

Newsletter



Member of the Federation of
British Historic Vehicle Clubs

Well what a busy summer we have had. An event every weekend and some in the middle as well.

Sometimes we wondered how we got time to sleep but the obvious solution was to take a quick nap when you can.

Still a few more events to go.
Hope to see you there.



What's Coming Up

Key:

- ⇒ Club event
- ◇ Club attendance as a group at a motoring or other event
- Everything else of interest. These items are shown for information only.

If you have a question, call **Bunny Lees-Smith, Event Coordinator, 01666 577 275**

September	
• 9 GWSR Classic Car Day at Toddington	website
◇ 16 Classic Car Day at Sudeley Castle	contact David 01608 658 603
⇒ 19 FCCC Lunch Run	contact Barry 01285 851 821
• 22 Kempsford Village Fête	
⇒ Chairman's Run	sorry Chairman's Run has had to be cancelled this year
• 29/30 Cotswold Airport Event	website
October	
◇ 6 Castle Combe Classic Race Day	now fully booked
• 7 Bicester Sunday Scramble	website
⇒ 17 FCCC Lunch Run	contact Barry 01285 851 821
⇒ 18 FCCC Visit to Concorde Museum	contact Bunny 01666 577 275
⇒ 29 FCCC Committee Meeting	contact Geoff. 01453 883821
November	
⇒ 21 FCCC Lunch Run	contact Barry 01285 851 821
December	
⇒ 14 FCCC Christmas Lunch	details much nearer the date

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- ◆ Future Events
- ◆ Reports

A big welcome to
Returning Member
Paul Turner



Aunt Sally combatants - see page 2



News flash



Bionic Senior Citizen defeats Young Sports Woman

At the annual FCCC Aunt Sally event, Mike Cox, with his recently installed pacemaker, showed

amazing skill, amassing 7 strikes - only to be equalled by Emily .

However in the play-off Emily, complaining that she had been too long without food, was defeated by Mike.

We believe Mike's secret was that his pacemaker was powered by DURACELL batteries which, as the rabbit reminds us, can outstay all others.



The 2018 Aunt Sally Challenge

We met for tea and coffee at Timothy's Fosse Way Garden Centre and departed at about 5.00 pm for an interesting drive through Cotswold villages and countryside to arrive at our destination to be greeted by Mike & Jan Cox who were unable to do the run. We were lucky again with the weather and this time it would appear that no major deviations were taken by the entrants en-route to the Crown & Thistle at Shilton with the exception of Mark & Julie, who decided to use their local knowledge to approach the finish from the opposite direction.

The game started off with the usual dismal performances from everyone with scores of zero or one except for Keith Handley who hit the dolly three times. In the second round Mike, Malcolm and Emily also managed to hit the dolly three times so we now had three potential winners. In the third nail biting round Malcolm lost all concentration scoring a resounding zilch whilst Mike consolidated his position with another three only to have Emily rob him of the lead by also scoring a three. The audience were now spellbound as a play off was required to decide who was the winner. Emily sportingly missed the dolly with her six sticks and it only required Mike with one shot to win the game.

So in a competition where the youngest and the oldest were in fierce battle it was heartening to see Mike - a teetotaler - win a bottle of wine so that Jan could enjoy the spoils of his expertise.

David

Fairford CCC visit to Triumph Motorcycle Factory

“On Saturday Sept 1st 15 FCCC members and friends visited the new Triumph motorcycles visitors centre at Hinkley. Following coffee and a light lunch we spent an hour going around the exhibition of Triumphs, old and new, followed by a 2hr tour of the factory. As it was Saturday the factory was not working but this had its advantages as we were not rushed and our very good guide, Pete, was able to give us a very interesting tour and answer our many questions.

Triumph manufacture around 65% of their bikes at Hinkley and now have three factories in Thailand, one in India and an assembly plant in Brazil. Everyone was impressed with the high tech and spotless manufacturing lines producing crankshafts, camshafts, machining engine and suspension components cast or fabricated in their other factories and from outside suppliers.

Their commitment and support to their workforce was also impressive whilst the average age of their chief engineers is 28! Above all was the pride and passion for the brand and products from everyone we met.

This was a superb visit enjoyed by all and one which we must repeat in the future. Malcolm