

# Fc3

SPRING  
EDITION

April 2014

The Magazine of the  
Fairford Classic Car Club



We visit the Vulcan



A Prize Winner  
is now a Prize



I had a great day



A few  
models inside



# WHAT'S ON

A summary of motoring events with Club activities highlighted. Check the Club **Website** and **Newsletters** for details, changes and information. If you have a question about any event, please call the coordinator or Bunny Lees-Smith (01666) 577 275

FCCC	WHEN	WHAT	WHERE	WHO
➔	Wednesday 14 May	Classic Lunch Run & Garden Visit	Call Barry for morning coffee rendezvous	Barry Cooper 01285 851 869
➔	Tuesday 20 May	National Physical Lab <b>COACH TRIP</b>	see insert	Bunny Lees-Smith 0166 577 275
🏠	Saturday 31 May	Fairford Festival Parade <b>12:00 pm</b>	Fairford	Malcolm Cutler 01285 712 173
🏠	Saturday 7 June	Meysey Hampton Festival	Meysey Hampton see insert	Dave Barton 01285 851 869
🏠	Sunday 8 June	Churchill Vintage & Classic Car Show	Churchill & Sarsden	Dave Chambers 01608 658 603
🏠	Sat - Sun 14 - 15 June	Bristol Classic Car Show	Shepton Mallet see insert	Malcolm Cutler 01285 712 173
➔	Thursday 19 June	Brooklands visit <b>COACH TRIP</b>	Brooklands see insert	Bunny Lees-Smith 0166 577 275
➔	Saturday 21 June	Hunters Care Home Fete & Club Concourse	Cirencester	Malcolm Cutler 01285 712 173
➔	Wednesday 25 June	Classic Lunch Run	Call Barry for morning coffee rendezvous	Barry Cooper 01285 851 869
	Sat - Tue 26 - 29 June	Goodwood Festival of Speed	<a href="http://www.goodwood.co.uk/festival-of-speed">www.goodwood.co.uk/festival-of-speed</a>	
➔	Wednesday 2 July	Royal Society Show & War Rooms <b>COACH TRIP</b>	Details TBA	Bunny Lees-Smith 0166 577 275
🏠	Sunday 13 July	Atwell - Wilson Motor Museum Classic Car Show	<a href="http://www.atwellwilson.org.uk">www.atwellwilson.org.uk</a>	
➔	Wednesday 23 July	Classic Lunch Run	Call Barry for morning coffee rendezvous	Barry Cooper 01285 851 869
🏠	Sat - Sun 16 - 17 August	Fairford Steam Rally	Poulton	Ken Hinton 01285 712 522
➔	Fri - Mon 17 - 20 Oct	Autumn Peaks Tour	see insert	Dave Martin 01793 770 171

# FAIRFORD CLASSIC CAR CLUB

Member of the Federation of British Historic Vehicle Clubs

## Quarterly Magazine FC3

Spring 2014

### REGULARS

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- Committee Notes



### FEATURES

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- St George's Day Run
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- Graham's Car
- Ashton-Keynes Restorations
- Classic Friendly

### Front Cover

Spring is in the air and look at what we've been up to. Dave B. owns the **Ferrari 250 GT California**. Sadly, it is only a model.

### Centrefold

The Club visits Vulcan XM655

### Back Cover

**Lane of Hope and Glory.** (mostly hope)  
The thrill of our Club skittles.

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

Web: [www.fairfordclassiccarclub.org.uk](http://www.fairfordclassiccarclub.org.uk)



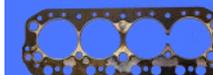
<http://www.flickr.com/photos/fairfordclassics/sets>

## Welcome

I held this issue back until the end of the month to catch two key events — the St. George's Day run and our Vulcan visit. Two marvellous days they were! Well done **Mike Scott and Alastair Kinross.**

The wonderful diversity of our Club comes through in so many ways. In *Tappet Clatter* Mike C. retains the period ignition system for his Riley while I know another member has already bought a mapable system for his classic and another is about to.

Like blooming flowers, the classic car season emerges from winter and we can get ready to make more noise than the average, modern F1 car. Remember, Page 2 is an overview of what's coming up so be sure to contact the individual and check both the Newsletters and the Website for more information.



Dave

## FROM THE CHAIR

Malcolm Cutler

As some of you will already know, Dave and Pam Barton are planning to elope to Canada before the end of the year. Therefore, this edition is most likely to be the penultimate FC3 under the present editorship! Why they wish to leave all the fun of FCCC and Meysey Hampton for the cold weather of Canada I do not know, but maybe it could be down to getting away from Arkells beer, or the odd periods of rain we sometimes have in the UK! In any case Dave's MGB seems to have made it's feeling felt by blowing its head gasket on the St George's Day run, even though Dave tried to blackmail it by recently fitting a new set of SU carbs - it knows where its place is, being just up the road from Abingdon, even though it was put together in Australia!

Dave's contributions as editor of the magazine and newsletter have not been just through his abilities as a photographer and being able to work his magic on the computer and software, but also his tenacity in encouraging members to produce interesting articles which we all enjoy reading. It is going to be very difficult to replace these skills, but we have to try, although it may not happen overnight. Most important is to continue the monthly newsletters, and thankfully Geoff Tebby has 'stepped into the breach' and will be coordinating and publish-

ing regular newsletters in the future. Our plans for the FC3 magazine are still in discussion but ideally one of you out there will raise their hand and say 'I'll give it a try'. To make things easier the club has now purchased a copy of Microsoft Publisher, which Dave has used to produce both the Newsletter and FC3, and we also have the 'template' that he has used for both publications so, theoretically, we have the basic tools to work with, now all we need is the 'spark of genius' to make it happen. Hopefully Dave will be able to put together a late summer edition of FC3 and through Geoff and myself we will aim to have another FC3 published at the end of the year, so we will be pushing for more copy from you during the summer. In the meantime, if any of you has the will and the skills to help Geoff and I, please get in touch - help!

On a lighter note, the present 'discussion' regarding the sound levels, or more precisely the lack of and quality of the sound, of the present F1 cars has had me thinking. What with the advent of noiseless electric cars (and racers) and the mumbling going on during the BBC's latest version of Jamaica Inn, maybe be this is a sign of the times.



## Alastair Kinross

### Morris Traveller

UAU 984 H, "U-Hoo", is not an award winning showpiece Morris Traveller. In fact the only prize she ever won was second place in a class of two at a Morris rally that I helped organise! Built at the old Wolseley factory at Adderley Park in 1970 as the Minor saloon production was ending in Oxford, she found her way from Nottingham to the Kinross family in 1977. For many years she ran below sea level on the Somerset Levels developing a thick underseal of cow muck with the occasional service at the local garage. I have memories of clearing a petrol station in panic when my mother filled up with 3 live bee hives in the back whilst wearing full protective gear. In 1998, now just running on 3 cylinders and requiring the use of reverse gear up hill to reach "The Pines" tea shop in the Quantock hills I bought her for £1. The bodywork was welded up in Bath and pattern wings obtained. I paid a truck sprayer in South Cerney to repaint her in two-pack Trafalgar Blue after I had spent many hours stripping off all the old crazed enamel paint with Nitromors. At the time I was lodging in Cirencester, so the rebuild was done at weekends using a council lock-up, which had no power. The wings and panel gaps are poor, the bonnet and doors do not fit properly, the rear doors need a brass plate to keep the rain out, but she goes well. Engine modifications include a +60" rebore, 12G295 head, rim-flow valves, LCB exhaust, 12.5:1 CR and valve porting by friends who normally do jobs for Cosworth. When pushed hard she will overtake, but she won't pass a tea shop. Recent adventures have included the 5 Capitals charity fundraising trip to Cardiff, Dublin, Belfast, Edinburgh and London with 1200 miles in a week, and long weekend trips to Guernsey, Cornwall and Edinburgh with the mileage now at 227k and still travelling.



Personally I think that part of the attraction of any motor racing is the sound of highly tuned engines, although I cannot say I was a fan of the last generation of V8's. You only had to listen to the Ferrari or Matra V12's of the '70's to hear real racing engines. Ironically, at the present GPs probably the best sounding car is the Mercedes V8 course car! These thoughts also occurred to me yesterday during our very successful 2014 St George's Day run - congratulations to Mike and Helen Scott and all the other helpers. At coffee and lunch we had a wide variety of sounds and smells from Alvis(s), pre war and post war MGs, Jaguar, Healeys, Morgan, Alfa, Porsche, to name but a few. Not only

the sight, but the smell and sounds of both exhaust and mechanicals, are one of the attractions of classic car motoring - and most 'spectators' also seem to agree. The question is, will the Toyota Prius, Nissan Leaf, Tesla etc be regarded as classic cars in years to come. I suppose they will as the people owning them will have been brought up with silent ECUs, and electric motors etc, but I feel that they will be missing something, even if, unlike us, they are not going deaf and dotty due to the fumes of the infernal internal combustion engine. Maybe they will just be electrocuted!



Malcolm's Cutty Sark



The Real Thing

# THE GRAND SKITTLES MATCH

It could be said that the combatants were a little bit more nervous than usual and the tension was a bit like a scene from High Noon as they made their way to the arena for the contest. Maybe it was the last minute change of venue that upset the nerves and a few did not immediately find the venue and got lost in the back streets of Fairford, but they all did eventually turn up. A few quick drinks to steady the hands ready for the trials to come. The men seemed slightly apprehensive and the thought of having to keep up the winning tradition must have weighed heavily on their minds. The women had that look of steely determination boding well for the forthcoming event. We all moved into the arena proper and the scorer called "Bowls Away" sharp on 7:30 and the Great Annual Skittles Match was underway. Maureen Apperley was first to bowl and set the high standard for the night. Maureen continued to bowl with deadly accuracy and took the ladies championship followed closely by Tricia Picking. The men's' prize went to Martin Howard who was making his first appear-



ance at the games. The doubles followed and this was won by the Apperleys, with some tremendous scoring; just beating the Pickings. I will probably start a handicap system next time as obviously the Apperleys are getting in plenty of practice at the new bowling alley at Exmouth. We then all retired for ½ hour to have the excellent meal produced by The Plough staff. After a few more stiff drinks to steady the nerves, it was "Game On" for the big match – MEN vs LADIES. No prizes. Just honour at stake. After a thrilling first round, the ladies had pulled out a 6 point lead. This I felt was the



result of a few "Barnes Wallis" type of bouncing bomb balls but I didn't have the courage to disqualify anybody. What man would!! The women continued to bowl magnificently and held on to that lead, in fact increasing it to 7 points after the final bowl. The men, sporting as ever, gave three cheers and prolonged applause to the worthy winners. I

might add that the scorer made one or two small mistakes in favour of the men but was immediately corrected by the two lady auditors sitting near the scoreboard! Better luck next time.

The championship for the overall bowler with highest score turned out to be a draw between Maureen A. and myself, so this resulted in a bowl off between us. I very unsportingly managed to score 1 point more than Mo. So in part, making up for the men losing.



The night was once again declared a success and everyone wended their way home. Many thanks to The Plough staff for coping with us at such short notice.

PS: The Australian contingency, at first confused with the English game got the hang of it towards the end of the evening when we finally got through to them that they didn't have to stand on their heads to bowl!

**Mike C.**

## DRIVE IT DAY — THE MAC CLASSIC 2014 by Colin and Janet Biles

On Sunday 27<sup>th</sup> April we joined 146 other classic owners on the Midland Automobile Club third annual 'Classic.' To give it the widest appeal the organisers offered the choice of three starting points; Shelsley Walsh home of the MAC, the National Motorcycle Museum, Coventry and this year, Cotswold Airport. We chose Kemble and early Sunday joined 47 other local starters in the Av8 Restaurant for a briefing and hearty breakfast. Originally, we had entered our 1500 MG Midget, but a bad oil leak necessitated the use of our MG ZR, still entering into the spirit of the event.

The initial part of the 104 mile route was 'local and familiar' running through Down Ampney,

... continued on  
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Cars wait their turn to drive the Hillclimb course.

## April on Bredon St. George's Day



with fine, open views beyond Turkdean. At Lower Farmcote, our checkpoint man was seen to be "alone and palely loitering" - really, he was there to open the farm gate obediently and talk nicely to the sheep between times.

Onwards and downwards! We drove past the site of Hailes Abbey, a ruin now but made famous by Chaucer's "Pardoner's Tale" in the 14th century. Welcome respite on main roads brought us to history-rich Bredon Hill - it attracted the attention of poets and composers alike and has many delightful villages at its foot. As an extra challenge, the organisers had arranged "road closed" and "diversion" signs where our highway heroes were allegedly laying tarmac. Truly, those roadworks weren't there just two days beforehand! But I, like the route, digress. Hopefully, all our drivers managed to aim their motors successfully through the narrow gap between cottages in the centre of Elmlea Castle.

Time for lunch. Dumbleton Hall, a Victorian pile these days, has an impressive drive, parkland and lake. After drinks, we ate a two course lunch in the handsome Oak Room, after which Malcolm kindly offered an amus-

A total of 75 FCCC members, wives and friends took it into their heads to celebrate St. George on 23rd April. Typical April weather, by turns modest sunshine and showers, greeted them as they arrived bright and early at Denfurlong Farm for coffee, registration and a chat with friends. We had a superabundance of help: Mike and Jan Cox, David and Doreen Richards and Helen Scott sharing registration and starters' duties. Colin and Janet Biles unselfishly agreed to act as "sweepers up" at the back of the field. A fine collection of classics waited outside, including Alfa Romeo, Sunbeam Alpine, a rare Alvis TD21, MG TC, E type and, of course, the Chairman's Porsche.

Then we were off! A few familiar and easy miles to begin, hopefully lulling our participants into relaxation. Sadly, Dave Barton's MGB, with Bunny Lees-Smith riding shotgun, succumbed to engine maladies at an early stage. With kind help, they were able to scoot back to Dave's house, fire up the FIAT "pocket rocket" and catch up with the rest of us in time for lunch. The remainder drove through Northleach and on to the North Cotswold lanes, where it got a bit more challenging,



ing and fulsome vote of thanks to the organisers. The Awards Sub-committee gave modest bottles, first to "Navigator of the Day" Judy Wigfield in the open MG TC; the "Sun has got his hat on" Award went to straw-hatted Ash and Pam Holmes in their cheeky 1953 Morris Minor convertible and the "Can I take this car home with me please?" Award went to John Shearer in the beautiful 1934 Alvis Speed 20.

The afternoon run was a simple 28 mile affair. Sadly, the weather had deteriorated. A hard climb up out of Winchcombe, past the prehistoric site of Belas Knap, brought us

back to Cotswold country. Participants seemed happy enough to arrive at the Corinium Hotel in Cirencester for tea, coffee and a snack, having travelled almost exactly 90 miles in the day.

Heartfelt thanks to all those who helped in setting up the event and to those who assisted on the day - the twelfth time the Club has celebrated "St George that swung the dragon"!

**Mike Scott**

Dave's MGB just did a headie.



# Visit to Vulcan XM655



Risking the April showers, 16 Fairford crew undertook a sortie up the Fosse Way on an eight classic (plus Audi) raid to Wellesbourne Mountford, the former WWII Wellington Bomber training airfield. Navigation was of the essence to arrive over the target café in time for breakfast, but only two braved the large serving.

When the RAF sold off its third youngest Vulcan B2 XM655 in 1984, they landed it on the short runway by deploying the brake parachute before all the wheels touched down. Stranded by CAA rules preventing a civilian takeoff, despite having four 20,000 lbf Olympus 301 jet engines, she found her way into the ownership of the Little family as a result of the non-payment of a parking fine. After ten years of abandonment she was entrusted to the care of 655 Maintenance and Preservation society who were our hosts. Taking a break from adjusting

things with hammers and large screwdrivers to run up the on-board Rover 1560 gas turbine Auxiliary Power Unit in XM655 and waggle her elevons in her 111ft delta wingspan. Unfortunately she blew a fuse on the 200V ac supply with the air brakes deployed so our Chairman had to watch his head. Splitting into four groups we had a guided tour around. Clambering up a ladder to peek into the 29' long nuclear bomb bay revealed one of three possible racks of 7 replica 1000lb general purpose iron bombs.



Looking up into the tail revealed dustbins of Electronic Counter Measures, the aircraft's only defence against attack. Supplied by an ample 160kVA these outdated jammers were best left to melting tarmac and disrupting TV signals for miles around. The No 1 engine covers were off to show the recently replaced zero hour jet engine, which had been run up nervously for the first time last weekend after a winter of hard work. The groundcrew had to skin their knuckles twice hoisting it in, as the first time they connected it up had shown up a fuel leak. Taking refuge from the windy apron in one of MAPs newly painted sheds revealed a welcome tea urn and a video of all the action in the "office" during a fast taxi.

The highlight of the tour, climbing up the ladder into the cramped cockpit with its unique smell makes you wonder at all the buttons and switches to press. Sitting down the back on their parachutes in the coal hole are the Air Electronics Officer (jamming), the Nav Radar (bombs) and Nav Plotter (maps). Up top, in the front office, sitting on ejector seats with sheepskin rugs are the two pilots. One hangs onto the fighter style joystick, the other grins at those four big loud throttle levers.

Come back again on Father's Day, June 15<sup>th</sup> to see XM655 use her 80,000lbf to fast taxi and lift her nose. This year she has special livery to mark her 50<sup>th</sup> birthday and her 30<sup>th</sup> anniversary at Wellesbourne. Following her older sister XH558's fuel leak last year, she now has a full tank of Avtur and if the brakes are up to it, they will tear up the runway for two fast taxi runs to celebrate. See you there.

## Alistair Kinross



This is **THE** trigger James May wants you to hit when flying over Burford.



When Sandy Sanderson from New Zealand needed something to keep himself occupied after breaking his wrist in a motorcycle accident, he started building amazing model cars from discarded aluminium cans. See [www.sandyscancars.com](http://www.sandyscancars.com) - be sure to look at the pages on making these cars.



*"I was born in England and trained as a draughtsman, having always had a pencil in my hand."*



# Models

We've all made them, have them and our lads are no exception. A bit of a blokie thing but there is one notable exception in our Club. Here are some that you sent in. There are also some guest "can cars" from New Zealand sprinkled throughout the magazine.

## Keith Bennett

A Sea Fury that once flew and of course, an MG TF (he has another one of these).



## Malcom Cutler

The Cutty Sark and HMS Victory



## Barry Cooper

This brass Spitfire was made by **John Payne** and awarded to Barry to recognise his support for the Club over many long years.



## Dave Barton

Australian Light Armoured Vehicle. In his previous life, Dave project managed the acquisition of these for the Aussie Army.



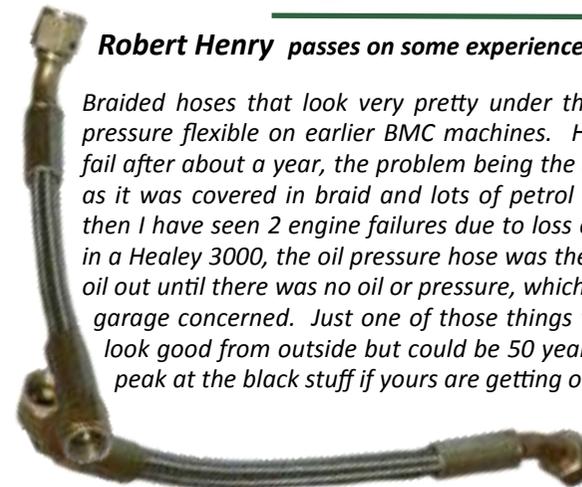
## Emily Attwood

Mid 19th Century clerestory coach of the Great Western Railway. Grandfather **Geoff Tebby** built the model.

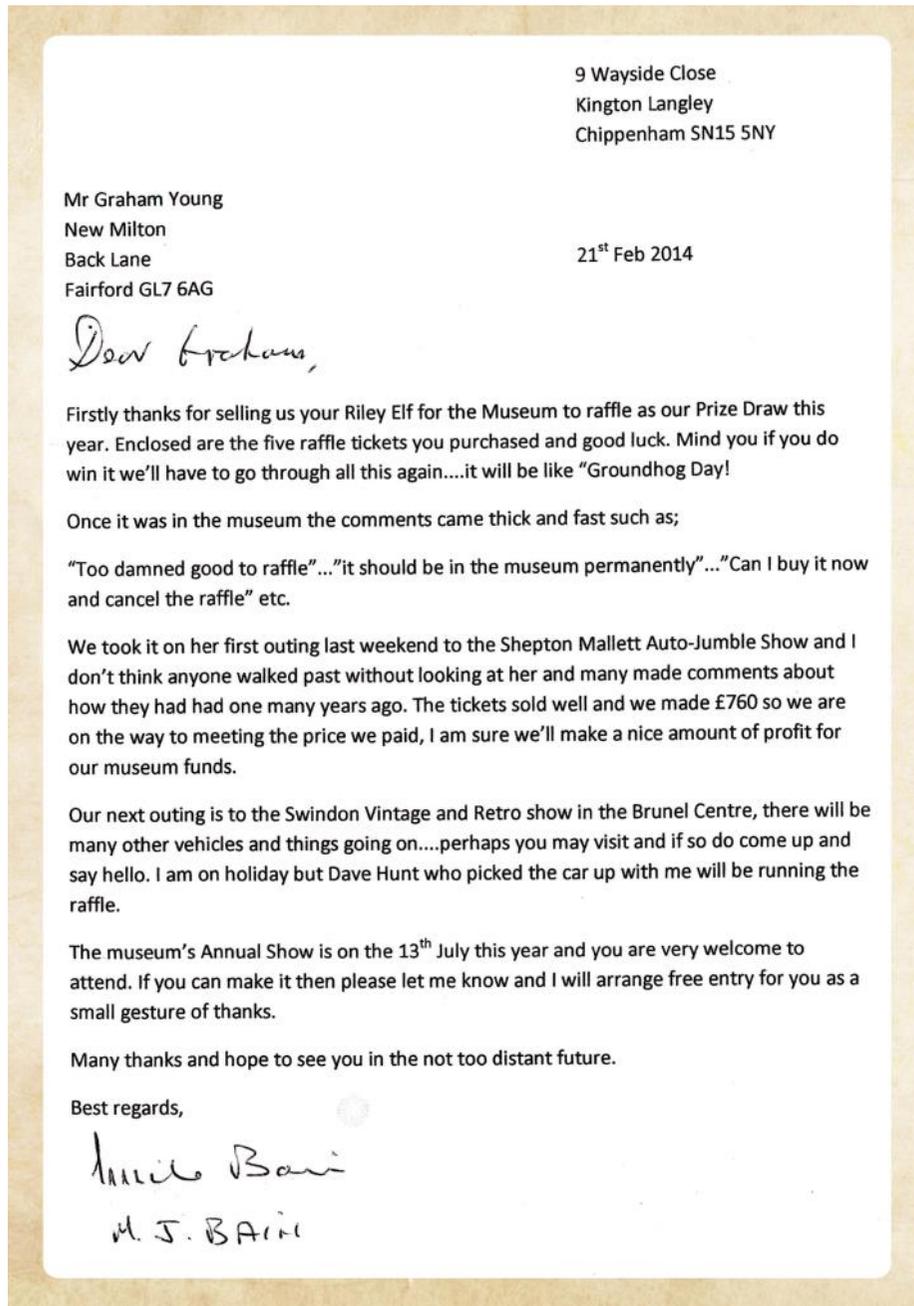


## Robert Henry passes on some experience with braided hoses

Braided hoses that look very pretty under the bonnet for fuel lines and oil pressure flexible on earlier BMC machines. However, years ago I had some fail after about a year, the problem being the rubber which you could not see as it was covered in braid and lots of petrol went over the exhaust. Since then I have seen 2 engine failures due to loss of oil. One a brand new engine in a Healey 3000, the oil pressure hose was the culprit, gradually pumping the oil out until there was no oil or pressure, which was a bit embarrassing for the garage concerned. Just one of those things we do not always think as they look good from outside but could be 50 year old rubber. Might be worth a peak at the black stuff if yours are getting on a bit.



At the 2009 Atwell-Wilson Annual Classic Car Show, **Graham Young's Riley Elf** won "Best Mini of the Show". Late last year Graham decided to sell the Elf and guess where it is now? The letter below tells us that the car will be the grand prize in the Museum's annual draw.



No. 27

## MOTERING MUSINGS

Graham Young

1. The moral of this story is that your sins will be found out. A business man from East Anglia tried to carry out a £42,000 fraud by putting false numbers plates on a classic Bentley and was setting up a wedding hire business. He reported it stolen and claimed that he had spent £38,000 restoring it. The insurers wanted to see invoices which would you believe, were in the boot of the car when it was stolen. He supported his claim by taking photos of a restored 1950s Bentley Mark VI and having switched number plates, took photos which he gave to the insurance company. The scam was uncovered by the insurers and the silly man was fined £10,000 and ordered to pay £1,000 costs and £1,323 to the insurance company.
2. A picture of the veteran Car Run recalled that for some years my patents lived on the Purly Way, Purly and the run went past their house.
3. I was sad that Haynes is closing their HQ because of falling sales. There can be very few classic car owners who haven't bought one of their books.
4. I was intrigued by a report of a Mr. Odon who, without any medical background, adapted a machine to assist when a baby is being born. I will give any enquirer further details but suffice it to say that a member of the Royal College of Obstetricians and Gynaecologists said that the "Invention was a fantastic idea." The device cost £30 at most and there will be reductions for poorer countries.
5. I was further saddened by a report of a fatal flying accident to Mike Lithgow and his crew who, having flown a jet at 735.7 mph, was the fastest pilot who ever lived. He only held the title for a week and was the penultimate Briton to hold that honour.
6. The photo of three women police officers on motor bikes reminded me that they were the first—this was in 1960.
7. Ouch! I have a photo of a very wrecked car which ended half into a house. The driver was banned for 2 years - he was drunk.
8. I report without comment that dozens of women in Saudi Arabia protested recently about a ban on women driving. I learned that driving licenses are not issued to women so I don't understand how they can lawfully drive. Anyone know the answer?
9. I have a photo of Sir Malcolm Campbell's Blue Bird that was taken out of its home at Beaulieu and fired up—the first time since 1938 and 2,000 hours of work were rewarded. And the fire extinguishers which were available were not needed.
10. Finally, an abandoned car in Tiverton has over £1,000 of parking tickets. I'll try and follow this one.



- **Graham**

## TAPPET CLATTER

Mike Cox

Having suddenly realised that the next FC3 is out in about 2 weeks time, I had better stop scratching my head and get down to writing a few words of wisdom again. Reading back articles from the last FC3 one or two points require clearing up. Firstly, the 'Big Bodge' regarding the failure of the mounting etc, on the near sub frame of the 1100/1300 series Austin Morris, etc. This did not require the removal or replacement of any parts but just the delicate operation of welding up the sub frame solidly into place. I expect this we pre MOT test days and when complete, passing on to some poor unsuspecting punter!! What some people did for a crust of bread ..... as promised, he will remain nameless.

Going back a couple of months or so a number of members enjoyed a visit to British Motor Heritage in Witney where primarily it was to see the body panels being made but it also included a talk by Aldon Automotive on performance and tuning using things like Mappable Ignition Systems. During the talk I got lost after things like Modular Variant – programmable ignition system – whilst driving I might add – and crispy spark etc, etc were discussed, but this did lead me to thinking about ignition systems on my Riley. In the summer of the 2013 FC3 there was a very good article by Martin Howard detailing the troubles he had with his Morris Minor. I did get a bit involved with this living next door to him. Anyway, not wanting to possibly sort out the same problems on the Riley and not being a very bright spark (ha ha) when it comes to electrics, I got help from an expert. Enter the **DISTRIBUTOR DOCTOR**. Phoned him and had a very nice chat regarding ignition



problems. The result was that he relieved me of £97.00 for new and very much up rated points, condenser, red rotor arms, **Flame Thrower** coil and distributor cap. This sum included VAT and recorded post. Which is I am sure, very much cheaper than a programmable mapped systems and to me retains the old, simple points and plugs layout. It was all fitted into the Riley and it all seems to be working OK. Plug leads will follow. As this was on the A Series engine, I am not sure what else he can supply; didn't really ask. But you can by ringing 01398 361 678.

Will leave the problem of the impossible job until next time or will give blow by blow account when I take the front sub frame during the winter.

Happy Motoring

Mike C.



## Ashton-Keynes Restorations

Around 20yrs ago I joined Lister Engines in Dursley and the person whose job I was taking over, on his retirement, said to me one day 'with your interest in classic cars you must meet my godson, he's got a few old cars'. A couple of weeks later we drove on to Ashton Keynes and I was introduced to Keith Bowley – a few old cars!! It is therefore around 20yrs since we first visited Keith's workshops and every time we go everyone is riveted by not only the cross section of breathtaking motors and their history, but also the attention to detail in the restorations. Keith said he was worried that we must get bored with seeing the same cars, some of which have been in there for somewhat protracted rebuilds or in storage but, personally, I think it is very



interesting to see the transformation of the cars over a period of time.

We had to limit the numbers of club members to 20 as this enabled us to have a detailed tour, not only of the restoration shops, but also of South Cerney Engineering. Whether you fancied the stunning Talbot Lago, Riley or various Bentleys or Lagondas, I am sure that everyone saw something which they can only dream of owning. Myself, well I can see why Keith is a lover of **Amilcars**, with their sewing machine like build and components.



Many thanks to Keith and staff, for another fascinating and enjoyable visit..

Malcolm Cutler



## FOR THE RECORD Snapshots of Club Activities

The photos are available  
on our Flickr site



Ashton-Keynes 20 March

U-Hoo undergoing restoration



Skittles  
26 March



Maureen & Dave Apperley  
Doubles Winners



St Georges Day 23 April

... FBHVC Drive It Day (continued from Page 7)

Quennington and Coln Rogers before turning North West to Little Farmcote and Toddington, where a 'Steam Sunday' on the GW Railway was much in evidence. Crossing the M5 corridor we joined entrants from the other two starting points, to navigate the narrow lanes of the Malvern Hills arriving in heavy rain at Shelsley Walsh. There, we enjoyed individual runs up the Hillclimb course photographed for the scrapbook, a pig roast lunch to the accompaniment of the Tenbury Town Brass Band, the chance to meet other classic owners and the opportunity to soak up the atmosphere of this historic motorsport venue.



## Classic Lunch Runs

by Barry Cooper

With the date for an April Classic Run confirmed, it was a small but no less enthusiastic party of Club members who gathered at the Cotswold Lion Café in Northleach in order to enjoy morning coffee and a bit of a chin wag, before setting off on a country run of some twenty miles or so to Batsford Arboretum. The suggested route led the intrepid runners through some of the most varied scenery Gloucestershire has to offer, from what might be termed as 'typically Cotswolds' to a section of the route which closely resembled part of the Forest of Dean. At lunch time we had the choice between either eating at Batsford's own Café, or alternatively, if that proved to have been overly busy, there was the Horse & Groom Inn just a mile or so down the road at Bourton on the Hill.

For some of our party, Batsford is a regular venue, but a few others expressed pleasure for having their first opportunity to wander through its fifty six acres or so of landscaped woodland. Food served in the Café was judged to be OK. The weather remained generally fine throughout the day, and we were spared the Saharan smog, which had been affecting large parts of the UK at that time. Even the slight threat for a spot of rain came to nothing; so all in all I'd like to imagine that the day was a success. I'm sorry that some members were unable to join us due to ill health, and I sincerely hope they are now fully recovered.

As many of you know, the MOT for any vehicle registered prior to 1 January 1960 was scrapped from 18 November 2012. While blissfully trawling through *Race Retro* at Stoneleigh a while back, we came across the **Classic Friendly** stand. This newly formed, private enterprise aims to establish a network of garages that will provide a roadworthy inspection for classic cars. This is not a pass/fail inspection but provides you with a comprehensive report on the condition of the vehicle. We mention this for your information only and this should not be taken as an endorsement by the Fairford Classic Car Club in any way. Their website is [www.classicfriendly.co.uk](http://www.classicfriendly.co.uk) if you wish further information.



**Note that this is not a substitute for an official MOT**

## Federation of British Historical Vehicle Clubs

As many of you will know, FCCC is a member of FBHVC which issues a quarterly Newsletter. In the past we have irregularly quoted from the FBHVC Newsletter but it now our intention to regularly pass on any interesting news to FCCC members through our own Newsletter and/or FC3 magazine. For those of you who wish to get more details you can log onto the FBHVC website – [www.fbhvc.co.uk](http://www.fbhvc.co.uk) or Malcolm Cutler, Geoff Tebby or Bunny Lees-Smith if you want to view ‘hard copy’.

In the 2<sup>nd</sup> edition for 2014 the most notable news included:

- Extension of Historic Vehicle Tax – on April 1<sup>st</sup> 2014 the threshold for Historic Vehicle Taxation moved from 1<sup>st</sup> Jan 1973 to 1<sup>st</sup> Jan 1974. Although not mentioned by FBHVC, from Jan 2015, a 40yr rolling exemption for historic vehicles will also apply.
- Tyres – with the MoT exemption now 1yr old, an article stresses the need for owners of historic vehicles to regularly check their tyres for damage, cracking and age, as well as for wear.
- On 1<sup>st</sup> October 2014 the DVLA will cease to issue tax disks – a good thing in general, but I used to enjoy saving the old disks as part of the vehicle’s provenance. Please read the small print about when you sell the vehicle – now the new owner has to apply for a new registration even if the old one is unexpired!
- London Council is working on the introduction of an Ultra Low Emission Zone which, although it has a long way to go, could result in historic vehicles being excluded. FBHVC is following this very closely and will apply for an exemption as historic vehicles are used so little.
- Chrome Plating - FBHVC, through FIVA, the European historic vehicle association, is investigating the EU programme which is threatening the chrome plating industry (banning of certain chromium products).

FYI, we send the FBHVC a copy of our FC3 magazine, as do all the other affiliated clubs, and any interesting articles are highlighted in the FBHVC newsletter ‘Club News’ section. We have had reference to FCCC interesting articles 4 times to date, not bad when you consider that FBHVC has a membership of over 500 affiliated clubs!



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## COMMITTEE NOTES

- Membership** We are currently at 79 members. A warm welcome to our newest -
- **Ashley & Pamela Homes** and the three “Morries” (Series 2, 1000, 1000 Traveller) and the AJS Model 20
  - **Dick & Chris Stevens** with their Mazda MX5, MG and the Suzuki
- Publications** Geoff and Malcolm are going to try their hand. “*Watch this space.*”. **Michael E. Ware**, a noted writer and classic motoring enthusiast, contacted the Editor with the offer of free automotive book reviews. A sample listing is enclosed. If you spot one you want to read, contact the Editor who can get hold of it for you.

Next Committee Meeting on **Monday 19 May at 7:30pm**. Upstairs in the **Crown of Crucis** in Ampney Crucis. It is open to anyone who wants to attend.

# Lane of Hope and Glory

