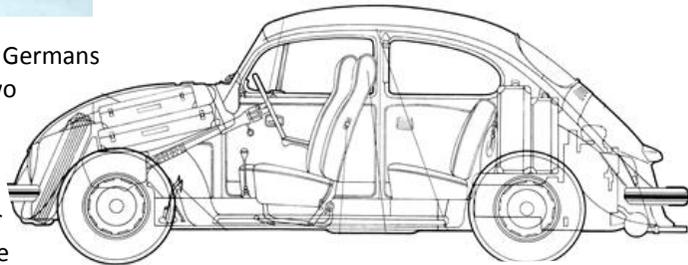
No.22



Have I got your attention?



The **Beetle** or **Kaefer** as the Germans called it, was rescued by two British army officers - **Colonel Charles Radclyffe** and **Major Ivan Hirst**. Neither the Americans nor the Germans saw any future



for the car. It was widely used by the British Army as a staff car. I recall as Orderly Officer on a Friday having to travel to the British Military Hospital in Hannover to see any of the Regimental personnel who were there. The cars moved without difficulty over the paved roads whereas British cars were shaken to bits. A set of blue prints is being sold at around £4,000.

I have a spare tyre for my two cars. Touch wood, I have not had to use them but I do wonder if it is wise to have no spare as many new British cars are sold without one although some have a "space saver" which are designed to get you to the nearest garage. What would Lady Thatcher's son have done stuck in the Sahara? I would prefer to lose some fuel efficiency. Of the 233 models from Britain's main suppliers, only 39 are fitted with a full sized spare and 99 come without any spare at all.

An owner of a Triumph Stag lost his car in a fire which broke out while he was in the garage working on it. A moral?

Another tip perhaps not so typical here but in the rutting season elks fight each other and have difficulty in telling passing cars from other elks. One bull had attached 47 cars.

The Prime Minister's Fiat sold for £18,150 against a market value of £8,000.

The Eiffel Tower was lit up recently to celebrate 90 years of Citroen and 120 years of the Tower. Last time it was lit, 1925-1934, it was the largest advertising sign and used by Charles Lindbergh as a beacon when coming in to land.

My contemporaries with teenage children or grand children might like to buy a key that

limits the speed of the driver ... and the volume of the stereo!

I have not been able to sell myself for adverting a car but one actor did. He has now lost the contract as he has 12 points on his licence.

I like to look after my Elf and so I shall not be trying to break the world record for the "Most People Crammed in to a Mini" - 28 women, some hardly inside, hold the record.

Another record may be for a **Jowett Long Saloon** owned by the current owner's great grandfather who bought it when he was one year old. There are 400,000 miles on the clock.

I wish Andy Green all the best in his attempt to go faster than 1,000 mph. He does have the advantage as a former fast jet pilot. Whether his First Class Degree in maths helps I leave to you. I thought that the description of the car as "the result of a one-night stand between a kit car and a spy plane" was a little over the top.

Finally, an appeal. The Russian secret Service have been rather careless and lost several **Zils**. If you come across one, do let me know and we'll share any reward.

Happy New Year



A quick word if I may ...



Almost half of you bears have yet to pay your annual membership dues. Remember, we changed the date to 1 January.



We'd love you to bring your camera to Club events. Your phone cam works well too. Don't worry about being another David Bailey, just snap away and send your pics to the Editor.



TAPPET CLATTER

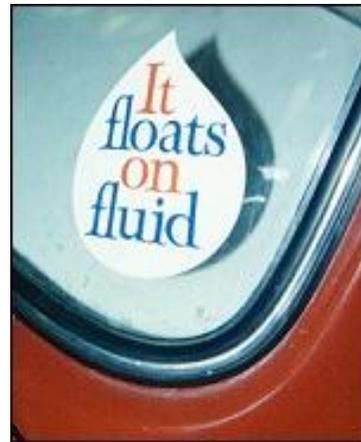
Mike Cox

So here we go again. As some of you know I have bought a **1970 Riley Kestral 1300**; one of the last built as they stopped making them in 1969. It was complete with four months M.O.T. which was just as well as it gave me a few months to find out what was wrong with it – which turned out to be plenty! Surprise, surprise. It was rusty underneath with holes in the floor pan and sills; nothing I assured myself that my trusty MIG welder couldn't fix. This gave me an idea for the next *Tapet Clatter* on the joys of welding rusty old cars. Then I thought again as I wondered how many of our members do their own welding or more sensibly get it done by someone else. I'm also sure that those that weld know at least as much as I do and are probably better at it! I will say that if you are going to spend any time welding, spend twice as much time getting it as clean as possible from paint, underseal, etc and any other contaminants as dirt/rust does now allow good weld penetration.

Anyway, whilst it was up in the air, I noticed amongst many other things that the steering swivel joints were slightly too worn to pass an M.O.T. Test. What to do? As I'm sure most of you know, the suspension system on the 1100/1300 series is "hydrostatic" which is a liquid filled system connected by pipe between back and front displacer units and pressurized to approx. 240 lbs/sqin using a special pump. You also need this pump unit to depressure the system. I really didn't want to go to the trouble of all this though a member of the club has kindly offered me the use of this pump unit (the offer will be taken up later). So after a bit of head scratching (splinters in the fingers again), this highly technical solution was achieved and it worked!

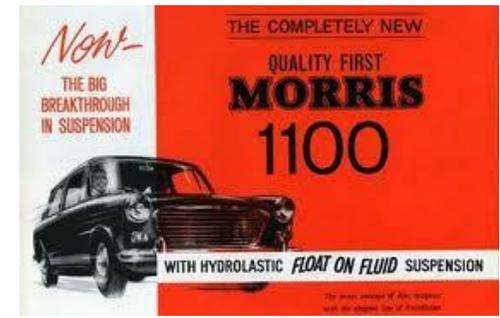


What you need is a piece of KNOT FREE 2"x2" timber about 20" long, two old fashioned screw jacks (I did not want to rely on hydraulic jacks because I didn't know how long they would be holding up the weight of the car and some large blocks of wood to stand the jacks on. Thread the length of 2"x2" under the top suspension arm close to the swivel joint, stack the blocks of wood to the height suffi-



Every Australian made 1100 had a teardrop shaped sticker fixed to the lower right hand corner of the rear window.

cient to get the closed jacks under the 2"x2" and then slowly wind up the jacks. The weight of the car will compress the suspension. If more weight is needed, a bag of cement or sand on the wing will do the job. Having got it high enough to work on (**AND MAKE SURE THAT THE CAR IS SOLIDLY SUPPORTED JUST IN CASE SOMETHING SLIPS**), one can turn their attention to splitting the swivel joints. I believe there are two main ways of doing this. One is using a screw device which fits under the wishbone and on top of the swivel joint. You tighten it up as hard as possible and wack it with a big hammer. It should split apart. The one I use is like a wedge with an opening up the middle. This passes between the swivel joint and the underside of the top wishbone. Having got it in position, find an even bigger hammer and give the wedge a big clout.



Should work. Having got this far, refer to the *Haynes Manual* to dismantle swivels. Part 2 of this piece next magazine.

PS: Use plenty of WD40 before attempting to undo anything. It really does work.

- Mike

Dr. Alex Moulton CBE designed the hydro-lastic suspension. His funeral was held at Bradford on Avon, Wilts. 19 December 2012. He was 92.

St George's Day Run 23 April 2013

Meet at **Denfurlong Farm, Chedworth** at 9.15 - 9.30 a.m. Coffee (not included in Rally price, as different people will want different things). A scenic drive of approximately 65 miles south westwards - **beautiful views** - ending with a two course Carvery-style lunch at a hotel with much interesting history and beautiful grounds. Following the leisurely lunch there will be time to enjoy the hotel, grounds and views (weather permitting). Cost have yet to be finalized but will include Rally Plate, Route Notes and two course Lunch. Watch the Newsletter for more information.

ENTRY FORM IN UPCOMING NEWSLETTERS



THE SECRETARY'S CORNER

Barry Cooper



The Frost-Biter Classic Lunch Run 13 January

The First Foray of the New Season

Faced with a forecast indicating that we were to expect to experience some 'adverse weather conditions', it was just fifteen of the Club 'faithful' who joined Anne and myself for the first FCCC outing of the brand new *Classic* motoring Season. Of course, it just might have been the fact that the date of our first lunch run being January thirteenth, and it also being the thirteenth year of the twenty first century, which could account for a smaller than expected turnout. On the other hand, it is much more likely that it was down to the fact that Met Office gurus had put the scare into all and sundry, with a prediction of heavy snowfalls overnight on the Saturday. Whatever the real reason however, only seventeen of us met for Morning Coffee, at the Café in the Organic Farm Shop on the Burford Road, just to the east of Cirencester. It must be over four years, since I had last arranged for a party of Club members to meet up at this Café, and it was encouraging, to find the Café to be equally welcoming, and if anything with an even cosier ambience. I am quite sure that I shall be making use of its facilities, for any future events that I might find myself organising.

In fact, so cosy and settled had our intrepid 'lunch runners' become, that it required a little gentle persuasion, in order to get them to take the road (more directly Cotswold

lanes) in order to drive a gentle twenty miles or so, to our lunch venue : the Clanfield Tavern. (We met there pre-Brize Norton in 2011).

Once the party had set off on the Suggested Route, they were soon enjoying some brilliantly sunny weather (with not a snowflake in sight) and how very welcome it was, after the many dull grey rainy days to which we had become accustomed. It really did contribute into making our drive into Oxfordshire a most pleasant one.

It came as rather an anticlimax therefore when lunch itself turned out to be a bit of a let-down – especially to me personally – as I had so carefully selected the Clanfield Tavern, for reason of not only the quality of their food, but also because of the amiability of the landlord; plus the comfort of the inn's fireside eating area. No need here to dwell too long on my disappointment, suffice to say that I gained an impression that *mine host*, and his (all too few) staff were 'harassed', having no time to spare to permit them to be their usually friendly selves. We were shown to tables far removed from the one and only working fire, and an attempt was only then made, to kindle a nearby log burner, but it unfortunately was rather a futile gesture and too late to



encourage our party to tarry overly long, or to order anything off their Sweet menu. It was a huge let-down, particularly to Anne and myself, and we were both left to imagine how it should have been. With the weather gods having apparently bestowed their favours on our undertaking, a really pleasant coffee rendezvous, followed by a drive out into brilliantly sunlit Cotswold countryside, our Sunday lunch was meant to

have provided the perfect climax to the very first Lunch Run of 2013.

However nothing daunted, I will be organising another Lunch Run, which is scheduled to take place on Wednesday 20th February. Do 'phone' me please (01285) 851 821m if you'd like to join us, but DO ring me **no later** than 17th.

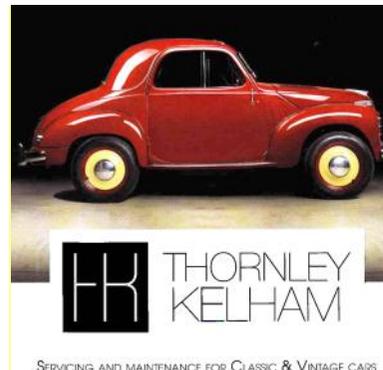
– Barry

Spotted at Prescott Hill Climb 6 October 2012

— a silver Scimitar



Bazza ... is that you under the helmet?



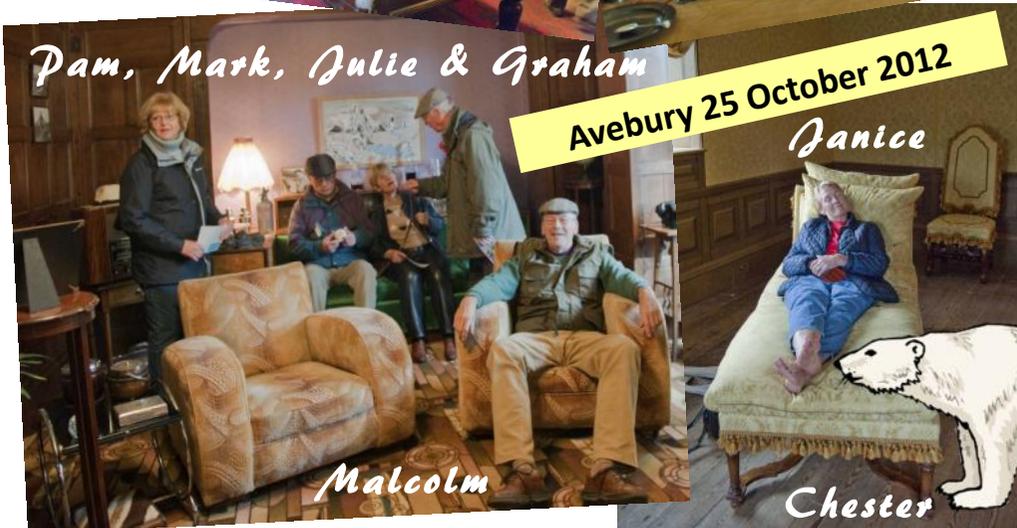
SERVICING AND MAINTENANCE FOR CLASSIC & VINTAGE CARS

THORNLEY
KELHAM

Thornley Kelham services and restores classic cars. Their website is www.thornleykelham.com They asked us if they could put their brochure in the magazine ... so here it is. In return, we will get around there for a visit. Watch your Newsletters for information.

FOR THE RECORD Snapshots of Club Activities

Christmas Blues Run 28 December 2012



Pam, Mark, Julie & Graham

Avebury 25 October 2012

Janice

Malcolm

Chester

YOUR COMMITTEE

Chairman & Co-Founder	Malcolm Cutler	Fairford, Gos.	01285 712 173
Secretary	Barry Cooper	Meysey Hampton, Gos.	01285 851 821
Honorary Treasurer	Jill Cutler	Fairford, Gos.	01285 712 173
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	Phil Hingston	Goosey, Oxon.	01367 710 408
	Ken Hinton	Fairford, Gos.	01285 712 52
	Bunny Lees-Smith	Hankerton, Wilts.	01666 577 275
	Geoff Tebby	Chalford Hill, Stroud	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



fleece

key ring

windscreen decal

polo shirts

sweat shirts

