

Fc3



The Magazine of the Fairford Classic Car Club



A Queen and a Princess in their classic car



*"Jam Roll"
- see inside*

SUMMER EDITION

June 2012

WHAT'S ON

A summary of events with Club activities highlighted. Check the Club **Website** and **Newsletters** for event details, changes and further information. If you have a question about any event or it is not shown below, please call the Secretary, Barry Cooper 01285 851 821

FCCC	WHEN	WHAT	WHERE	WHO
➡	29 June Friday	FCCC 25th Anniversary Dinner	Royal Agricultural College, Glos.	Malcolm Cutler 01285 712 173
	7-8 July Saturday - Sunday	Atwell Wilson Museum's Annual Classic Vehicle Show	Calne, Wilts.	Barry Cooper 01285 851 821
	21-22 July Saturday - Sunday	West Oxon Steam and Vintage Show	Ducklington, Oxon.	Gary 01993 700 716
	8 July	British F1 Grand Prix	Silverstone	Bernie
➡	25 July Wednesday	Bovington Tank Museum (coach trip)	Bovingdon, Wilts.	Bunny Lees- Smith 01666 577 275
➡	28 July Saturday	2012 FCCC Display & BBQ Hunters Care Home	Cirencester, Glos.	Malcolm Cutler 01285 712 173
➡	3-5 August Friday - Sunday	Stroud Vintage Transport & Engine Club	South Cerney, Glos.	Barry Cooper 01285 851 821
	12 August Sunday	Cowley Classic Car Show	Martson, Oxon.	Malcolm Fearn 01865 862 776
➡	15 August Wednesday	Aunt Sally		David Chambers 0168 658 603
➡	19 August Sunday	Thruxton Motor Circuit (Club Run)	Andover, Hamps.	Barry Cooper 01285 851 821
➡	25 August Saturday	Shrivenham Fete (proposed)	Shrivenham, Wilts.	Malcolm Cutler 01285 712 173
➡	26-27 August Saturday - Sunday	Best of British Show	Cotswold Airport, Glos.	Barry Cooper 01285 851 821
➡	28 August Tuesday	FCCC Committee Meeting	The Bull Fairford	info
	1 September Saturday	Whittlebury Country Fair	Whittlebury, Northants	Alan or Pat 01327 857 896
➡	1-8 September	FCCC Away Week	Devon	Maureen Apperley 01395 269 355
➡	19 September Wednesday	Tyntesfield House (proposed)	Wraxall, Bristol	Bunny Lees- Smith 01666 577 275

FAIRFORD CLASSIC CAR CLUB

Member of the Federation of British Historic Vehicle Clubs

Quarterly Magazine FC3

Summer 2012

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Front Cover

Festival Queen Rachel Woods (in car) and Charlotte Rymer, Festival Princess, ride in the Sunbeam Rapier of Brian Cox. See *Festival Queen* inside.

Cars: Top - Brian Cole's 1953 Jowett Jupiter; Bottom - Lord Baden-Powell's 1929 Rolls Royce at the Heritage Collection.

Centrefold

Some of the Club's cars at Wittenham Clump on a wet St. George's Day run.

Back Cover

The aero engines at the Rolls-Royce Heritage display for the Club visit on 16 April.



Welcome

We've given the magazine a bit of a "cut and polish" for the Summer Issue. As Prince Phillip once said, "Change does not change tradition. It strengthens it. Change is a challenge and an opportunity, not a threat." I hope the magazine style will make for an enjoyable read. This is my first issue as Editor and no doubt I will try a few different things in later ones to see what works best.

The magazine is about us and for us. The Royals-Royce visit, St George's Day Run, Churchill Classic Show and supporting the Fairford Festival Queen gives an insight of what we have been up to the past quarter and Richard Jones' article on Barn Finds may inspire some of you to poke around the Cotswold for a new project. I reckon our regular contributors have as much fun writing their bits as you do reading them. If you have something to share or would like to see in these humble pages, please let your thoughts be known. And Bazza and Brian – there are a couple of quiz questions you shouldn't miss!

- Dave

www.fairfordclassiccarclub.org.uk

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

FROM THE CHAIR

Malcolm Cutler

Summer at last seems to be coming to our part of the UK, well it is as I am writing this and yesterday I saw at least three classics passing through Fairford. Both Barry's earlier run this year and Bunny's St George's Day outing, saw us braving snow and splashing through floods, but hey, our cars are meant to be used, even if the occupants are starting to seize up! Things did get a little better when a group of us went to the Motorbike Festival at Prescott where we still had to dodge the April showers, until the Monsoon arrived after lunch, but at least the rain stayed away for the Fairford Festival Queen judging in May.

Talking of the St George's Day run, I would like to once again thank Bunny for organising such a successful event for the past 10 years, but sadly he has said that this year's run would be his last. All of us who arrange events know the enormous amount of time and energy that is required and therefore the commitment that Bunny has put into making the St George's Day event so successful over the years. BUT we do not want to lose the event from our calendar, so we will be looking for someone to help coordinate the event in the future, together with a band of loyal supporters. Volunteers please, before the press gang is called in!

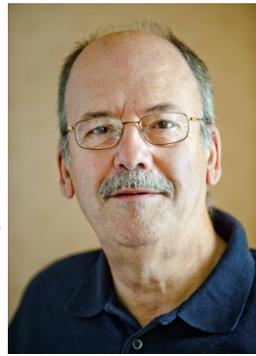
In 25 years we have seen many changes in the club, but one of the most significant has been the recent change in editorial direction. I have already written about this in the May Newsletter, but I would like to again reiterate the enormous debt that we owe Barry for his work in producing the quarterly FC3 Magazine and more regular Newsletters, since the inception of the club. Although he has said for some time that he wished to reduce his workload, at the same time I know that he will miss organising and editing

what has been a very personal contribution and a major element in the success of the club. Dave Barton, who lives close to Barry in Meysey Hampton, recently 'put his head above the parapet' and said that he would take on the role of editor. Even though Dave will apply a bit of 'ones and zeros' to our publications, the editor's role will be a daunting task and we must ensure that he is fully supported, not only by the committee, but also by you all in providing him with feedback, event reports, articles etc. Barry will continue in the crucial role of FCCC Secretary, organising events, working closely with Dave and Bunny on the events calendar and providing regular inputs to both the **Newsletter** and **FC3 Magazine**.

Recently the Cirencester Car Club held its 60th anniversary lunch and with many of our members belonging to both clubs, it was a significant and most enjoyable event. Congratulations to Geoff Tebby and Bunny Lees-Smith for organising it and to hear that people such as Jim Loveday and Charlie Todd are not forgotten. Also congratulations to their, now retiring, Chairman, Martin Saunders and his committee, for revitalising the CCC over the past 10yrs.

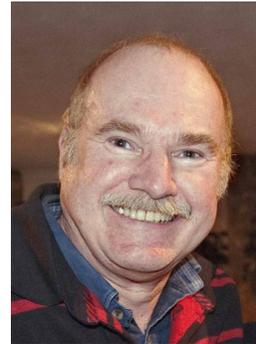
Which brings me to our own 25th Anniversary dinner on the 29th June at the Royal Agricultural College. By the time this edition of FC3 hits the streets, the event will be upon us, but I think we can give a hearty 'three cheers' to a very classic FCCC, and wish her well for the next 25 years!

- Malcolm



The only hope for topless here is the cars!

Dave & Liz Martin



They came together in 1998 – hailed on a vendor's drive by the family as a cool set of wheels to be seen arriving on at Parents Evening. Cool but thirsty. The six pots in a row empty quickly. For the first two years it was accustomed to daily exercise. Then only let out on high days in summer as Liz inherited a sensible Volkswagen. Did however make 50th Birthday tour of Cornwall, honeymoon-revisited roar up the West Coast of Scotland and 60th Birthday jaunt along the Loire to the Le Mans Classic.

In all, the beast's been the perfect companion – sitting on the drive all winter waiting patiently. Then firing up enthusiastically first turn every spring. Purring along effortlessly however far and fast you ask it to go. Cosy and watertight on autumn evenings and keen to go out topless on summer days.



For the technically minded, its coolness was enhanced in 2000 by a front spoiler imported from the US and a stainless straight-through Bells back box gave it a throaty voice. So far - so good. But a recent virtual trip on the net round most of the used car part yards of the northern hemisphere for a window motor - revealed how scarce the Z31 might be getting. The owners no longer attend parents' evenings but are keen to learn the likely prospects of future success in keeping faith and making good with this one.

A Joint Visit to the Rolls-Royce Heritage Collections

On 16th May we joined forces with our usual groups from the Cirencester Science and Technology Society and the Hankerton History group to travel by coach to the home of Rolls-Royce at Derby.

They have two locations. We started with the collection which illustrated the establishment and growth of Rolls-Royce as a Company and the events leading to new innovations and designs. Success was first achieved in the automotive industry when Royce demonstrated his prototype cars to Rolls, the moneyed entrepreneur. An early example of this vehicle was there for us to see.

Unfortunately Mr Rolls and Mr Royce both died before the First World War broke out. Nonetheless, their philosophy of care and very high quality led the Government to place orders for aircraft engines when it was discovered that other engines needed a rebuild every 50 hours. Immediately on using Rolls-Royce engines, the rebuild time extended to 250 hours. Another milestone was the winning outright of the 'Schneider Trophy' in 1931 at 340mph in a **Supermarine S6 B** (see Barry Cooper's article in the Autumn 2011 issue of FC3). The Company now had a reputation for fast and powerful engines.

From thereon we saw examples of many engines developed between the wars, during the Second World War and



the following decades (back cover). This now included of course the jet turbine engines which the firm reluctantly took over development from the Rover Car Company.

During the afternoon we were treated to a display of products of all types and ages being preserved by the voluntary staff through the Rolls-Royce Heritage organisation. This band of enthusiastic skilled personnel, each with their own particular experience, were working on

all kinds of Rolls-Royce products - cars, aircraft engines, power sources such as emergency supplies and jet turbines. This even included products of Companies who long ago were merged with the parent Company such as Armstrong Siddeley, De Havilland and Bristol Engines.

It is a huge workshop spread across three adjacent buildings which formed the aluminium foundry for the



Rolls-Royce continued ...

Company. Our guide was the former Works Manager of the Foundry.

Robert Henry and the RB-211



The vast array of cars ranged from various stages of restoration to full working order. In the latter category, we saw **Chief Scout Lord Baden Powell's** Rolls-Royce (text box).

cooler air at 700 degrees C passing through them. There were several working models including an RB211 engine and we understand that if we could attend on their open day they would start up a Merlin piston engine. So this was for real!

We are deeply indebted to Rolls-Royce and their staff that really put themselves out to make sure we saw and understood what was on display.

- *Bunny*

One most intriguing exhibits was the construction of the turbine blades, which as the reader may well know, are hollow. What we had not realized was that the blades operate at well above the melting point of the parent metal and they survive only because of the



Before the Arrow Park Jamboree in 1929, Christian Holm, the President of the Danish Boy Scout Association wrote to all the Scout organisations attending the Jamboree suggesting each Scout donate a penny for a gift to BP to celebrate 21 years of Scouting. BP's wife was asked for ideas. BP remarked *When she asked me what I wanted, I said nothing. I am the richest man in the world, for I believe that the richest man is not the man who has the most money, but the man who has the fewer wants. My wife pressed me further and said I must want something. I thought again and remembered and said 'Oh yes I want a pair of braces!'*

The present was the Rolls-Royce and an Eccles Caravan. The nickname **Jam Roll** was coined because Eccles was also a type of fruit filled pastry.

The joke going round the jamboree referred to the Rolls towing an Eccles. The car was one of the last 20hp chassis to be made. It was a rush order with the chassis card marked "*Urgent 6/8 weeks*" The order was placed on the 21 June 1929 and the completed chassis delivered on the 19 July. Further noted on the Chassis card state *If this car is not complete by the date of the jamboree R-R to loan car for one day for this occasion* The car was presented to BP on the 10 August 1929 only 50 days after R-R received the order.

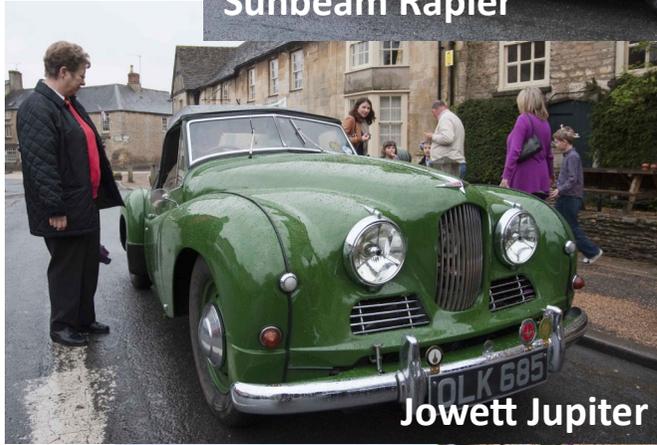
- *Scouting Magazine*, March 2004 "Easy Rollers" by Gil Fugua

Fairford Festival Queen

FCCC has regularly supported the Fairford Festival Queen competition by providing short rides and photographs with the cars for the winner and her successful attendants. This year **Graham Young** (Riley Elf), **Brian Coles** (Jowett Jupiter) and **Brian Cox** (Sunbeam



Sunbeam Rapier



Jowett Jupiter

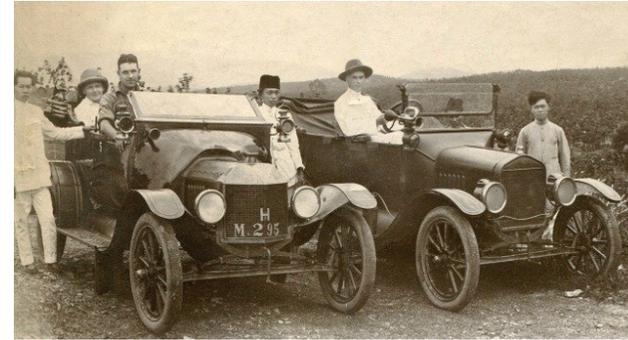
Rapier) provided the 'chariots' for the young Queens. Trevor Hing, the organiser and compare of the event, said that **"the one thing the children really look forward to are the runs in the FCCC classic cars"**.



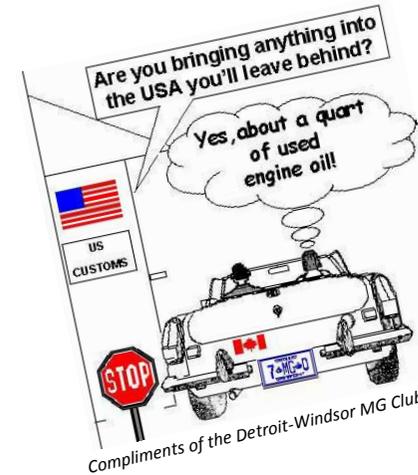
Riley Elf

Alastair Kinross writes –

This is a photograph of my grandfather, G. "Cresswell" N. Webb, aged 25, in the driving seat of the Ford Model T Tourer on the right, possibly a 1916 model. Having fought and survived



all of the Great War, rising to Captain in the Dorset Regiment, he was demobbed in 1919. He then set off to seek his fortune as a rubber planter in the Federated Malay States, where this photo was taken on the Regent Estate in January 1921. What was the other car on the left? He returned from Malaya in 1922 without a fortune, but we still have his hat.



Compliments of the Detroit-Windsor MG Club

QUIZ CORNER

1. Ferdinand Zeppelin was so impressed by the engine from which classic car that he used it to power his airship?
2. The Ford Capri was the European version of the US Mustang. What was it originally going to be called?
3. What's the name of the Rolls-Royce mascot?
4. Which company, whose name disappeared in 1956, built the first British car in 1895?
5. With its illuminated badge on the front grille, which car was a particular favourite with the police?
6. A favourite with Princess Anne, what was the name of the sports coupe introduced by Reliant in the Sixties?
7. The Jowett car company was based in which Yorkshire city?
8. Which British Leyland car politely asked passengers to fasten their seatbelts?
9. What was Britain's first mass produced car with an engine and cylinder block cast in aluminium?
10. **Photo:** What am I? (besides a half-finished project)



Answers inside the back cover

The 10th St George's Day Run

Hardly a challenge.



Perhaps we have been extraordinarily lucky that in the last 10 years of running the St Georges Day event the weather has been very kind. Almost every time we had been blessed with dry, if not sunny conditions, however this time it was not to be true. There was a steady drizzle all day with some roads even flooded to a few inches.

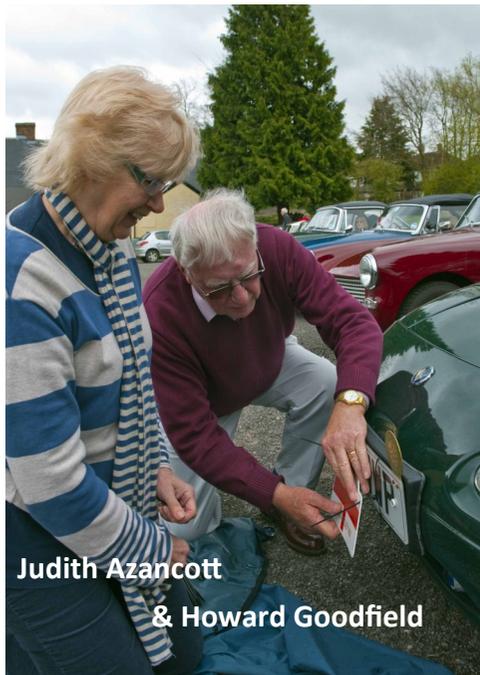
The route started at 'The Jolly Tar' at Hannington, a place we had not used for many years and where we were welcomed by Steve and Leigh Snook with a hot drink to start us on our way. We were joined by guests from the Austin Healey Club including Rodney Manners who came over from France with Michele especially to do this run (we had to excuse him that he did not bring his Healey but substi-

tuted an E type Jaguar instead). It was nice also to see Michael Halliday with Patricia, and Alan Sharpe with Paul, both teams in Austin Healey Sprites.

With some careful lining up, 30 cars set out on a 70 mile route going east to start with and passing through Highworth and Great Coxwell. A few people stopped to view the Great Tithe Barn and were duly impressed by its size and structure. A series of pretty villages followed each with its own character. Fern-

ham and Drayton in particular seemed almost unspoilt by modern developments and had many examples of timber frames and thatched roofs. Perhaps the only downside was the number of speed bumps we had to encounter but then it would not be appropriate to rush by.

Up to this point the land was very flat as we passed along a path parallel to the River Thames and so of course we eventually came to the river itself at Appleford on Thames. To the south we could see the tall cooling towers at Didcot but we were veering north to



Judith Azancott & Howard Goodfield

St George's Day continued ...

Wittenham Clump. This is, as you may guess, a well-known viewing point rising well above the surrounding countryside near to the Thames. It has views across the river; north to Dorchester and South to Didcot. Unfortunately when cars arrived there, the rain was at its height and only a few people saw what was on offer.

Our intrepid photographer, David Barton, who had to navigate by himself, made it to the Clump in time to take a few pictures but unfortunately the route being what it was, he did not manage



from there on to find lunch. (So sorry David, I was aware the route was challenging).

The second part of the run was through rolling country

and the strangely named villages of Berkshire such as Brightwell cum

picturesque Kennet and Avon canal.

I need a bigger hammer.



Robert Henry & Colin Biles

Softwell and Aston Tirold. Despite the rain, these are some of the most interesting places with a mixture of thatch, slate roofs and timber frames.

After Streatley the route moved into rolling terrain with big fields and lots of trees. Some of the narrow roads were a bit testing and one had to be aware of the wildlife congregating on the road

ahead. We moved south to cross the A34 and M4, and then the A4, passing through Marsh Benham, crossing the railway and the

Our lunch was to be at a very remote pub called 'Jack Russell' in Facombe where Simon and Liz Froom hosted our meal. This pub was recommended by Malcolm and Jill and it certainly lived up to expectations for quality. (Definitely go again please).

After lunch an optional route was planned to return to 'The Jolly Tar' for tea and cakes. I am pleased to say that most participants were able to join us to celebrate(?) my retirement from St Georges Day Runs. Having had 10 years at it, I would now like to step down from this event. Hopefully somebody else will step into my shoes and breathe new life into it. Finally Malcolm said a few kind words which I do appreciate.

- Bunny







In the printed version of FC3 Summer 2012 these two pages contain an article about finding restorable classic cars in barns. It was reprinted with permission of R. Jones, **Old Classic Car**, 2012 ©.

Due to proprietary reasons, that article may not be electronically reproduced and is therefore not included in the web version of FC3.

The article can be found on the website www.oldclassiccar.co.uk
The site is well worth a visit !

TAPPET CLATTER

Mike Cox

"The Porsche is gone – Long live the Porsche!" Veteran of all the Club's annual away trips to the Continent, never letting us down, always bringing us home except for one small hiccup in this country, RAC bringing it back home on this occasion. It was time to go - rust bug in a couple of places, many paint chips in others, needed body-work, respray and much cash changing hands – don't like that! It was driven away by the new owner followed by his wife in a brand new Aston-Martin, seems like it's going to a good home.

Had an interesting call from Malcolm - looks as if I've volunteered to write a regular piece in the new look magazine under the heading **Tappet Clatter**. (Think I got that right). These articles I was told should consist of a highly technical discussion on all aspects of automobile engineering relating to our era of cars which I believe covers the period 1910 to 1990. As my auto engineering consists mainly of "if it looks right, leave it alone" and if plugs, points and fuel are all there and working, the engine should go. What I suppose is required from me is useful hints on what to do if all the above are present and it still doesn't work. The following will illustrate what I mean.

To cut a long story short I picked up an old cylinder lawn mower the other day that a friend was about to throw on the nearest tip. He said I was welcome to it but bet I couldn't get it going (cheaply). Took it home, up on bench, pulled the starter cord, noticed that



sometimes there was compression; sometimes there wasn't. Took off cylinder head, side valve motor, gasket OK. Pulled on cord again and noticed that one valve seat was moving when valve lifted up, dismantled valve and lifted out insert. Immediately faced with choice of engineering solution – engine off (not a simple job) and take to nearest engineering firm for new valve seat insert, not really an option as I didn't want to spend a lot of money not knowing what rest of motor was like. So came up the following no cost solution (*John Payne stop reading*) Cleaned up and replaced insert, replaced valve, got my old valve spring compressor and fitted it into valve case inspection chamber and the end bearing down on the valve head and tightened compressor as tight as I could. I found a big pointed centre punch and big hammer. Now comes the technical bit. I made a series of punched indents all the way around the insert, fixing it I hoped. To the cylinder block, cleaned up any rough spots with a file, ground in valve, set gap and replaced head, petrol in tank, pulled starting rope and it fired first time and kept running. Have now mowed lawn at least six times and mower is still going strong.

What can we learn from above - no idea other than killing the cat and cream come to mind! PS: don't try this on your Ferrari, Porsche or Jaguar - it might not work!!

This article has probably got me the sack. If not, expect much of the same next time.

- Mike

Ed: Sacked??? No way Mike ... keep 'em coming.



No. 20

I have had a very interesting time seeing cars in Germany. I saw my first Trabant which was parked near a church which our party was visiting. I took photos but did not see it going.

However, I now have a Trabant and will show it to anyone interested. It cost 4 Euros! OK, weak joke 😊 It is a plastic model that measures just 4" long.

On arriving in Minehead for my recent holiday, I was delighted to see a convoy of seven Riley RMC Roadsters in show condition. Moreover, at the hotel were the owners of five Austin 7s. They had come down from the Midlands and had just spent the week touring Exmoor.

It happens that I am writing these musings in early June. My record of events shows that in 1935 (the year of my birth but probably irrelevant), the Government of the day was introducing a test for would be motorists.

And while waxing historical, 85 years ago, in May 1927, the last Model T rolled off the production line. It was numbered 15,007,003. That volume production was not exceeded until 1971 by Volkswagen. Today the record is held by the Toyota Corolla. When first made, the Model T cost \$850 but this last one cost \$300.

When in Germany I visited Colditz. I was reminded of my friend **David McCallum**, (who some will recall played the part of Ilya Kuryakin in the Man from U.N.C.L.E.), who played a RAF officer incarcerated in Colditz. We used to play on the sand at the Sandstone Quay at Corrie, Isle of Arran as very small boys. He has owned several interesting vehicles and I will research these for later use.

While on holiday I bought a postcard which shows an elderly lady who has, by herself, lifted up the back of a car while her son in law was replacing a punctured tyre. His wife says, "When Mother offered to help I don't think this is what she had in mind."

What you see here is a model of a Morris 8 Series II. **Arthur Mallard** rebuilt a Morris 8 in 1938. He had received the car in boxes, the previous owner having run out of knowledge in his attempt to resurrect the car. Arthur sold me the car in the Nineties. In due course I sold it on to a bloke in Stratford-Upon-Avon. He had a Morris two seater and wanted a four seater to go with it.



MOTERING MUSINGS

Graham Young



- Graham

Churchill Vintage & Classic Show



Against all the odds the Churchill Car Show maintained its record for holding the event in sunny and dry weather. For a few days before many phone calls were received asking if the show was still on as many had been cancelled. Even better this time it was not the scorching heat we have had in the past but with a light breeze allowing everyone to relax as they listened to the jazz music drifting from Debbie Arthurs Sweet Rhythm group. Graham Young was particularly impressed by her swing section and spent some considerable time in admiration, he was not quite so impressed by "Jock McSporran" aka John Han-

cock on the bagpipes. The number of entries once again broke the previous record and we had 525 vehicles on display ranging from 1904 in the form of Berliet, CGV & Oldsmobile to such rare numbers as a Swift, a brace of Lagonda Tourers, pre-war Sunbeam Sports, a very



early Aston Martin and a Bugatti T35A. The attraction of the show is that it also

features cars that some people call ordinary but evoke memories of previous ownership or the often heard "My Dad had one of those" The range on display covered motorcycles to tractors to barn engines with kids [old & young] enjoying the thrill of being towed around the ground by a miniature traction engine. Besides our club others were present, the usual MGOC, MGCC, MG Arden & MG Abingdon were spread around the field. Others did



get a look in with Westfields near us and dotted around the perimeter we had the Austin 7, Austin 10, Cotswold Vale, Stag Owners, Alfa Romeo and Cotswold Classic Car Club. The W.I ran out of lunches and cakes, the beer tent ran out of beer and the BBQ ran out of burgers. Fortunately this was well to the end of



the day and just before the prizes were given out to the proud owners who had won in the different categories. The organisers were pleased

with the feedback as it appeared that everyone had had a good time – typical country event in a lovely setting



and very well organised were the comments heard. The FCCC once again managed to secure its usual advantageous position for some



strange reason, near the fountain. Around the fountain were parked some very beautiful pieces of machinery a 1904 CGV next to the Oldsmobile and then a couple of odd ones – the Lika-mobile steam car and of course Graham Young.

- David Chambers

SECRETARIAL NOTES

Barry Cooper

So what, some FCCC members may have been thinking, is Barry going to do, now that he suddenly finds himself with so much more spare time on his hands. Anne has suggested that it is most likely that I will experience 'withdrawal symptoms' and I'm not going to argue with that since our Journal has been very much my personal baby. I will be bound to miss being fully involved with every stage of its up-bringing. However, it is probably high time that I called a halt to my amateur dabbling in the world of journalism and may I here wish David all the best in his future endeavours.

I have actually been involved in publishing newsletter about 'Matters Motoring' since I first *borrowed* a typewriter from the Vickers Typing Pool in the early summer of 1962. So, in fact, I have been 'at it' for all of fifty years – high time perhaps for a rest.

Following completion of a compulsory two year stint serving Queen and Country, and newly returned to the Design Office at South Marston, I was recruited onto the Committee of the Supermarine Motor Club, which at the time was undergoing quite a bit of restructuring. When my colleagues on the committee learned that I was up to speed with the innermost workings of the typewriter and the furthermore, I believed that I might prevail upon the Supervisor of our Typing Pool to actually permit me to borrow a typewriter during the lunch break, I was encouraged to produce our club's very first Newsletter. Up until then, members had relied upon reading the occasional hand-written sheets of foolscap which they would find pinned to one of the Official notice boards, positioned at a variety of sites around the factory. It may seem strange to

WAFFLING FREE

us now but at the time it was the sole prerogative of the ladies in the firm's Typing Pool to produce all official written material, after all, that was what a typist was paid for and heaven help anyone who might venture to pinch work from them! However, just before I left Vickers in order to carry



out my National Service, I'd taken quite a shine to one of the girls in the Pool and as a result, I was on good terms her boss. It would be another two long years before I returned to South Marston.

Following a statutory six weeks of basic military training I was selected to attend a special course but was most surprised to learn that I was also to receive instruction on the use of a typewriter. I was of course no stranger to the 'Official Secrets Act' as I has been employed in the aviation industry where I worked on military aircraft, so when my new Employer informed that any reports I would write in course of my duties, were for selected eyes only, I fully appreciated why I needed to write them up myself. Additionally members of our select little band were also required to be able to drive. I had been driving for six years, otherwise I'd have received free driving tuition, courtesy of the War Department. I was chuffed to be allotted my own Land Rover. It was unlikely a mere Design engineer in Civvy Street would have his own *Firms Car!*

Upon my demob, having persuaded Vickers' sympathetic Typing Pool Supervisor that I was not about to wreck one of her typewriters, I was able to publish Newsletter No. 1 for the Supermarine Motor Club. As our intention was that each and every member should get their own copy, it was necessary to produce innumerable facsimiles but as multiple carbon copies were not an option, it required me to make use of a Gestetner machine. This required one to use a double-skinned sheet of foolscap, the top sheet of which resembled greaseproof paper. When one used the typewriters stencil setting, the keys left a deep indentation in the paper which in turn facilitated running off any number of

copies on the Gestetner machine. One was required to turn the handle in the manner of an old fashioned mangle. As a result of a wee bit of effort, a tray at the rear of the machine received umpteen passable copies of one's type-written original printed in mauve, on cream coloured sheets of paper. It was all rather messy and my abiding memory is a smell of methylated spirits. Eventually I was required to run off about 500 copies of the Newsletter; a consequence of SMC's successful rejuvenation! Guys today have it too easy, with the new-fangled *Electronic Wizardry* at their fingertips!

- Barry

A caption contest!

Send your entry to the Editor. We'll publish the responses in the Newsletter.



KIT SHOP



CLOTHING: Maureen Apperley 01395 269 355, Jan Cox 01865 300 929
MUGS, DECALS & KEY CHAINS: Barry Cooper 01285 851 821

YOUR COMMITTEE

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A Reminder

Don't forget to inform the Editor how you wish to receive your **Club Newsletter**. Starting in July, those with e-mail will receive it electronically only unless you have indicated that you wish a printed copy in the mail as well. The **Newsletter** is now on the on the Club website in full colour and **FC3** will be there in early July.

Quiz Answers:

(1) Daimler (2) Ford Colt (3) Spirit of Ecstasy. Those who went on the Rolls-Royce tour can confirm that the figurine was, allegedly, based on Elaine Thornton, the mistress of Lord Montagu (4) Lanchester (5) Wolseley (6) Scimitar (7) Bradford (8) Maestro (9) Hillman Imp

Photo—Triumph TR250 These were built in 1967 and 1968 for 15 months by the Triumph Motor Company, during which time approximately 8,480 cars were made for the American market. Many can now be found outside the United States, primarily in Europe. Approximately 600 remain worldwide today. The TR250 was identical to the TR5 except for the fuel delivery system. Zenith-Stromberg carburetors were fitted instead of the TR5's fuel injection system. The straight-six engine delivered 111 bhp (81 kW), 39 bhp less than the TR5.

Peter Elliot

Sadly we have just been informed of the death of Peter Elliot, who was for many years a member of FCCC, but in recent years could not attend events due to health problems. Those of us who ventured over the Jersey, on the Club's first 'away week' will remember Peter fondly, both for his friendship and also for his more eccentric navigational 'skills'. He loved his red MGTF and although he suffered a stroke a number of years ago, he only sold it in the last 18months. We extend our condolences to his family.

