

Fc3

The Magazine of the
Fairford Classic Car
Club



*There be Dragons
in the Somme*

**ANNIVERSARY ISSUE
OF THE MGB/C
DESIGNER**



Winter Edition
February 2016

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 event organiser

FCCC	WHEN	WHAT	WHERE	WHO
	Sunday 21st Feb	Classic Lunch Run	TBA	Barry Cooper 01285 851821
	Monday 14th March	FCCC Committee Meeting	Crown of Crucis 7.30	Geoff Tebby 01453 883821
	Sunday 20th March	Classic Lunch Run	TBA	Barry Cooper 01285 851821
	Wednesday 30th March	Skittles Evening	Plough Inn, Fairford	Mike Cox 01865 300929
	Sunday 7th April	FCCC AGM and Classic Lunch Run	Bull Hotel, Fairford	Geoff Tebby 01453 883821
	Friday/Saturday 6/7th April	Crypton Tuning Event	Nigel Godwin's House Meysey Hampton	Nigel Godwin 01285 850716
	Saturday 4th June	Fairford Festival Parade	Fairford	Malcolm Cutler 01285 712173
	Sunday 5th June	Churchill Show	Churchill, Oxon	David Chambers 01608 658603
	Mon—Sat 13th-18th June	FCCC Mid Wales Explorer Week	Wales!	Geoff Tebby 01453 883821
	Saturday/Sunday 2/3rd July	Flywheel Bicester Heritage Show	Bicester	Malcolm Cutler 01285 712173
	Sunday 10th July	Atwell Wilson Classic Car Show	Calne	Bunny Lees-Smith 01666 577275

FAIRFORD CLASSIC CAR CLUB

Member of the Federation of British Historic Vehicle Clubs

Quarterly Magazine FC3

Summer 2015

FEATURES

- FCC on the Somme
- MGB Designer Birthday Card
- A Letter from the Colonies
- The Virgin Rally Driver
- Hampton Cars
- Tales from the Past
- Diagnostics Update
- Morgan Visit

Front Cover

The FCCC cars gather in front of our hotel in Albert during the Somme trip. There is a Healey and Porsche in amongst the MGs!

A good picture to also celebrate the 90th birthday of Don Hayter, the designer of the MGB.

In 2015 we visited the memorial for the Welsh Division at Mametz Wood at the Somme. In 2016, for the FCCC away week we will be visiting the home of the Welsh dragon.

Centrefold

The 'birthday card' sent from FCCC to Don Hayter, on his 90th birthday in January— thanks to Dave Barton for his investigative and design skills.

Back Cover

Bunny Lees-Smith with Chenard et Walker and owner Marc Betrancourt, at his amazing 'museum' in Albert.

Welcome to the 2015/16 Winter edition of the FC3 and thanks to all who have contributed. On behalf of you all, I take it as a compliment that a number of members have been in contact to say how much they enjoy the magazine and asking when the next edition is due. As I have explained before, until such time as we can find a 'full time' editor I, as interim editor, just do not have the time to work on four editions per year, but am still aiming for three. If one of you out there is interested in working with me on the magazine, please shout, as between us I am sure that we can get the 'service back to normal'.

One thing is for sure and that is your willingness to come up with some really interesting and well written articles. Geoff Teby and I have decided that we will keep the monthly Newsletter mainly to announce forthcoming events and brief write ups of the past month's runs and visits, whilst the FC3 has topical articles and reports on major FCCC events.

Graham Young sends his best wishes to everybody but sadly, due to health problems, he has not been able to contribute his usual Motoring Musings to this edition.

Thanks to Colin Biles for the 'funnies'.

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

Web: www.fairfordclassiccarclub.org.uk



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

FROM THE CHAIR

Malcolm Cutler



You will probably by now have gathered that this edition of FC3 has an MGB/C flavour. A few weeks ago Dave Barton got in touch having seen, on the MG forum, that the designer of the MGB, Don Hayter, was celebrating his 90th birthday on the 24th January. He suggested that FCCC could send him a 'birthday card', including wishes from nine FCCC, MGB/C owners. The idea developed and you can see the resulting card spread over the centre pages of this edition of FC3. Also included is the original request from his son Ian, who on receiving our card immediately replied saying he was very grateful for our response to his request. Continuing the MGB theme you will also see an article from Dave Barton detailing the release of his own MGB from the terrors of being sent by sea from the UK to Canada, but also the sad tale of their nasty accident, in which thankfully Dave and Pam were unharmed, which cannot be said for what he calls his "Little Great White".

I have driven a few MGBs, but never owned one. One of the most surprising was Dave & Maureen Apperley's earlier 'rubber bumper' 'B', but which had a ride and handling kit fitted. Being that bit higher off the ground than the earlier cars, but with stiffer suspension, I

thought it was an ideal ride and handling combination. I also remember 'clearing out the chokes' on the V8 that Graham Young used to have when we were in France. By his own admission Graham was never the fastest driver around, but felt that the 'B' was not pulling well, but after a few coughs and a backfire all the



FCCC at Tetbury Show—no MGBs in sight!

ponies started to jump up and down in unison in the eight cylinders and we were able to dispatch a few 2CVs etc.

Another memory of an MGB was through a friend of my father who owned a Healey Tickford, but who was looking to replace it with either a Lotus Elan or an MGB. He was a Head Master and a very particular person, so the Elan was eventually discounted on its build quality. However, neither was he satisfied with the standard MGB and I remember that he instructed the dealer to ensure that it was trailered from the factory i.e. no road mileage and delivered straight to

the premises of the well know MGB tuner/racer, Bill Nicholson. The car was then stripped back to its basic black bodwork, sprayed with many coats of Rolls Royce black (as I was told at the time), the 5 bearing engine thrown out and a fully balanced and tuned, three bearing engine put in (less friction old boy!). I also remember them trying out both Webers and SUs, with the final decision, as it was a road car, going to the Sus as they gave more , low down, torque. The suspension and brakes were also uprated (they calculated and made their own anti-roll bar). It certainly was a lovely car and I remember being taken out in it a number of times (as well as by Bill Nicholson when he was doing development work on an uprated MGC for the works). I often wonder where it is now, or whether is even still exists – I must look up some old photos to see if I can find the reg.

My other memory is visiting the MG works in Abingdon in 1967 with a party from our college car club. I am sure that I have some photos somewhere in the attic, which would have been in black and white, just like my memory of the factory – probably due to the conditions of British factories at the time! If I'm correct they also had an MGB converted into a pick up, used for factory duties.

It was good to see so many of you (44) at the Christmas lunch and sorry a number of others could not join us due to

other commitments. As in the past, the Crown at Crucis did us proud and if like Jill and I you ate too much, a long afternoon siesta was called for! Thanks to your generosity at the lunch we raised £50 towards the Christmas Crisis appeal and this has been acknowledged through a letter from the charity to FCCC.

To round off 2015 Bunny organised his annual 'After Christmas Blues Run' with over 30 cars covering a challenging, but very enjoyable run in perfect weather. A full report on this was written up by Geoff in the January Newsletter but, just to say, that we really appreciate all the hard work Bunny puts into organising this event and that Cotswold Edge Golf Club was an excellent choice for lunch.

FCCC 2016 SKITTLES

Plough Inn, Fairford, 30th March

Contact: Mike Cox—01865 300929

We can cater for 22 persons and Mike has asked if people can contact him between the 1st and the 10th March—so please highlight on your calendars. It is first come, first served—so best of luck.

On Page 6 Ken Hinton reports on the Fairford Steam Rally, which has become a key show in the FCCC calendar. However, we have been informed that due to the financial loss last year owing to the weather, causing the 2nd day to be cancelled and problems with the site, there will be no further events held. A great shame.

Fairford Steam Rally

Ken Hinton

A TALE OF TWO HALVES

We were pleased to be asked back again to the Steam Rally held now at Poulton and this being our local event we were keen to support it.

The week leading up to the rally was wet and cold and things did not look good, but on the Saturday it was a lovely hot day and the public were out in droves.

There was a good turn out of cars from a cross section of the club and the grass around our pitch was well worn by the end of the first day.

Sunday arrived and what a change we got up a grey day. Arriving on the field in drizzle it did not look good but most of the members turned up as planned. By eleven o'clock though the sky's opened and the rain came down in buckets. The mood was good as coffee and a snack was had in the gazebo while looking out at the rain coming down and the public still coming in.

Then we had a visit from David the farmer to be told that they had decide to cancel the day as it was getting wetter by the minute. We were asked if we could stay put for a while and would be told when it was our turn to leave. Dave Emmett decided that he would go for a walk round while waiting leave only to find when he came back that we had all gone and his Austin Healey was left all on its own in the middle of the field.

Everybody who went had a good time on both days so roll on next year and lets

see if we can't get more cars there.

The trade stands near by were varied selling all sorts of things, and close by there were some big American tractor units all chrome and brightly painted. These surprisingly could be driven on a car license, as they were not 'working' lorries.

The steam engines were there in bigger numbers this year and you had working displays plus of course the bar and burgers.

Toddington Classic Car Show—6th Sept.

Keith Handley

August was a disastrous month, weather wise, for Classic Car Shows and we all looked forward to a dry, if not a warm day



at Tetbury and were not disappointed. It was a glorious day. We had a good turn-out in our allotted 'Club' row with other members displaying their cars elsewhere in the show ground making a total of 23 FCCC members' cars at the show. The organisers were well pleased with the turn out with approx 750 cars and bikes being in attendance. They look forward to welcoming us back for the 2016 show.

A Sad Day

On 4 November our car was badly damaged in a crash. Pam and I were in a queue on a turn lane when we were rammed from behind by a four ton soccer-mom wagon and driven into the car in front. "*The sun was in my eyes.*" said the silly girl. Personally I reckon she was trying to put her makeup on while texting. While our heads were slammed against the roll-bar, subsequent CT scans showed we didn't suffer any concussion and we are both fine now. LGW is however, a write-off from an insurance perspective. I have just finished my rather unsatisfactory dealings with the insurance company.



While they make a lot of fanfare about being a '*classic car*' mob and '*one of us*', they are no different from any other company and clearly had their own interests above mine. I shall spend the next 16 months rebuilding the car and hope to have him back on the road in by mid-next year.

Dave

Below: Some of us went to the Prescott Bike Day and realised that FCCC members are actually quite normal compared with some enthusiasts!



FCCC AT THE SOMME

Dave Apperley

The 2015 FCCC Away Teams trip to France & the Somme started on Wed. 3rd June, meeting at The Battle of Britain Memorial at Capel-le-Fern. After time looking around the memorial we made our way to the Premier Inn near the port of Dover for our overnight pit stop

After a good and hearty breakfast we made our way to the port for our 9am sailing to Dunkirk.

When we arrived in France we were soon away from the port and the lorries and had a very pleasant drive to our first stop, the Canadian Memorial at Vimy Ridge a park with trenches preserved for visitors to walk round & get a true feeling of the battle area. Then on to the Royal Picardie Hotel in Albert which was our base for the



holiday. We were made very welcome and soon settled in and re-arranged the lounge to suit our needs.

On Fri.5th we drove into the town of Albert where we visited The Somme Museum in the town centre; a fascinating place in a tunnel under the town. In 1914-18 Albert was reduced to rubble and has since been completely rebuilt. We also went to see the Basilica Notre Dame de



Brebieres with its rich decorations & huge space inside. After a Snack lunch we drove back to our hotel to park the cars and walked up the road to an industrial site where a local industrialist Henri showed us his collection of aircraft and cars on a 5 acre site, many outside including a Caravelle with steps for us to go up and have a look inside (we had to drag Bunny out of the cockpit as he was ready to taxi along the runway, now part of the Industrial complex) Inside the first hangar were cars, several Jaguars, Bentley, Land Rovers, A30, MG Midget, Chenard et Walker saloon and many more , there were also several Jaguar Jet fighters a Dakota DC3, Mirage jet fighters, passenger aircraft similar in size to the Dakota and many more vehicles some in good condition and some rather neglected. A

2nd hanger was equally packed with cars and planes.

Thunder stopped the girls from seeing anymore as the heavens opened (they drew the short straw) and went back down to the hotel to put the hoods up on the cars, 3 MGs & Bunnies Austin Healey.

The boys carried on into a 3rd hanger, where Henri kept his specials'; scores of sewing machines, bicycles, cars, small aircraft all manufactured by Hurlti &



Rochet, companies local to the ancient town of Albert, not forgetting the hundreds of model aircraft, military and civilian which were all in large glass display cabinets.

On Sat we caught the 9am train to the city of Amiens & in glorious sunshine walked to the UNESCO heritage site, the Gothic cathedral, built from 1220-1288. It is one of the largest Gothic buildings ever built and has the most remarkable statuary we had ever seen, both inside and out.

After a coffee break we moved on to the

floating market, so called as in is on the banks of the river Somme. We wandered through the market, melons, strawberries and flat peaches were all in season, also there was a very good selection of cheese which all proved too tempting for some!!

Over the bridge on the other bank were restaurants and suddenly feeling hungry, we had to try one out!

After a long lunch we all ambled back to the train station to catch the very clean, quiet & punctual train back to Albert & our hotel for another superb evening meal.

Sunday. All hoods down again we made our way to the Lochnager Crater which is owned by war historian Richard Dunning.

At the start of the battle of the Somme, several mines were detonated to destroy parts of the German front line, this crater is the only one left to view by the public, 100 metres across and 30 metres deep it is maintained by Richard Dunning who



organises a memorial service there every 1st July.

After a photo shoot by Dave Barton we

returned to our route to take us to the Petit train de la Haute Somme, where we arrived in time to have lunch in the advertised cafe only to find they only did snack bars and drinks, so we had to raid our goody bags from the market and had an impromptu picnic.

Our ride on the train took 45mins. each way, a zig zag trip up to the Plateau du Santerre which was the route built by the British Army in 1916 to supply the troops with ammunition. After the war, it was used to rebuild the villages, then used by a French sugar company and finally as a volunteer railway since 1971.

After the ride we were able to look round the museum with many mini steam locomotives.



Back into our very hot cars and on via a roundabout route to Ciax British Cemetery where we found the grave of Private Sidney Halliday, from France Lynch Nr. Brinscombe Hill Stroud. His remains were unearthed with seven others, one British, 2 Canadian and others unknown; his remains were traced by DNA that

took 10 years of persistence of Laurel Clegg a forensic scientist and finally laid to rest with his colleague Lachlan Mc Kinnon



in May 2015; here we laid a wreath from FCCC,

The following day Mon. With all hoods down as usual it was decided to have a day at the seaside, so we all headed off to St. Valery-sur-Somme which was an interesting drive, but turned out to be very crowded and the town was quite a height above the estuary, so paddling on the beach was out. We all managed to park up and went walking, then as if by magic we found a charming cafe where we all had a good lunch with a glass of the local cider. After lunch another walk, this time exploring the old town then heading back to our cars where we found a Belgian lady having her photo taken lounging across the bonnet of John and Judy's MG. John quickly claimed ownership of the car & so was also included in the amusing photo, the lady and her friend were a very jolly couple, they wished us all bon voyage as we got back in our cars to drive back through the very pleasant countryside to

our hotel.

Tue. After breakfast our first stop of the day was at the South African memorial of Longueval, the scene of heavy



fighting in 1916 & the South Africans suffered devastating losses while taking the woods; the site today has been replanted as a memorial to all those who lost their lives in the 20th century in Africa, Europe and the Middle East. We also visited Memorials to the Australian regiments at Poziers & the Newfoundland regiments memorial, a bronze Caribou on top of a very large mound. These memorials were a poignant reminder of so many men who lost their lives fighting in the trenches.

On one of our stops at an interesting little cafe we discovered an air raid shelter in the garden with chickens in and through a gate some original trenches joining all of the cellars in the village houses, so that the people could still get around without being shot at!

This has been a lovely trip in glorious sunshine and interesting countryside, not too crowded out of town, and en-

joyed without mishap, both to cars or occupants —although 2 MG's managed to hit a very deep hole on the way back to the ferry which jarred John and Judy's car enough to crack the windscreen and pulverised the insides and seals of Dave and Mo's front dampers; John now has a smart new windscreen and we have updated telescopic dampers!

All good fun and great company, we are very lucky to be in the FCCC.

A Boots lorry overturned on the M4 spilling jars of Vick's Sinex, Friars Balsam all over the carriageway.

When asked if the motorway would be closed?

Police replied "we are not expecting any congestion"

Is this the bus stop?

Actually I think its bin day



Jan and Jill 'enjoying' the Prescott Bike event

Morgan Cars Visit—1st July Malcolm Cutler

I can certainly recommend The Old Bush at Callow End as an ideal watering hole, prior to a short drive to Malvern and the Morgan factory. Rob Bevan even chose



one of the sunniest days of the year, so the fact that the morning run, he and June had plotted

out, had to be abandoned due to the Gloucester ring roadworks, was soon forgotten. This was the 4th visit to Morgan by the club, but it is always interesting to see how even Morgan are changing with the times! Well worth the visit and thanks to Rob and June for organising it.



DAVID & PAM FLY AWAY!

Keep for a future Canadian Antiques Road Show ?



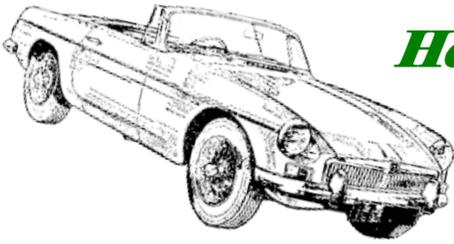
I can't believe this ...



FCCC members by The Mason Arms



What a picture!



Happy Birthday Don

90 Not Out

You all know of **Don Hayter**, the man who designed the **MGB**. He was 90 on January 24th this year. There is a global MG website called **The MG Experience** (<http://www.mgexp.com/>), an online car club that contains just about everything MG including vibrant interaction amongst members. On 23 December, Don's son **Ian** posted this message on the website -

Hello to you all out there! I was wondering if anyone could help me with this idea I have?

On January the 24th it is my Dad's 90th Birthday. My Dad is Don Hayter who designed the MGB. I was wondering if it would be possible to get some personal messages sent from this forum that I could pass to him on the big day. I was just thinking maybe some pictures of people with their cars and stories behind the ownership and then any other messages of goodwill?

As you can imagine he still lives and breathes MG's and if you cut him in half I am sure he would have the MG Octagon running through him. His memory is still fantastic and he still can recount many details of development and design. I have already got him a Journal to record more memories and a special bottle of Bourbon which he has always loved. I think that if any of you had anything to add it would really help to make this a special day for him.

(By early January, Ian had received 194 responses)

We thought that, as Don and Ian are local lads living in Oxford, we could send something collectively from our Octagon oriented. We are delighted to report that all of our eight MGB owners and our intrepid MGC stalwart responded brilliantly and we put together a greeting from the Club. The card covers two pages of A4. It is reproduced in half-size as our centrefold in this FC3 issue.

Don put his own MGB up for sale two years ago. It is a rather special car. The story is at

<http://www.mgcc.co.uk/own-an-exclusive-piece-of-mg-history/>



Happy Birthday Don



There are eight MGBs and one MGC in our Club spread out over the Cotswolds. The cumulative years of enjoyment that your beautiful car has given us is impossible to measure. Here are some best wishes from the Octagon oriented in the **Club**.

Anthony & Patricia Picking 1972 Roadster

We think this photo shows the joy we have with our MGB Roadster. I bought her new on 22nd September 1972. She had a major restoration in 1990 retaining original features where possible. We admire her attractive design enhanced by the Harvest Gold. We wish you a very happy birthday and thank you for designing such a lovely car.



Keith & Denise Handley 1972 Roadster



My car was first registered on the Isle of Man and I have met the first owner. All I need to do is to meet the designer! I bought the car as a retirement present to myself and has since given us endless miles of enjoyment. Aqua would not be my choice of colour but it is certainly an eye catcher. Have a wonderful 90th birthday and thank you for the pleasure you have given to thousands of owners.

Rob & June Bevan 1968 MGC

We purchased our "C" a couple of years ago and after restoration, we have thoroughly enjoyed driving to shows and touring the Continent. The car is a genuine example of Downton Engineering tuning and is immense fun to drive. Your classic design is recognised throughout the world, well done !



Jeff Harrison 1972 Roadster



My MGB is just 43 years old and was purchased in 2005 from MGOC garage in Brinkworth, Wiltshire. With their help it was brought back to near new condition and the car has given many happy miles of fun motoring. It always brings a smile to my face every time I take it out; what more can I say!! Have a great 90th birthday Don.

Dave & Pam Barton 1972 Roadster

The car was made in Australia and I bought it in Canberra in 1993. I have taken it to Detroit, the Cotswolds and now he lives in Canada. The Little Great White as I call him, has given us twenty-three years of marvellous times and I am looking forward to as many and more to come. Thank you so very much for making this possible. Best wishes on the day mate.





Tony & Jackie Ephgrave 1970 Roadster

This is a photograph of our 1970 MGB Roadster competing in a charity run with the Cotswold MG Car Owners Club in 2012. Over the years we have travelled extensively throughout the UK, France, Spain and Switzerland trouble free. We have owned the “**Blue Lady**” for 8 years and have rebuilt the body frame, engine, gearbox, suspension, brakes and steering. This car is perfect for touring providing the weather is dry. We

hope you have a fantastic birthday Don.

David & Maureen Apperley 1972 Roadster



We purchased our Teal Blue Roadster in 2002. It has had all the usual care lavished on it over the years and is used all year round. We have enjoyed many European and UK tours in it with the Fairford Classic Car Club. Happy Birthday Don and many thanks for the MGB; the world would be a poor place without them.

John & Judy Dodman 1972 Roadster



Our 1972 Roadster has had many trips in both home and abroad since renovating her in 2003. We obtained her after she had been in a farmer’s barn and field for 3 years where she had the wiring eaten by rats and had grass growing out of the mohair roof, the same roof that is still on today. Towing her down Witcombe Hill to get her home she got very hot and the smell coming from her was that of roasting rodents.

John Shearer 1970 Roadster

In the 1970s I experienced a very dramatic moment! You see, having been brought up on Riley and Alvis cars, I always regarded MGs with some derision! Then one of my daughters bought one and expected Dad to do the servicing and maintenance. From the start I was so impressed with the design, strength and ease of maintenance, not to mention the very reasonable prices of spares, that I bought one myself - an MGB Roadster with overdrive and wire wheels. It serves me perfectly and I have been all over Europe as well as the British Isles in it. I will always take my hat off and do obeisance to anyone who had anything to do with its design and construction. Best wishes on the day.

And from the Club Chairman—Malcolm Cutler

I do not own a MGB myself but with nine of our members running around in B's and a C, I can hardly say that I cannot understand their virtues. I do, however, have a fond memory of seeing 'Bs' being built when I visited the Abingdon factory in 1967, when I was at college nearby. Further more, I believe that the 'B' now defines, more than at any other time, what a classic car stands for - fun, driveability, affordability and great support through the clubs and parts suppliers. So, on behalf of all the members of the **Fairford Classic Car Club**, I would like to wish you a Happy 90th birthday and thank you for designing one of the most significant British sports cars of all times.



THE VIRGIN RALLY DRIVER

Rob Bevan

T'was the season of mists and mellow fruitfulness, 1971 and a damp Sunday found a band of rally enthusiasts assembled for the "Ebworth Chase", a special stage rally organized by the Stroud and district motor club. I had decided to enter my 1293cc Mini Cooper "S" autocross car, super light, super quick, but a bit fragile. With number plates and the Guinness label from my wife's shopping car I thought I would try my hand at rallying, What could possibly go wrong ?

With "fearless" Derek in the hot seat we were off, no pace notes, just arrows. We were soon enjoying smooth tarmac and flat stubble fields, the noise of the straight cut gears and a big Weber carb making conversation impossible. We pressed on, avoiding the occasional pylons and water hazards until, approaching a long straight, there was my father accompanied by my old friend Ken Hobbs both waving their arms like a couple of banshees (*Ed.—also see Ken's input to Hampton Cars later in this FC3*). Good of them to wave me on I thought ,but too late I realised they were warning me of two huge ruts. After some panic braking we hit the first one took off and landed with a mighty thump only to see the complete fiberglass front of the Mini detach itself

and disappear under the wheels. Pressing on we soon arrived at a tight right hand hairpin within sight of the finish. Arriving a little too quickly we locked the wheels up, nearly going off and making a mess of it, but just managed to make it and to be told we had made fastest time! Making a quick scout around the car park we found a spectators Mini with a front we could borrow, so we were back in business. Stage two was a



repeat of stage one so, knowing the route, we could go for it and we made good time, this time slowing for Ken's ruts! We just had the last fickle hairpin to negotiate, a bit of handbrake to set it up sideways, perfect, until the wheels dug in and we gently rolled onto our roof!! Quickly jumping out I soon got the message across, turn us back over (!), which the marshals duly did. Firing her up we charged to the finish, suitably embarrassed, but when Derek passed our bloodied time card through a shattered perspex widow, the look on the time-keeper's face was a sight to behold. Apparently at the moment of inversion Derek had gripped the roll-

cage crushing his fingers in the process, but when the times were added up we were still leading, albeit by a much reduced margin. After lunch break and some welding of the rear suspension, we proceeded to Eborworth for the afternoon stages. We soon found this a different kettle of fish with deep mud and ruts, which left our lowered mini sitting on the sump guard. With the limited slip diff working overtime, sending the car in every direction but straight, we



were losing time, not helped by clouds of steam filling the cabin but we still managed to limp to the last stage of the day and finish. When the times were checked we found we had lost the rally by one second!! The humiliation did not end there for we went home on the end of a tow rope - the front shock absorber had sheared off and punched a hole in the radiator. About this time I decided to sell what was left of the Mini and return to two wheels, but that's another story!

Mike & Dave

D: How do you tell the Sports version of a Lada Niva 4x4

M: It's the one with the tennis ball on the tow hitch!



LAWS OF SOD!

Law of Mechanical Repair - After your hands become coated with grease, your nose will begin to itch and you'll have to pee.

Law of Gravity - Any tool, nut, bolt, screw, when dropped, will roll to the least accessible place in the universe.

Law of Random Numbers - If you dial a wrong number, you never get a busy signal; someone always answers.

Variation Law - If you change lines (or traffic lanes), the one you were in will always move faster than the one you are in now.

Law of the Result - When you try to prove to someone that a machine won't work, IT WILL!!!.

The Coffee Law - As soon as you sit down to a cup of hot coffee, your boss will ask you to do something which will last until the coffee is cold.

Law of Physical Surfaces - The chances of an open-faced jelly sandwich landing face down on a floor are directly correlated to the newness and cost of the carpet or rug.

Law of Logical Argument - Anything is possible IF you don't know what you are talking about.

Law of Commercial Marketing Strategy - As soon as you find a product that you really like, they will stop making it OR the store will stop selling it!

A Letter From the Colonies

"Stop the crows Boss, you cannot be serious!" exclaimed the Little Great White. We just had our first snowfall and I opened the garage door to give him a peek. He started to shiver. After four fun years int' Old Country, I once again brought him to North America, this time to the 'pink bits on the map east of the Detroit River. He knew something was up when I dug out the Australia - USA licence plate adaptor he had worn in his Michigan days.



For the first time in his sea travels, he went in to a 40' container. That's neither the best nor the cheapest way to send a car overseas but it made sense as he shared it with common furniture and household items. Seems that nothing is ever simple though. I had to travel to Toronto to personally clear the car through Canadian Customs. The house things came straight to the new residence in London, Ontario but LGW got to enjoy the luxury of a covered trailer for the last leg. I told him not to get used to this!

I was a bit concerned about getting him through the Ontario "MoT" inspection ... this was the sort of car that would not be known to those who ticked the boxes. I was prepared for painful discussion with these Colonials. A tip from an MG owner gave me a steer to a garage that actually understood genuine classics. The little guy passed with flying

colours and even gathered a few compliments. So on went the licence plate adaptor and he became a Canadian citizen without voting rights. (*Canada has just elected its first Prime Minister with a tattoo ... or at least one we know about.*) He shares the garage with his new younger brother, the Mazda Mastodon CX-9 who is twice his weight and size. They don't speak much. I know he misses the Jag, Strawberry Cottage, The Cotswolds and his mates in the Fairford Classic Car Club.

We joined the British Sports Car Club of London. (<https://bscclondon.wordpress.com/>) It's a non-denominational mob with a good range of makes and models driven by delightful blokes of a certain age. Lots of MGBs of course - they are just so common! Amazing how many don't notice the car is right hand drive until you point it out. Even before American safety and design requirements spawned the Rubber Nose

for the MGB, there were differences between the US and home grown versions of the car. A subtle favourite of mine is the tail lights on the **Mk II** - the red and amber are reversed. There's one for a trivia night.

The Canadian classic car



world is not the same as it's British counterpart. In the UK, there are over 500 clubs and about a half million classic or historic cars, three quarters of them roadworthy and licensed.



Spread that over 40 times the area, freeze it solid for half the year and you have your start point. Filter down to just British cars and it's not hard to see why the LGW is whinging about all the blank spaces on the calendar compared to what he was used to. (Yeah, I know, seems he picked up that famous pommie habit during his stay.) Nonetheless, enthusiasts are exactly that and the events we attended have been great fun. The pleasure of chatting with like minded souls and poking around their cars is the same the world over. At summer's end we went to the estate of Steve Plunkett in London. I guessed at about three hundred cars of all makes and colours spread out on his personal golf course. Plunkett is an enthusiast himself. His major event of the year was in June - over 1,200 cars, 18,000 spectators and raised \$164,000 for charity. Have a look at the web - www.fleetwoodcountrycruisein.com That cute little bridge put a nice crack in my front spoiler.

Annually the Toronto Triumph Club hosts the **British Car Day** in Bronte Provincial Park in Oakville.

www.torontotriumph.com/BCD/ The entry requirement for the 1,000 cars was that they must be British. Mind you, I spotted one Volkswagen who snuck in as a Porsche 356 under a cloud of smoke. There were many lovely cars polished to a very high standard. I was thinking show dogs rather than regular working mutts like the LGW. But with the steering wheel on



British Car Day 20 September

the proper side, Aussie flag and a few ice-cold tinnies, he more than held his own.

LGW is a bit smug at the moment; the big guy get his winter tires this week and he knows that he won't need any of those. He stopped shivering and gave a sly grin to his stable mate.

Dave Barton

London, Canada

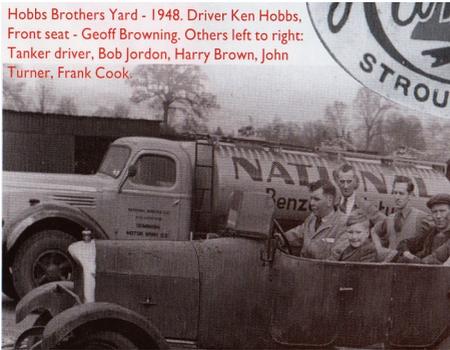
October 2015



HAMPTON CARS AND KEN HOBBS' CONTRIBUTION TO THE STORY - Trevor Picken

I was invited to give a presentation to the Fairford Classic Car Club on the 27th October last year, based upon my book "The Story of Hampton Cars", which I

Hobbs Brothers Yard - 1948. Driver Ken Hobbs, Front seat - Geoff Browning. Others left to right: Tanker driver, Bob Jordon, Harry Brown, John Turner, Frank Cook.



published in 1997. I was pleased to see a good turnout of the membership and also to discover that the late Ken Hobbs had been an active member of the club.

Unfortunately, I never met Ken but without his discovery of Hampton car HT1526 in 1948 in Wiggall's scrap yard in Dudbridge near Stroud, my story would not have been written. However, as I have been purchasing heating oil from Hobbs Brothers business in Gloucester since 1976, his name is very familiar!

HT1526 was a 1920 model with Dorman engine and a four seater open top tourer body. It contained some features of the pre-war models made in Kings Norton, Birmingham, including a remote three

speed gearbox and no brakes at the front. It was designed by the original creator of the company, William Paddon, who was to leave the firm at Christmas 1920 when Sir John Daniel took over the business and changed its name to Hampton Engineering Co (1920) Ltd.

Ken sold the car to Max Williamson and Pat Birt in 1953 who planned to restore it. It appears that they had different ideas on the way to carry out the restoration, so a little later Max became the sole owner. Around 1962 I was taken to a lock up garage at the Royal William Pub in Cranham, near Stroud and shown this vehicle by a mutual friend, but it was still not running. Max suffered from rather poor health and after his death it passed to his son-in-law, who later sold it to Keith Stimson who is the present owner. Keith's mother had worked in the office of the Hampton Car Company and he encouraged me to write the Hampton story, which I began in 1995.



As I outlined in my talk to the Club, my principle motivation to put something in

writing was that the Hampton Car factory in Dudbridge was to be destroyed to create a new supermarket for Sainsbury's. I have about 100 red bricks salvaged from this factory cemented into my garden patio at my home so that I can still view a small part of Hampton's history every morning.

The book was dedicated to Max Williamson and also the late Bonnie Monro who purchased Hampton HW2734 at the Beaulieu auction for £62.10, even though she did not have a driving licence! She quickly passed her test and used this Hampton regularly throughout the summer, mainly near her home in the South of England. She subsequently wrote a book entitled "The Pride and Joy of a Vintage Car", which was sadly not published as she died in 1993. The car passed to a cousin and I later purchased it in May 1997. After very careful restoration I used it regularly I



Gloucestershire and displayed it at many local shows. I found a new owner for it in 2011 as I ran out of suitable storage space. Unfortunately to new owner is not using it very much – perhaps it will find its way back on the road

soon. I hope so.



I was able to tell the club that Hamptons made around 1100 cars during their lifetime. The name came from the village of Hampton in Arden, Coventry and despite the many changes of company name, the cars were always called "Hamptons".

I explained to the members that we only have five surviving cars, plus a 1912 motorcycle, . However, Hampton UN3456, a 12hp two-seater, plus dickey seat and one of the last five cars produced in the Dudbridge factory in April 1930, is in an advanced stage of restoration.

This car, which I owned briefly in 2004, has had a total chassis and engine rebuild and a new ash frame constructed. The body has now been re-skinned and we hope that it will return to the road in 2016. The owner, Malcolm Bristol, from Tetbury and his son Danny, have worked very hard on this project and their enthusiasm is to be admired. I wish them well.

I enjoyed my visit to the Fairford Club and thank you for making me so welcome. I hope to see you again – perhaps in the summer with one of my old cars.

VEHICLE EQUIPMENT DIAGNOSTICS UPDATE

Nigel Godwin

Since running the Crypton diagnostic event back in May 2015 year I have acquired more diagnostic equipment that may help mem-

bers of FCCC maintain their vehicles. The following items and reference manuals were kindly provided by FCCC member Jim Hutson.

Hardware

Transflow MPG tester, accurate flow meter to measure fuel consumption.

Sykes Pickavant fuel injection pressure tester.

Dieseltune compression tester, glow plug tester, injector tester, fuel supply tester, microprocessor tachometer.

KAL MOT-8700 engine diagnostic tester. This is a more modern version of the Crypton unit and has onboard printer to provide hard copy of the results. A nice feature of this unit is that it runs off a 12v DC supply so is more portable than the Crypton.



Literature

Autodata 1982 edition: Carburettor manual – checking and adjustment – Solex, Zenith, Stromberg, Ford, Weber, SU, Aisan, Nikki, Keihin, Bressel, Hitachi, Dellorto.

Autodata 1994 edition, covers cars 1984 – 1994.

Autodata 1987 edition, covers fuel injection from 1975-87

Autodata fuel injection 1990 – 91

Autodata Ignition manuals 1976 – 1987 and 1975 – 1991

Autodata Timing belt and Aux belts, 1994 edition covers cars from 1974 - 1994

Technical service data 1984 – covers 1983-84 cars, engine, transmission, brakes, steering, suspension, electrical, capacities, torque spanner data.

Weber carbs by John Passint. Part 1 – Theory, Part 2 – Tuning and maintenance.

Tuning Strombergs by Martyn Watkins.

Technical bulletins on testing Bosch, Honda, Lucas, Delco ECU's with an oscilloscope.

The above items are a welcome addition to my existing diagnostic equipment which now

helps diagnose not only pre electronics classic cars, but also most cars from the 70's, 80's and 90's—to the modern vehicles with multiple onboard electronic control modules.

2 x Crypton 335 Motorscopes with CO and HC gas analysis.

1 x Crypton 335 Motorscope with CO gas analysis (Alastair's)

2 X Crypton 440 Motorscopes, one with CO and HC gas analysis and the second with CO, CO₂, O₂ and HC. The model 440 has an onboard computer to auto run a set of diagnostics in 2 minutes at the simple push of a button and print out a report of the vehicle health.

1 x Crypton model 58 infra red CO analyser. Simple analog meter in a portable unit. Ideal for an indication of your CO level when tuning your carbs.

Autel hand held OBD / OBD2 tester for modern cars with OBD diagnostic port. Typically these are from the late 1990's, to current day. This unit will read error codes and clear faults that have put the engine management warning light on.

VAGCOM: Specifically for Volkswagen Audi group of companies. Connects a personal computer to the car via the OBD port and reads / clears fault codes and status of the sensors etc. It can also show live data of the system whilst the engine is running. This is a very comprehensive piece of kit and is used by many main dealers as it can be better than VAG's own diagnostic equipment.

PSCAN unit: A PC based unit initially designed for MG-Rover fuel injected cars built from the early 1990's that were not OBD compliant. With its updated software it now works on a wider range of cars such as Land Rover and other cars using the ODB2 protocol. It will read and clear fault codes on the Rover MEMs 1.6, 1.9, 2J and 3 engine management units. It will also show live data such as Lambda voltage, cam angle etc. Very useful when trying to work out why a car is failing its emission test. You can also synchronise the car security module to the engine ECU.

If you want to use any of the above items then please contact me on 01285 850716 and we can discuss the best way to get you access to the equipment.

The next scheduled Crypton diagnostic event in 2016 is Friday afternoon on May 6th and all day on Saturday 7th May, weather permitting of course.

TALES FROM THE PAST

Mike Cox



Happy New Year and good motoring in 2016 to all members. This time a tale from the past, it does have a motoring connection and given the past few months weather it is somewhat appropriate. The Riley is still not yet finished, hopefully it will be by early summer 2016. Some of you will have seen the latest toy, an MGTF, unfortunately it's a 2004 model not from 1954, maybe more about that next time.

Looking at the weather and wet summer we have had at times during this past year, it set my mind back to a similar time when the weather was the same, if not worse. Regarding the photos, I can remember exactly when and where it was taken some 60 years ago.

Five of my friends and I, being at the time very keen cyclists, decided to take our annual holiday cycling from Witney to Land's End and back. It was pouring with rain when we started out and continued like that for most of the way down. Eventually after a couple of days we arrived at Porlock Hill in Somerset, stopping at the very first, very steep, 1 in 4 corner to watch cars struggling up the hill. I have often wondered whether the car in the picture, of which I know nothing about, nor where it was eventually headed, survived what was to come and

is still running. The driver did give us a wave as he passed! After an hour or so we carried on across Exmoor, down Countisbury Hill into Lynmouth, where coffee and pasty's were both welcome. As it was still raining hard we decided to carry on and went through Lynton and after about 10 miles further on, we stopped for the night at a farm, sleeping in a farmer's barn with the cows. I



should explain that in those days and being extremely short of cash, we were grateful of anywhere dry, even better if it meant having a roof over one's head and cows providing the central heating!!

The photo of the car was taken at about 9.30 in the morning and we left Lynmouth at about 4.00 in the afternoon on the 15th August 1952. As I said earlier, I have always wondered if the car in the

CASTLE COMBE - 5th Oct Autumn Classic meeting Bunny Lees Smith

photo survived what happened that night in Lynmouth, we did, just!! We carried on down to Land's End not knowing for days the disaster of that night because we didn't buy daily papers in those days. So, for those of you too young to remember, what did happen in Lynmouth that day/night:

- 1) The rain that fell in 24 hours on the 39 sq. miles catchment area of the Lyn rivers created a flow that has only twice been exceeded by the 3812 sq. miles catchment area of the River Thames!
- 2) Flood levels in Lynmouth, measured in two places, exceeded 50ft!
- 3) Of the 165 wrecked, damaged or abandoned cars, only two were NOT of British make! I expect that would be round the other way these days.

Happy Motoring.

This is the third year we have attended this meeting in force. Based upon 2013 numbers we asked for 20 places plus room for a gazebo. It gets better and better as we were over subscribed and had a job fitting the last couple of cars in.

As last year Angela and Peter Suckling set up a splendid buffet lunch for members and with the sunshine this made a lovely day. Many thanks to Angela and Peter.

The great feature of the meeting is of course the wide range of classic cars both exhibited and raced. In particular the Austin Healey and the Jaguar races were reminiscent of the great races of past years.

However the greatest thrill of the day came from the demonstration laps given by the BRM cars. An unforgettable exhaust note from spectacular cars.



Ex Graham Young Riley Elf at the Atwell Wilson Show this year

CLASSIC LUNCH RUNS

Barry Cooper

Lunch runs have been a feature on the FCCC's seasonal calendar from the earliest days of the Club, which is to say around a quarter of a century! A lot of change has taken place in all that time, with pubs having to close and with most survivors no longer family run inns, but with aspirations to being 'gastro pubs'. All of which means that it is rather less easy to find a hostelry which truly ticks all the boxes as far as the tastes of a discerning group of Classic owners are concerned. So why, should I be asking, have I committed myself to organising a Classic run every month of the year? The answer would have to be that I know that there are stalwart members who, like Anne and myself, value the friendly atmosphere we enjoy in company of our fellow monthly jaunters.

Looking back on 2015's season of Lunch Runs, I suppose the dominant feature of the year was the rather indifferent weather, not that it was ever allowed to interfere with our enjoyment. Most of the inns selected met with our approval—with just the one exception and I will willingly identify the establishment which let us down if anyone would like to add it to their 'avoid' list.

Well the first Lunch Run of 2016 has taken place and I do believe that I can say that it was a successful Club event.

There are another three Sunday runs for me to organise before, in May, we switch to the mid-week Lunch Runs. These will continue throughout the FCCC's 30th summer season, which technically kicks-off with the AGM and Classic Lunch Run scheduled for April 17th (I always like to think of April as being the start of the FCCC year, since our inaugural meeting took place in April 1987).



With so many of the inns which enjoy a country setting no longer being in the hands of a family, it is now a case of consortium owned pub chains being a feature of the Cotswolds that is here to stay. Not all is doom and gloom however, but I find that it is becoming necessary to know well in advance of one of our Lunch Runs, the exact number of Club members/wives who would like to join our party. **Therefore may I urge members wishing to take part in any run, to please let me know at least one full week before the event.** It really does make the task of the event organiser so much easier if/when he/she knows the numbers who will be taking part.



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Mike & Dave

M: A friend of mine has become addicted to drinking brake fluid.

When asked if he was worried, he reckoned he could stop "at any time".

D: The old ones are the best!



