

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

**Fc3**

**A brace of Golden Oldies—the cars!**



**Porsche  
double take.  
Churchill  
would not  
approve.**



**Summer Edition - August 2018**

# FAIRFORD CLASSIC CAR CLUB

*Member of the Federation of British Historic Vehicle Clubs*

**Summer— August 2018**

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- A German Ghost Story
- The Little Great White rises from the Ashes
- Men and their Sheds –2
- Your Choice of Music
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## REGULARS

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### Front Cover

Nick Warren's Singer and Bunny Lees-Smith Chenard at The Old Spotted Cow.

Porsche 'double take' in Kent and Churchill statue at Chartwell

### Centrefold

Members in Kent

Dunlop Advert

### Back Cover

Advert sent in by a concerned FCCC member. Probably best not to comment!



I hope members will agree that the FCCC continues to flourish with its usual wide variety of events throughout the year and a steadily increase in membership—now 89. Most importantly many of the new members are regularly coming to and enjoying, the events together with families and friends (potential new members?). We also recently welcomed two new committee members, Nick Warren and Peter Hughes, who come with new ideas and hopefully will keep us all 'on our toes'.

As the club grows (but hopefully not too large), communication becomes more important. Whilst e-mails make the easiest and quickest of communications, we are very aware that this can end up with you receiving masses of e-mails from Geoff, highlighting events. If you, like myself, are also receiving lots of e-mails every day, many of which are unsolicited, it is not always easy to spot those you want to read. I have noticed that e-mails from some other clubs I am a member of don't mention the club name in the e-mail heading, just the e-mail address of the person sending it—very confusing. Therefore, to try and help avoid confusion and help to

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

identify FCCC e-mails, Geoff always puts 'FCCC' at the beginning of each club e-mail subject heading.

I am very aware that a small number of members do not have computers and we also therefore try our best to keep everyone informed of events through the monthly Newsletters and direct mails on important events.

You may also notice a small change in the first page of this FC3 in that I have taken out the events page. This is because the latest events are shown in Geoff's monthly Newsletters and are just being repeated in the FC3. This therefore leaves more space for articles.

This edition of FC3 continues the 'Men and their Sheds' series as well as a new article on 'Essential Tools—what we all need', which I hope will become a regular feature—so please get in touch with tools you have found most useful and stories about your own 'man-sheds'.

I now have an empty file for articles to go into the next FC3, so please take pity on the editor and put fingers to keyboard (or pen to paper) and send them to me - you know you can do it!

### New FCCC Baseball Cap



We can now supply FCCC badged Baseball caps in most popular colours. Adjustable for size. Price £12

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## FAIRFORD BARN-FIND Ripe for Restoration! Malcolm Cutler

I was recently walking the dog around the East part of Fairford when I spied the following 'sitting' in front of a contractors yard. From a distance I could not recognise the make, let alone the model, alt-



though it did look very Austin/Morris in shape. In fact it turns out to be an Austin 8:

Launched on  
23rd Feb

1939, production continued into the war until 1943. Approximately 9,000 - 9,500 of the wartime Austin models were two-seater military 8AP tourers produced for the armed services and government, and the rest were four and six seater light saloons, two and four seater tourers and vans. After World War II, the model was made from 1945 until 1948.

Anyone fancy a challenge!



## A GERMAN GHOST STORY

### Malcolm Cutler



Some say it's a figment of my and other people's imagination, others say that they have seen ghostly visions of a blue BMW CSi motoring around the Cotswold Hills, or even on the Channel Islands! Many of you reading this will not have a clue what I am talking about, but for those of you who have been members of FCCC for around 20yrs and/or remember trips to the Channel Islands, Le Mans etc, the sight of a blue BMW 3.0CSi will prompt memories. Well, hopefully in the next month or so, the blue apparition



should  
again be  
seen on  
FCCC runs.

The story of  
how and  
why I ac-

quired a CSi in the first place actually started many years ago when I was working for Goodyear Tyre Co. I was sitting at my desk in Wolverhampton when one of test drivers, from our technical centre in Luxembourg, walked in and threw some keys on my desk and said, 'take that for a run, you'll enjoy it'. Outside sat a blue, left hand drive BMW CSi with wide wheels and full roll cage. I took it out around Wolverhampton and yes, I did enjoy it – although other drivers on the

road may not have (!) and I subsequently drove the car again later in Luxembourg.

Flash forward 20yrs and I was looking for an 'everyday' classic which I could enjoy, but also drive between Fairford and our office in Stroud. I was talking to my old friend Charlie Todd (who many of you will remember) and explaining my need and that I thought a Mercedes Benz or BMW would probably provide me with the most reliable transport (*OK, I'm sure some of you will say this was unpatriotic!*). 'That's a coincidence' he said 'as a friend 'up the road' has a BMW CSi and has talked about selling it'. I had not thought about a CSi, partly because they were pretty rare, but also because they had a reputation of rusting in places you did not want them to rust i.e. where it was most expensive! Anyhow, I went to look at the car and was immediately struck by its condition and the colour, light Fjord Metallic Blue, with cream leather seats, BUT it was left hand drive, having been initially owned by a dentist in Switzerland. The car had then been bought by the present owner from a dealer in London, so it effectively had had only two owners, and also came with a thick file of photos and receipts, including the service book which showed that it had been regularly serviced by a BMW dealer and specialists in the UK i.e. very strong

provenance. A subsequent drive showed that it went as good as it looked, so eventually a mutually acceptable price was agreed.

I used the car extensively for three years, during which it regularly took myself and Jill to Stroud and back and on the first ever FCCC 'away week' in Jersey. On that trip we got lost on one of the runs organised by the Jersey Motor Club and stopped at a T junction on a minor road outside some big iron gates leading to a manor house. Lost in



thought (or was it argument) and looking at the map, we were surprised to hear a knocking on my side window. It turned out to be the owner of the 'big' house who said that he used to have a CSi and wished he still had it. He then said that just before he sold it he bought a new rear side light assembly, but was so shocked at its high price, he did not include it with the car. *'I'm not sure where it is but would you be interested in it'.* Well, yes says I, so I gave him my address and we agreed £25. It turned up in the post a couple of weeks later! Another trip in the CSi was to Le Mans in company with two other club cars. A friend came with me together

with his 9 yr old son, who proceeded to eat large quantities of French baguettes in the rear seat – over 20 yrs later I am still finding the crumbs, plus wrappers from the Hamlet cigars smoked by Mike Clark who subsequently renovated the bodywork!

Apart from having to change the cylinder head due to cracking into the waterways – a well known BMW 3 litre engine problem - the car was very reliable, but one of the front wings was bubbling over an earlier repair and the overall paintwork was beginning to look a bit 'tired'. I had fortunately bought two new, original, BMW wings at an autojumble (now considered as rare as 'hens teeth'), so decided to have them fitted by Mike Clark at Oaksey and the whole shell taken back to bare metal and repainted by Paul Holden at Kemble. I stripped the whole car, apart from the engine and running gear, but as is the case when you start delving deeper many more problems surfaced. The wings fitted perfectly but it was found that earlier work on the inner sills needed redoing, so complete new inners were fitted, plus new door skins and some earlier damage caused by a refuse truck backing into the car in London redone. The car then went to Paul where many hours were spent rubbing the paintwork back. I am sure many of you will recall where you were when the twin towers came down on 9/11 – I certainly do as I was rubbing the bonnet back when the news broke on the TV in the workshop,



something I am sure none of us will forget.

So, I hear you say, that was 2011 and the car was ready for spraying, so why was it not soon on the road! The first reason was that for the next few months it rained and rained and Paul quite rightly, due to the high humidity, refused to spray the BMW until he had erected the paint oven he was buying. This however took much longer than expected and months passed (or was it years?) before we got the car back to the



workshop in Oaksey. I then decided that I might as

well rebuild the front suspension and brakes, but my frequent overseas work travels meant the poor old BMW spent many months (or years!) sitting on the lift, with only infrequent work being undertaken. Now, any of you who have done a major rebuild will know that the easy bit is the spannering but it is the putting back all the chrome work, electrics and interior that takes the time and if you are like me you will also have a large number of boxes and bags of bits, previously carefully labelled but with much of the writing now indecipherable. Add into this the fact that the Oaksey workshop has no heating and work in the winter was impossible. I also had my other cars and bikes to fiddle with and I make no excuses, but I am afraid that the BMW kept coming off 2<sup>nd</sup> best! That is

until a few months ago when I realised that the only way forward would be to get 'her' back to my garage at home in Fairford. This meant that I could spend a few hours each evening putting the fiddly bits back on and it's amazing how the work has progressed.

We are now into July and I was hoping to have it on the road by now but 'sods law' intervened, when the radiator sprang a leak – new core now fitted – and on de-rusting and painting the rear offside, fabricated, suspension wishbones I found perforated metal close to the inner bush i.e. a hole! As the car had spent its first 10yrs in Switzerland driving on the right hand side of the road, I guess that this is why this side of the car had suffered from the winter salt. Anyway, I was 'right fed up' (*printable language*) but my local garage made me feel better when they told me that they had the same problems with a 6 year old Korean motor and I then read in my Jaguar Enthusiast Club magazine that some of the 'new' XKFs have wishbones rotting through within 2yrs!! Probably not so bad for a 45yr old BMW!

The offending part is being welded up whilst I finish this edition of the FC3 so, if by any chance you are driving around the Cotswolds in the next month and see a blue CSI, it may not be a mirage, but the real thing. But, there again, there have been previous rumours that my CSI is 'ready for the road', so please check that it is not still sitting in my garage and what you saw was a ghost!

# The Little Great White Shall Rise from the Ashes



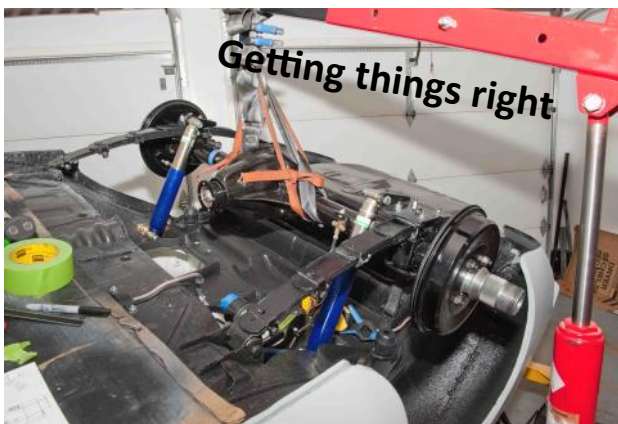
Episode V -  
January to June



I'm not driving LGW today ... he is still on the stands. Well, I did hint in Episode 4 that this chapter might not be the last in his return to flight. The

big hope now is to get a run in before the snow flies. But of course, we blokes all know how restoration projects can go. Back in my Canberra days, when somebody in the Club was doing a resto and asked when it will be finished, the standard reply was "Easter". The year was never spoken.

I will put down the slow schedule to the simple fact that global warming has yet to reach Davo's garage and the winter months are not the best for getting things done out there. Before getting LGW down off the rotisserie, I wanted to have the brake/fuel lines and rear axle sorted out. Having changed the routing of these lines, installing GAZ shocks and a new, German-made electronic fuel pump, I needed to be sure they would play well with the rear axle and springs. I put the axle in its place and, using the rebound straps and bump stops, carefully measured its lowest and highest points to ensure it would not foul anything.



Then it was a day spent getting him down on-to the stands. I had to work alone as Bruce quit (*he'd better not come around this summer looking for his old job back!*). Safely onto the stands, the next task was to get on with

the front suspension. I rebuilt the swivel pins, bought new slotted brake rotors (*bling!*) and had a mob in Ohio rebuild the shockies. Keen to get the end float spot on, I set up a jig on the bench and used my dial indicator to



get it just right, between 2 and 4 thou. I'm almost finished putting the front end together. I've been almost finished for about three weeks now! I am only a few hours away from completing this job and then whacking on the wings, wheels and spoiler and rolling him back to the paint shop.

Hopefully by the time you read this, LGW's spot in the garage will be occupied by the engine and trans getting their scrub up while the car is being finished on the outside. When he

gets home, all the refurbished and new things on the shelves will magically float themselves onto the car and work perfectly the first time. Even the new Bell stainless steel exhaust system (*more bling*) I drove over to Michigan to get (*no wall yet and Canada has not so far been declared full outdoor toilet status.*) and the shiny new Autosparks wiring harness with my modifications, will function perfectly first go.



**Bruce quit !**

Will Episode 6 be the final? Bit like Star Wars isn't it?

**Dave Barton July 2018**






I hope that you find the copy of this 'Safety First' booklet, published in 1929 by the National 'Safety First' Association interesting—priced at 6d!

We will include more pages in future FC3s.

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Replica

## PREFACE

*"Keep on guard against the errors of others."*

WHEN it is realised that nearly 200,000 additional motor vehicles and even more new motor drivers take the road each year, and that the number of people killed and injured in the streets has increased in the last ten years from 40,000 to over 150,000, everyone must admit that "Safety First on the Road" is an ideal which should be the aim and object of every road-user, driver, cyclist or pedestrian. Traffic on the roads has reached such an intensity that errors of judgment are nowadays much more likely to result in disaster, and every driver must keep on guard against the folly of others.

This pamphlet is received by every motor driver, experienced as well as novice. It may not be out of place to mention that statistics show that **inexperience is not a frequent direct contributory cause in motor accidents.** Whilst there may be little in these pages not already well known to the seasoned driver, yet neglect of the various rules and courtesies set out hereafter is the prime cause of the bulk of avoidable motor accidents.

It is hoped, therefore, that all drivers will read, and now and again re-read, this pamphlet, and adopt as their permanent code the letter and the spirit of its contents. It contains nothing which is unreasonable or impracticable; and it is based on the experience and assistance of more organisations and individuals than can be separately mentioned, but whose help is gratefully acknowledged by the compiler, by whom suggestions for improvement of future editions will be welcomed.

"Rely on own judgment—not on a vehicle's brakes—particularly if road is greasy."

[From the Code of the Road Fellowship League]

(See page 37)

## I.—SPEED

*"Regulate speed according to all the circumstances."*

EXCESSIVE speed, having regard to all the circumstances, is one of the most prolific causes of accidents. The modern capacity for quick acceleration and powerful braking is as much a danger if misused, as it is an aid to safety, when skilfully used. The essence of road sense is to regulate speed so as to be able to stop clear of all possible danger. This demands constant attention, alertness and anticipation. A speed of only 5 miles an hour under certain circumstances can be more dangerous than even ten times that speed under different conditions.

Most drivers underestimate the distance within which they can pull up in emergency, and expect mechanical impossibilities from all-wheel brakes. An expert driver will constantly vary his speed between wide limits, always with safety, whereas the thoughtless driver frequently maintains an almost constant speed irrespective of circumstances.

Reduce speed when approaching blind corners or road junctions; schools or other places where people congregate; on tramlines or slippery surfaces (particularly at the start or end of a shower); when descending steep hills (the engaging of a low gear is a wise precaution, whilst coasting in neutral is always risky); when passing unattended animals; on observing warning hand signals or fixed speed limit or danger signs; when on loop-ways during road repairs, etc.; and wherever else common sense indicates the possibility of unseen danger.

## MAXIMUM LEGAL SPEED LIMITS

	m.p.h.
Motor Cars; Motor Cycles; also Heavy Motor Cars (i.e. vehicles weighing over 2 tons unladen), pneumatic tyre throughout	20
Heavy Motor Cars with solid rubber tyres, or H.M.C. and trailer, pneumatic tyre throughout	12
H.M.C. steel tyre, unladen weight not exceeding 3 tons, and axle weight not exceeding 6 tons; H.M.C. and trailer with solid rubber tyres	8
H.M.C. with or without trailers, other than as above	5

# MEN AND THEIR SHEDS—2

## Evolution of my Man-Shed

### Robert Henry

Since Bunny wrote the article on his workshop I felt compelled to be competitive, as my Man-Shed has also evolved and improved over the years.

We moved here 41 years ago and as a workshop was essential we took down the single precast one (re-erected in the orchard as you can never have too much storage space). In those days Planning was a bit picky so we built as large as possible, 20 x 30 ft, calling it a Garage and Fuel Store. Today you would go 2 storeys, have



a games room above and fully plumbed looking remarkably like a Granny flat!

It was built with cavity walls and a pit, and stayed much like that until the early 80's when I needed space for a printing machine, so it was divided and had a warm air gas boiler. This was really annoying as it

reduced the play space, only to have that taken over by even more machinery moving the partition ever further. Drastic action was needed so we doubled the roof length and make a 30ft carport. The steel had a previous life as support for the Wills



tobacco factory façade in Bristol while it was being converted into a shopping centre, a bit heavy but economical. To keep the end interesting and lower looking we did a hip roof, you will see why that is relevant soon!

Early 90's and the business moved out to a local Factory unit which allowed the space to be used properly for 'important' things. Having completed the MG in all this luxury I started on the Sprite, now this becomes a problem as working on a rough wreck close to your pristine pride and joy could lead to tears. The next plan was hatched, stick up some more steel (another 15ft, so we are now 75 ft long !) take some tiles off, get a few friends around and roll the complete hip along complete with tiles to it's new position. At this point it is a good idea to have ordered

more roof trusses to fill in the gap, oh yes I was organised, until we came to fill in the gap when it all went slightly wrong. Someone ordered too few (look in my direction) which was worrying as they took 3 weeks to get. So hotfoot on Monday morning, made a phone call to Griggs, explained my maths was substandard and asked the what the best delivery could be: How about Wednesday came the answer? I was a bit dumbfounded, but the explanation was because I had confessed instead of making it their, the architect's or the dogs fault! And they thought it was hilarious.

So now I have a proper heated man-shed with a pit and TV. The carport takes some logs and the everyday cars, and the Classic garage takes the MG, and another .

Perfection for a long while, then in 2007 I decided to rent the whole Factory out, sell



some machinery off and take the business home again - one of the machine's should have been on roller skates it had moved around so often ! Out go the Classics from their home, so with insulation, a set of patio doors behind the original garage door and there is my new office, very

nice, compact and cosy, also not too far to go to work.

A couple of years ago I decided working even a few days a week was actually a bit boring as every time the phone went it would be one of those 'customers' wanting stuff. Very annoying. So out goes the business and the Classics go back into their improved insulated and carpeted garage.

We have a few more improvements around the garden, never built anything in stone, well I have now - a shed for the mowers with a flat viewing area on top complete with flagpole, upcycled (apparently this is the new word for using again) from a builders show home.

Because we have to have toys (I do not play golf) I bought a mini digger for essential gardening and well, it would be a shame to leave it out in the wet so we stuck up a barn, which is also the wood store. Getting bored with chopping logs I adapted the arm to take a log splitter. It works very well but, for those concentrating, you should be wondering how I can reach the lever to operate it. Heath Robinson springs to mind.....string and pulleys !

Now we have a large stock of wood, so why use the gas heating in the Man-shed, bring on the wood-burner, a couple of old (AND EMPTY) propane cylinders and a chimney. Very toasty, I have seen 100f on the thermometer and the chimney goes a lovely blue.



## YOUR CHOICE OF MUSIC?

### Chenard et Walcker—a short history

#### Bunny Lees-Smith

If your taste is for the experimental and you like electronic sounds, then Chenard Walcker is for you. Probably the best source on the internet for a huge selection of free downloads. Sadly, the originator named Chenard Walcker went into a coma in 2002 and is still recovering slowly. However, the business carries on and collects some



very exciting tracks. Try a little search and you will be surprised.

There is another alternative, this time the real thing. **The car that came first and second in the first Le Mans race with the 3rd team car finishing 7th.** Now that is real music, and it comes from a Chenard et Walcker.

**So who was Chenard et Walcker I hear you say?**

Ernest Chenard (1861–1922) was a railway engineer and maker of bicycles with a factory in the rue de Normandie

at Asnieres-sur-Seine, just north of Paris. He joined with mining engineer Henri Walcker (1877–1912) in 1898 to make motor tricycles. Together they founded their automobile business on 19 January 1899, with Chenard in charge of design and Walcker sales and finance.

The business was formally registered as **Chenard, Walcker et Compagnie** in 1900. In order to ensure short-term commercial viability, they started out producing a quadricycle, but in 1900 their "first true automobile", the "Chenard et Walcker Type A" was homologated with the authorities. This had a two-cylinder, 1,160 [cc](#) engine of their own design which drove the rear wheels through a four-speed gearbox and an unusual transmission system. From the gearbox there were two drive shafts, one to each rear hub, with the hubs driven by gear teeth cut on the inside. The car was shown at the 1901 [Paris Salon](#)

In March 1906 the company was re-named to **Société Anonyme des Anciens Établissements Chenard et Walcker**. Quite a mouthful! The name has caused much confusion over the years as to whether the cars should be called Chenard-Walcker or Chenard et Walcker.

The change of name was coincident with a move to a new factory at Gennevilliers which is more central to Paris. Unbelievably this was a massive factory, covering many hectares. But the decorative gates and a few build-



ings are all that remains today. I had the pleasure of going there in 1999 and also met the grandson of Ernest Chenard.

By the first World War the company concentrated on cars for the middle and professional classes and taxis. Chenard et Walcker were the ninth largest car manufacturer in France before the war. During the war they made some military vehicles and Hispano-Suiza aircraft engines.

During the twenties the company blossomed and became competitive in racing. The most famous win being at the 1923 Le Mans 24 hour race where Rene Leonard and Andre Lagache were driving. By this time production had increased to make them the fourth largest car maker in France out of around a total of 180.

In 1927 for financial reasons it was



decided to enter into a tripartite consortium with **Delahaye** and **Rosengart**, sharing designs and components. This lasted four years before it broke up due to disagreements. Now in the mid-thirties they ran short of cash, went bankrupt and so **Chaus-**

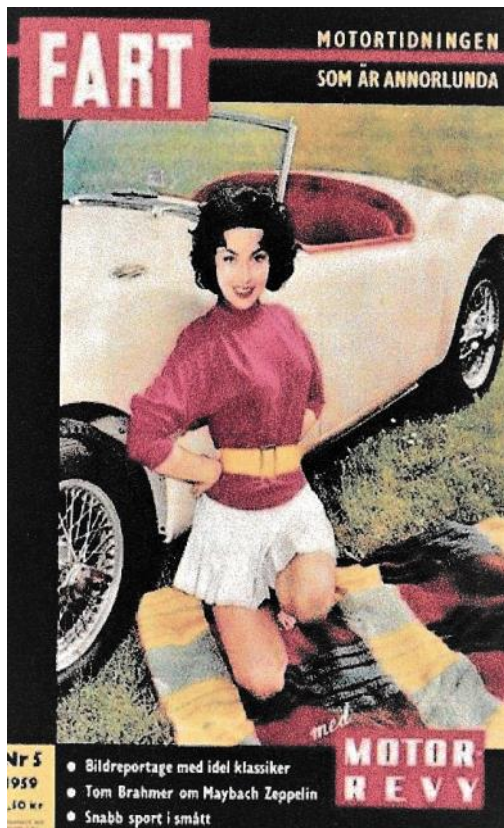
**son** took over.

The company never had the means to modernise and car production finished in 1939/1940 during the occupation. Post war **Peugeot** took over and the last Chenard cars were made in 1950.

In the next edition of FC3 I will tell the story of my two Chenard et Walckers.

### DANISH 'SPEED' MAGAZINE

Dave Barton sent the following front cover in from a Danish magazine whose title translates to 'Speed'!. I checked and yes, 'Speed' in Danish is 'Fart'! (*Editor*)



## PEOPLE WATCHING IN KENT



**Martin conducts the FCCC Choir**



**The Chairman bought a Cockerel (national symbol of France) to take on next year's French trip. Whose taking the FCCC Bulldog?**



**Aren't I the lucky girl, but where are you two taking me?**



**Happy Anniversary to Denise & Keith**



**Churchill tells Angela one of his notorious jokes on the visit to Chartwell**



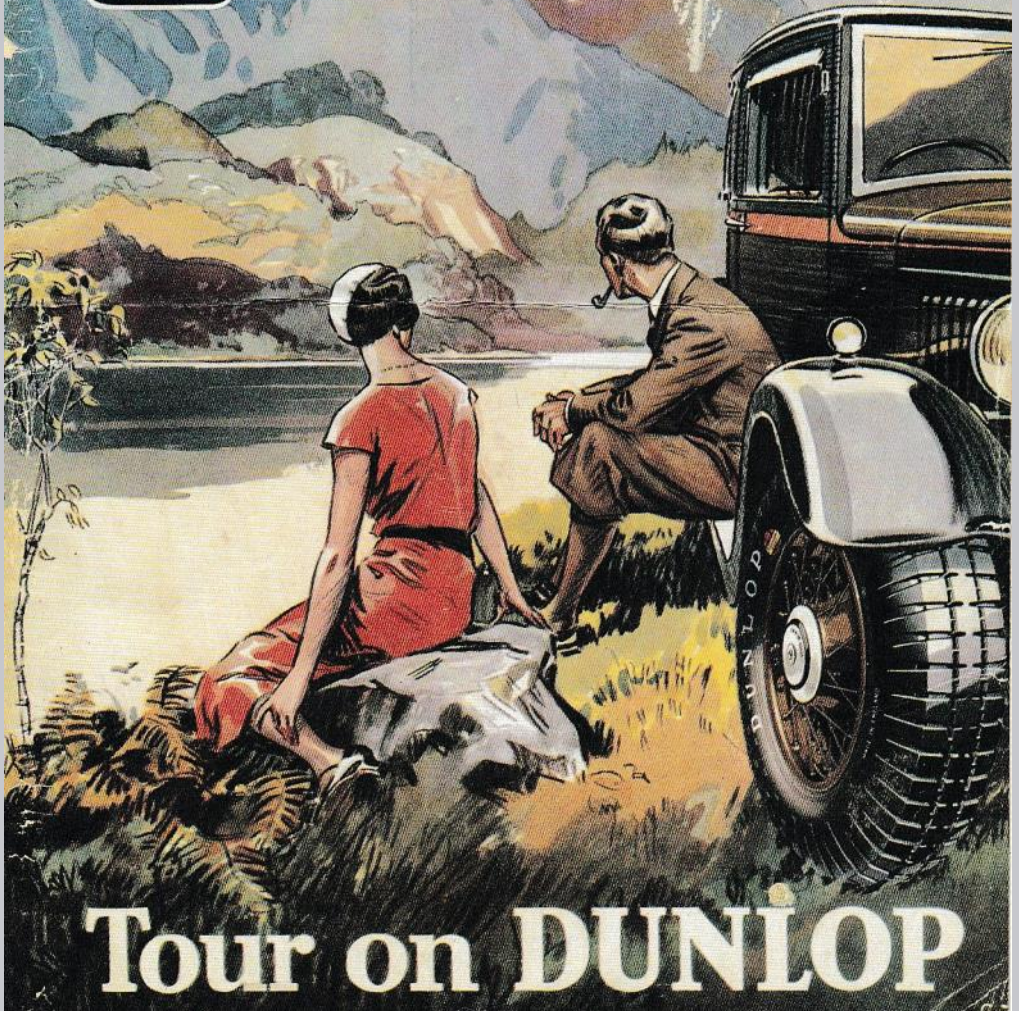
THE MOTOR July 11, 1933.

TRAFFIC SIGNS REPORT CRITICISED

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# The Motor



Tour on DUNLOP

# FCCC WEALD OF KENT TRIP

## 17-24TH JUNE 2018

### Dave & Maureen Apperley

Our destination this year was 'The Weald of Kent', staying at the Grade 2 listed Hadlow Manor.

Some of us started our trip on Sunday 17<sup>th</sup> with an overnight stop at the Burgess Hill Premier Inn where we all enjoyed a very good evening meal together. On Monday morning we drove to **Sheffield Park** where we were given our instructions and routes for the week by Martin and Jennie Howard. Sheffield Park was used by the Canadian Army 3<sup>rd</sup> Tank regiment in WW2 for anti-tank, mortar & rifle training and keeping the soldiers fit. We came upon a memorial unveiling ceremony to the many men who were killed in bombing raids where a 90 year old Canadian veteran unveiled the plaque, and related a tale of how he was a cook and one night the Nissan hut cookhouse was hit and all inside were killed. He escaped because he had nipped out to see his girlfriend!!



We then all found our way to Hadlow Manor and joined up for dinner which was a jolly affair with 27 people all talking at once! (*typical FCCC—Ed.*)

On Tuesday morning after breakfast we



visited **Chartwell**, the home of Winston and Clementine Churchill, a mine of information and a very interesting house and gardens, including a lake with the famous black swans. On the way back to Hadlow some of us visited **Quebec House**, the home of General Wolfe, victor of the battle of Quebec.

When we arrived back at the hotel there were lots of young people gathering for a 'prom' i.e. a school graduation party, including one young lady arriving in a helicopter which landed on the lawn, and another in a Ferrari - not uncommon at Hadlow Manor apparently!

Wednesday saw us challenge the morning traffic and some very pretty country lanes to arrive at **Hever Castle and Park**. Hever was the childhood home of Anne Boleyn, second wife of Henry 8<sup>th</sup> and mother of Elizabeth 1<sup>st</sup>. The castle and gardens were restored by William W Astor who used his considerable wealth to make many improvements including some beautiful pictures & wood carvings and also a very



## Hever Castle



comprehensive display of instruments of torture!! We are now the most educated car club on the life of Anne Boleyn! Leaving Hever Castle, after the obligatory ice cream - a long standing FCCC habit - we were directed to a "secret location" which turned out to be **Barkaways**, a top class family run Ferrari restoration & sales emporium. The father, son and grandson took great delight in showing us around the workshops etc. and some concourse cars that had won top awards worldwide. Don't ask the value, although there were a couple of cars worth more than £1.5 million!!

Thursday saw us off to Tenderden and a trip on the **Kent & East Sussex Steam Railway**, through very pleasant farming country, sheep, cattle and arable, culminating at Bodium station. As it was a re-



turn trip we had a ploughman's lunch on

board and enjoyed a very relaxing run and no, I did not nod off!! The crossing gates were manually operated, no jumping the crossing gates here. Some of us also visited the next door craft brewery.

On Friday we were off to the **Cinque Port of Rye** and on route we are going to **Bodium Castle**. An imposing Castle built around 1385 with a grand moat and drawbridge, also the oldest portcullis in the country made of oak and steel tipped. The various towers housed information about the castle & occupants. The



National Trust is doing a good job of restoration and upkeep of all those circular staircases, which can be a challenge for two way traffic.

On reaching Rye, Martin had arranged for us to go to The River Haven Hotel for a buffet lunch. Some of us sat inside and some out by the river - very relaxing for all. In the afternoon some walked into Rye to have a look around and came across a wedding procession in the old part of the town. All wanted to see what the bride was wearing, but as they approached we realised that it was two men in suits - not a bridal gown to be seen.



On our way back to Hadlow some of us called in at the **Morgan Museum** in Falstaff Antiques. Small it may be but it is packed full of interesting Morgan memorabilia & many other historic motoring items, one being a 1936 Bampton Caravan with an expanding side to make space for a double bed. Bampton's were the premier coachworks in Swindon and one of our oldest members, Arthur Mallard, (now sadly no longer with us) had a Bampton caravan which he towed with a variety of old cars. Seeing all these old Morgans brought back memories of a time when we broke down, tinkered, repaired and drove on!

On Saturday, our final day out, we went to **Sissinghurst Castle** and gardens. This former home of Vita Sackville West, who from 1930 – 60 created the world famous gardens & revived the many lovely buildings including the fairy tale tower which has beautiful views from the top - another photo opportunity for the club photographer! We spent some time exploring and smelling the roses but what we anticipated to be an exhibition on hop cultivation in the beautifully restored out house,

turned out to be about Emily Pankhurst & the Suffragettes movement!

On the way back to the hotel we called in at **Biddenden Vineyard & Cider Farm**, where we tried several samples and bought some wine and two of us almost got a tour of the cider making process, but they were just closing. Anyway, a 200 gallon container would not fit in our MG, although ours has been stretched at times! Four members bypassed the vineyard and visited **Great Dixter** Gardens, created by the famous gardener and garden writer, Christopher Lloyd and now under the stewardship of Fergus Garrett.



This is a 'must see' garden if you are in the vicinity (Martin had initially wanted us all to visit here but the car parking is limited).

On Sunday morning we all came down to a leisurely breakfast and after our goodbyes, Judy John and ourselves left Hadlow Manor for the last time to wend our way home. The usual "short cuts" found us on some very pretty roads and we eventually stopped for a snack lunch near Petersfield, saying farewell to Judy and John. Eventually we reached the A303 and en-

joyed a very sunny ride home to Exmouth (250 miles). This has been a most enjoyable trip in an unfamiliar part of the country and our grateful thanks go to our intrepid organiser Martin and of course, boss Jenny.



### 1933 UK DRIVING LICENCE

Maybe a few members still have theirs!

Sent in by Phil Hingston (*I have taken the name off—not Phil's I might add! Ed*)

The advert below and on P 20, was taken from the Gloucestershire Countryside Magazine 1950.

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Mr Louis ..... of I. Future ..... Avenue, ..... **NORTHFLEET.**

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Fee of 5/- received.

THE CONTROLLER,  
Licences Department,  
Sessions House,  
Maldstone.

Usual Signature of Licensee: .....

2

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**101 X 53.**  
*This number must be quoted in each application, and in any correspondence relating thereto.*

**IMPORTANT.**

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**EVERY** question on the form *must* be definitely answered, whether the applicant is the holder of a licence or not.

**INSURANCE CERTIFICATES** should *not* be sent unless a motor vehicle licence is also required.

*Cheques should be made payable to—  
"THE KENT COUNTY COUNCIL" and  
crossed "A/C PAYEE ONLY."*

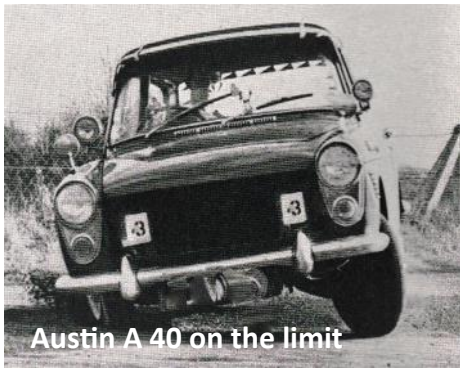


## THE ART OF CORNERING EDITOR

Last year Bunny and I went to Thruxton to watch a round of the British Touring Car Championship. The racing was fast and furious, with elements of a 'banger derby' thrown in. The cornering ability of those cars with their trick suspen-



Mk 1 Jaguar burning a little rubber!



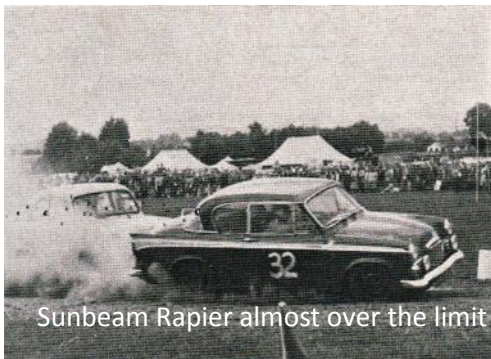
Austin A 40 on the limit

sion and sticky tyres was phenomenal but, as a spectator, you somehow lost the 'on the limit' feeling.

How different things were in the 1950's and '60's as these four photographs show.



Stan Dibben, 1953 World Side Car champion, shows that he had invented elbow and shoulder sliders 65 yrs before Marc Marquez.



Sunbeam Rapier almost over the limit

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## NSU SPORT PRINZ EXPERIENCES—PART 2 PHIL HINGSTON

*In Part 1 Phil outlined how the Sport Prinz came into Phil and Babs life and their first European rally. Theirs and the little Prinz's adventures then took them North of the Border into Scotland .....*

We joined the Club (Scottish Microcar Club) and on Sat motored up to Scotland in the NSU and arranged three B&B's for our three stops (we were not equipped for camping at the time). Luckily we managed to find B&B's near the campsites where the other Club mem-



bers were staying.

The first meeting was right under the Firth of Forth Railway Bridge and there was a good selection of microcars from the UK and Germany (Uli with his 300 Isetta and Herman with his Lloyd) - 12 cars in all.

The first camp site was at Beuly Cruivend Holiday Park and the first outing on the Sunday was to Fort George, following on to Collodan in glorious sunshine and the route avoided

steep hills to help the Bond minicars.

Monday continued with lots of sunshine, visiting Rogie Falls, Lock Glascarnoch and Loch Broom, finishing up at the amazing Inverue Gardens. They are filled with all kinds of tropical plants and its difficult to believe that they are in Scotland, all due to the Gulf Stream on the West Coast.

Tuesday included Lochness, Drumnadrochit and Urquhart Castle, ending up at Hotel Brockies for a slap-up dinner where we all got to know each other better, especially Eric Bostock from Morecambe who was driving his Africar. These were made of py-wood (flat pack) and designed by Anthony Howard for assembly, using simple hand tools, in Africa. They used Citroen 2CV mechanicals and suspension and had a 10in ground clearance.



Three prototype models were built in 1984, a pick-up, a six-wheeler and a utility vehicle. To test them it was decided to travel from Jokkmokk on the Arctic Circle to Nairobi on the Equator, so as to prove that they were fit for purpose before mar-

keting them. Amazingly, they all made it!

Wednesday was just as pleasant with lots of interesting places to visit in more glorious sunshine, taking in Fort Augustus and Spean Bridge before arriving at the next campsite/B&B at Roy Bridge Bunroy campsite in a lovely setting by the river. Our B&B was adjoining the campsite which turned out to be a blessing in disguise as, in the evening when the BBQ was held, low and behold, out came the Scottish midges. All sorts of protective innovations were quickly



thought up, as can be seen in the photo.

Finally it was back to Edinburgh via Lock Oban, Waverly Market and the impressive Scott monument. Saturday and Sunday were taken up with all the festivities, including the Tattoo on Sat at the Castle. Just as it was all coming to an end on Sunday, with the Festival march, the original RR Silver Ghost, AX201, appeared transporting none other than Eartha Kitt, who stopped right beside us on the Royal Mile—thus ended a fantastic week.



This was the start of several more Scottish microcar excursions, including the Borders and also Northumberland. and Yorkshire rallies, all organised by the Scottish Microcar Club.

## **THE DRAG RACE**

An electric car just beat the records at Pikes Peak and Goodwood—what chance does Bunny have on his latest electric mobility scooter—sadly the organisers at this year's Race Retro Show would not let him have a go!



**IN MEMORY OF GRAHAM  
ASH—22 OCT '37—21 FEB '18  
BARRY COOPER**

*Graham Ash was a much loved and respected member of the FCCC for many years until he moved to the Isle of Wight. In the following article Barry Cooper recounts how he met Graham and his love of MGs. I also have an interesting article on Graham sent to me by the MG Club Isle of Wight section but due to lack of space I cannot fit it in this FC3, but if anyone wishes to read it, please let me know.—Editor.*

As some of you will know, Graham Ash, who was a long term member of the FCCC, finally lost his battle with cancer on 21<sup>st</sup> February '18. Although Graham had suffered with prostate cancer for some time, it was only recently that the disease became much more widely spread. Fortunately, it took its toll quickly and Graham did



not suffer over a prolonged period.

In the mid Nineteen Seventies, possibly '76, I acquired a '65 MG Mk2 Midget and began attending an MG Noggin down in Clyffe Pypard. A regular at these monthly meetings was Graham Ash, an MG man if ever there was one. A while later Anne and myself were at a Classic Car get-together at Syon Park and met up with Graham who, together with his wife Sue and two young children Clive and Jane, were also visiting the show. We were invited to drop into their home in Wootton Bassett on our way home and that is when I first discovered how



much Graham was into 'MG' cars. Amongst the clutch of old MGs on his property was a rare pre-war TA, not far off restoration and my immediate favourite. He told me that there were a couple of cars 'across the road' in a neighbour's lock-up. From that moment he was 'Mr MG' – to me at any rate!

## TAPPET CLATTER

### Mike Cox

Through the '80s and '90s we were regular visitors to each other's houses and it was a shock indeed when Sue died, tragically to be followed by the loss of his son. Graham somehow pulled through with the support and love of his and Sue's many friends and



he still had his daughter Jane of course. We were therefore so happy for Graham when a close bond developed between him and Heather, who had been 'best pal' with Sue since their school days together in Portsmouth.

When over from their home in the Isle of Wight, Graham and Heather were frequent visitors to our monthly Spitfire get-togethers at Kemble with our last meeting being 6 months before he lost his battle with Cancer.

This is of necessity a short appreciation of a very true friend and I have very many memories of Graham, 'Mr MG' Ash.

Sounds like thunder in the distance but it turns out to be Malcolm telling me that I have had enough time off and my readers are awaiting the usual 'gem of an article' from me for the next FC3! – *Correct about the gem of an article, but not so sure about the thunder – just call me Thor! – Malcolm*

First, let me say a big thank you to all the members who have wished me well during the time that I have had to spend at the big 'service station' in Oxford earlier in the year i.e. the John Radcliffe Hospital. Hopefully they now have only one more major part to fit.

What else has happened in the meantime? I am not sure if I mentioned in a previous FC3 that the ATKO lawn mowing machine was not 'snapped up' by any FCCC member. Another bargain missed, so it was last seen on the back of a scrap man's lorry heading to the scrap yard! I have in the meantime bought a very lightweight, easy starting, rotary (not a Norton I suspect—Ed) which is much easier to handle.



For those who went to the excellent car show at Churchill a few weeks ago



(congratulations to David and Carol Chambers for organising what must have been not only the best ever Churchill, but possibly one of the best classic car shows in the country – well done) you may have seen what was the first outing for some time of the Riley 1300 that I have been restoring, on and off, for the past few years. However, you could have missed it as you may well have thought that it



was an army vehicle in camouflage – yes a paint respray is planned in due course!

I have had some problems over the past few years, mainly with the electrics which I don't understand too well, but eventually I found an expert auto electrician who understand older cars and who found the root of the problem and magically cured it. He also wired in an alternator in place of the old dynamo, so this may have contributed to the cure! The petrol gauge had also not been working very well and coming back from Churchill we of course ran out of petrol but fortunately, as an experienced classic motorist, I had foreseen this happening and had a small can of petrol in the boot.

Following the petrol incident I gave the

tank a good clean out, filled it up and was ready for the next outing but the Riley became increasingly difficult to start and eventually would not start at all. No, it was not gunge in the fuel line or muck in the carbs. After much bad language and blue smoke billowing out of the garage, by a stroke of luck and no skill on my part, I traced it back to a duff coil which I changed for another and off she went! I thought I would give it a run around the country lanes, so loaded a box of tools into the boot, just in case, and set off. Going around the sharp bend leading into Stanton Hardcourt a hub cap came off,



rolled across the road and dropped into a very dense hedge, full of brambles, stinging nettles etc! I searched where I thought it had gone, but no luck, it had disappeared completely. It looks as if it will have to wait until autumn/for the leaves to fall off and hopefully someone else doesn't find it in the meantime. The joys of owning an older car!

If anyone out there needs the services of a good auto-electrician, who understands older cars, give me a ring and I will pass on his number – he also does home visits.

That's my lot for this time and I am now going to lie down to recover!! (*Ed: until the next edition of FC3*) See you all at future FCCC events.

## THE NON-TOOL LIST & EXPERT TIPS FROM THE WORKSHOP

Dave Barton/Bunny Lees-Smith

*Editor: I think Dave and Bunny have come up with a potential 'on-going' article for the FC3 whereby members send in details of their most used and useful 'non-tools' and other 'useful rubbish' in their workshop. By identifying and publishing them in the FC3 I am sure we will all benefit—especially as we may also have them hidden away and long forgotten!*

-----

Has it occurred to you that you can solve the world pollution problem if you are a **hoarder**. No rubbish to throw away, no pollution—QED!

It is only a matter of time before the part you need to complete the job will turn up. Simple, just wait— a couple of beers and a comfy chair could come in useful.

So, don't bin that odd bit of metal, part found in a skip or on a building site, store it away as one day you will need it. Also look through the wife's cupboards, its amazing what's in there which can also be put to good use in the workshop.

So, to start this series off, the following are a few examples from my own workshop and as suggested by a few other club members to date:

- ◆ **A small jar of Vaseline** - lubricates without damaging rubber etc; stick a component in position whilst assembling; stops rusting; good for cuts and abrasions; prevents the wife entering workshop when coated onto door knobs/handles.
- ◆ **Football stud remover spanner** - cut apart to get behind door skins to pop press studs, handles etc.
- ◆ A good set of **Extender Bars** for sockets to get the job done when only brute force will work.
- ◆ **A Magnet on a string** - to bring up nuts, washers, bolts etc from those dark places they always drop into.
- ◆ A massive tin of **WD40** for soaking, cleaning and de-rusting .
- ◆ **Jars of miscellaneous rusty fixings** - bent nails, odd nuts, bolts, washers etc. All useless, but one day you 'might need it'.
- ◆ **Oversize sledge hammer or bolt cutter** - will never need it but there again, one day you might.
- ◆ **105/120mm Cartridge case** - holds umbrellas, walking sticks(!), fishing rods etc and annoys the missus when in the hallway!
- ◆ **WW1 Shaving Mirror** - with hinged handle and cover, built to resist mortar bombs and 1" spanners falling on it.



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