

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

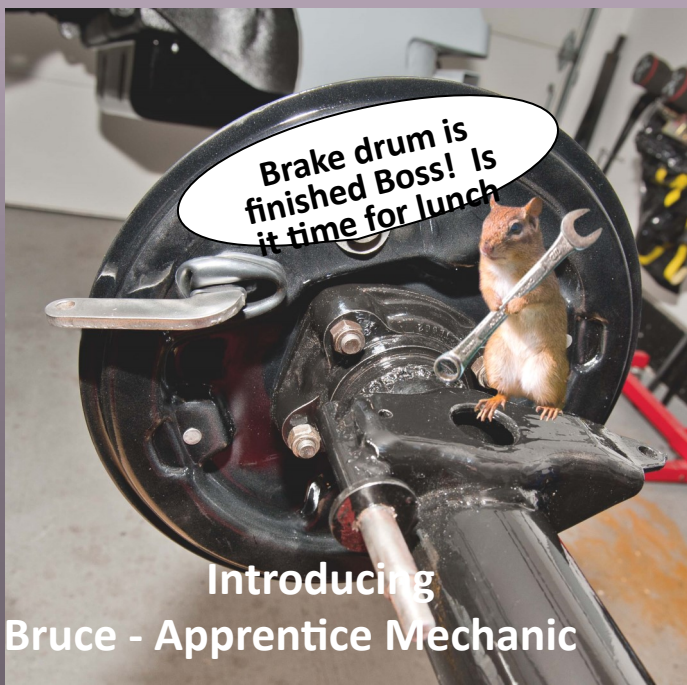
Fc3



**Christmas
Lunch**



***Winter Edition
January 2018***



**Introducing
Bruce - Apprentice Mechanic**

WHAT'S ON

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

*Please note: a number of the events below are considered of general interest to members and more specific FCCC events and dates will be detailed in the Feb Newsletter.

FCC	WHEN	WHAT	WHERE	WHO
	Monday 22nd Jan	FCCC Committee Meeting	Thames Head Inn	Geoff Tebby 01453 883821
	TBA	Lunch Run	TBA	Barry Cooper 01285 851821
	Sat—Sun 10—11th Feb	Classic Car Show	Shepton Mallet Show Ground	
	Fri—Sun 23-25th Feb	Race-Retro	Stoneleigh Park	
	TBA	Lunch Run	TBA	Barry Cooper 01285 851821
	TBA	Stan Dibben Talk (postponed from Dec)	Trout Inn Lechlade	Malcolm Cutler 01285 712173
	Fri—Sun 23-25th March	Practical Classics Restoration Show	NEC	
	TBA	Wiltshire College Motorsport Visit	Castle Combe	Bunny Lees-Smith 01666 577275
	Sunday 1st April	Coffee & Classics	Ablington Nr Bibury	Malcolm Cutler 01285 712173
	TBA	Lunch Run/Founders Day	TBA	Barry Cooper 01285 851821
	Sunday 22nd April	Drive It Day	TBA	
	Monday 23rd April	St George's Day Run	TBA	Ken Hinton 01285 712522

FAIRFORD CLASSIC CAR CLUB

Member of the Federation of British Historic Vehicle Clubs

Winter—January 2018

SUMMARY FC3 FEATURES

- Dave Barton's new apprentice
- The Little Great White rises from the Ashes
- Men and their Sheds
- Early sport broadcasting
- Fuel news
- NSU Prinz finds a home
- Downton MGC
- A Treasurer's Tale



REGULARS

- What's On
- Editor's Welcome
- From the Chair

Front Cover

Dave Barton's new apprentice and the Christmas Lunch— thanks to Dave's Photoshop expertise.

Centrefold

The Christmas Lunch was attended by 64 members and their partners, enjoying good company and food!

Back Cover

Bunny Lees-Smith meets TT motorcycle legend John McGuinness at the Aberdare Park races—complete with broken leg!

Whilst this edition of FC3 has a couple of more 'technical' articles, which I hope are of interest to you, I have tried to concentrate on write ups of members cars (and motorbikes— sorry, Editor's privilege!) and, hopefully, a new series on members garage/workshop. I know many of you out there have interesting stories concerning your vehicles, workshops etc, so please get in touch and we can put something together—if you don't contact me, I will be calling!! 2017 has really been a 'classic' year for the club, not just because of its 30th anniversary, but because of the number and quality of events held and the numbers of members attending these events. The membership numbers have also been steadily climbing to around 90 but, as Jill often points out to people, it is actually closer to double this as wives and partners are just as involved in the club's activities.

Best wishes for 2018.

FC3 is published by the Fairford Classic Car

Web: www.fairfordclassiccarrclub.org.uk



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

FROM THE CHAIR

Malcolm Cutler



In the 1980's I was spending a lot of time working in Thailand, including starting and managing a horticultural export company – you have probably eaten the Baby Corn we used to export as Thailand was and still is, the major supplier of Baby Corn into the UK. In 1989, the company was handed over to its Thai investors and I returned back to the UK. However, I had a number of items in the flat that we rented which I did not want to bring back to the UK, including a TV, radio and golf clubs. One of my English colleagues, who was married to a Thai and lived in Bangkok, suggested that we swop these items for either his Norton Café racer or ex police Triumph T100 which were in a barn at his mother's place in Somerset. Needless to say I thought this a very fair swop (!), so it was arranged that I would go down and decide which bike I wanted. Unfortunately, before I could get there his brother sold the Norton (my first choice), so I arranged to go and pick up the Triumph – sight unseen, but beggars can't be choosers can they! Happily the bike was complete, but in very 'oily rag' condition, and had not been touched since 1981 (the last registration and MOT) and my friend did say that it was jumping out of 2nd gear when he last rode it.

It turned out that it was a genuine T100P i.e. an official police bike built by Triumph with matching frame and engine numbers, first registered in 1969 and had two owners since its police days. Subsequent research revealed that it was used by the Avon and Somerset police force and came complete with the police fairing, Craven

panniers and modified petrol tank to hold the old style radio, but sadly with no radio or blue lights. As I subsequently



found out, it also had a much modified wiring loom and although well maintained, had parts from different years which has made the rebuild that much more difficult.

Due to lack of space and time the bike then stood outside under a cover behind our shed in Fairford and it was not until 2002 that I got around to thinking about stripping it down. As you can see from the photos the condition of the bike by this time had deteriorated badly, with all the chrome having 'departed this world' and I even found a bird's nest inside the fairing! So, into the garage it went and after copious applications of WD40 and judicious the use of wrenches, screwdrivers and 'Thor' (THE hammer), a few weeks later I was left with a large pile of motorcycle bits and pieces (*it looked more like scrap – Jill*). Having started I got somewhat carried away and within a few weeks I took as many of the rusty bits as possible down to a company in

Bristol to have them blasted and powder



coated. They did a good job but as many of the parts had surface corrosion on them I ended up with areas, whilst looking nice and shiny and black, having a finish a bit like the surface of the moon. This then meant long hours of filling, sanding and respraying over the original powder coating, but the result was worth it – lesson learnt! I then had the wheels rebuilt (actually more like replaced!) and within a short time had the bits transformed into a rolling frame. Sadly, at this point in the project, my ‘real’ i.e. paid, work load increased and as I was having to spend more time travelling overseas again, ‘Project Triumph’ ground to a halt!

Slow forward to 2016 and by this time I was getting fed up of having to work around the Triumph’s rolling frame in the shed so, having already put new bushes in the crankcases and had the crank assembly balanced, I decided it was high time to attack the engine and transmission. When I disassembled the engine etc I had, amazingly (for me!), labelled most of the smaller parts and kept everything in trays or plastic zip bags. However, life is never that easy and I soon became aware that a combination of my poor writing, fading over time and oil marks (or where some insect had decided to eat the label for

lunch), meant that many of the labels were unreadable – even Spec Savers could not help! It also did not help that my engine, whilst being born in 1969, had some parts incorporated from the previous year. I also found out the Police technicians were not averse to looking around their workshop when servicing the bikes and fitting the closest part they had in stock – which may have been from another year or model bike!

I won’t bore you with a detailed engine build saga (thank goodness for that I hear), but suffice to say that after another year of surgery I eventually had the patient back together again – was it breathing? Interestingly the crank main and big end bearings are standard size, whilst the pistons are +40 thou, so it seems that at some time a new crank may have been fitted. Also it was interesting to see that the exhaust valves were very sunken into their seats, so it appears that the hard work and miles covered as a police bike had taken its toll even though, during its



active years, petrol was still ‘leaded’.

This month the engine and rolling frame have been reintroduced and all the thousand and one extra bits and pieces bolted on (or modified to fit - as is the way with some of the spares we buy these days).

The day came for the official firing up ceremony (have I got all the engine/gearbox bits back in the right order?) but the 'old girl' firstly decided to kick back, as the ignition was too retarded (I now have a limp) but, after adjustment, started but then cut out. Flooding the carb again resulted in the same 'start and stop'-again and again. Time to retire to warmer surroundings and 'contemplate my navel' – or in modern parlance, look up the problem on Google. So, a phone call was made to noted FCCC guru of all things two wheeled and motorised – Rob Bevan – to have a moan and hope he had some ideas. I had previously had the Amal carburettor cleaned by Swindon Vapour Blasting in Royal Wootton Bassett (www.vapour-blasting-swindon.co.uk) and fitted an Amal repair kit. It was decided that it had to be the Primary jet which was blocking up, but this is hidden away in the body of the carb. Blowing out made no difference but I managed to clear it out with a s/s wire from a wire brush (17thou). Result—engine started, but again cut out as soon as the revs dropped—damn, or words to that effect. Another phone call, this time to a previously helpful Triumph part supplier resulted in the advice that my cleaning an old and corroded carb meant that 'gunge' was trapped behind the jet. On my old carb this meant I would have to drill through the carb body, clean it out and then plug the hole—but the chances were it could reoccur, so I decided to unlock the wallet and buy a nice new shiny Amal. This arrived during the recent very cold spell, so by the time I had bolted it on the spanners were frozen to my fingers but, hey ho, it had to be worth it. Or not, as the bike started, ran and then stopped, just as before.

Much more grey matter thinking lead me to look at the timing instructions for the Boyer electronic ignition I had fitted and the realisation that it just did not feel right (or I did not understand it!). So, back to basics of how to time the engine as if it had mechanical points, which resulted in more advanced static timing and amazingly the engine fired first time and after a bit



of adjustment on the carb, idled beautifully.

Next job is the see if the clutch works and if I have 4 gears in the right order ... to be continued.

New members Steve & Bridget White's beautiful 1928 Fiat 520 at the Tetbury Car Show—where it was rather damp!



The Apprentice



Dave Barton

There are heaps of visitors to my garage and the main invader is **Bruce** the chipmunk. He has a day job managing the tunnel network under the front garden but he is seeking a career change. He expressed an interest in classic cars so I took him on as an apprentice mechanic.

His skills are a bit thin; he struggles with bolts and we had a very difficult discussion about what nuts actually are. Many of the tools are too much for him so I can't give him anything more than a 7/16" to tighten. Still, he's dead keen. And hungry. Mostly hungry. He knows the seeds for the bird feeder are in the box next to the car parts. Last week he skived off for a day so I docked his wages. No big deal I guess; he works for peanuts.

He's a good 'munk and we enjoy sharing an **ice cold** beer as we put LGW back together listening to classics on CBC 2. Might make some coveralls for him with an MG logo. When he was checking out the rotisserie that Pete and I made he said that my welds were better than Pete's. This tells you that Bruce knows bugger all about welding. He's just sucking up for food.

Winter is not far away now so I'll see less of him. His day job doesn't pay well enough for him to have a place in Florida like some Canadians so he will spend most of his time sleeping. Just when I need help to get the car off the rotisserie and back onto the wheels! By Springtime things will be in final assembly. I hope he will be useful for the fiddly bits under the dash and won't chew on the new wiring loom.



No mate, that's a UNC. I said UNF !

The Little Great White Shall Rise from the Ashes



Episode IV -
June to
December



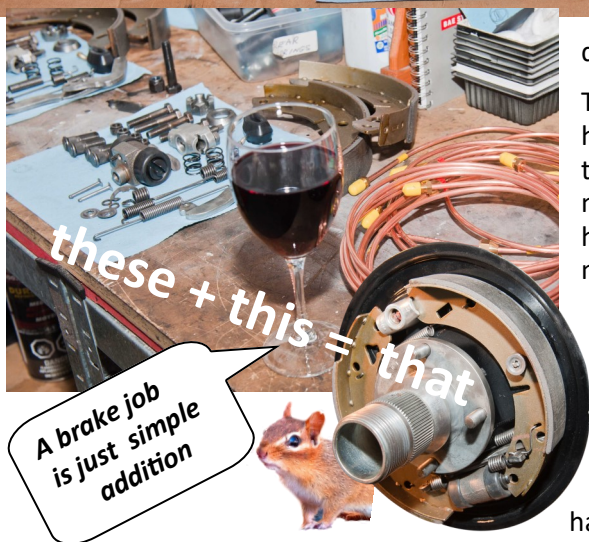
After the fumes from two-pack urethane the last few months, I may not make it to the next phase but the car will look great. However, there is significant medical evidence that large quantities of alcohol negate the effects of toxic automotive paint.

Did any of you really think that this would be the final chapter as I alluded to in the last issue? Back in the day, I would tell young officers that a badly managed project will take three times as long as first thought. A well managed one will take only twice as long. Toss in budget and scope creep and the aim is now to finish the painting, bolt everything on and be ready to roll after the snow melts. Oh, you want me to say that Episode V will be the final chapter huh? All will be revealed in the fullness of time Minister.

After coating the underside, the shell was pushed against the wall and the garage set up for making things black. Over 160 of the mon-grels! All the bits and pieces that had been sitting on the shelf in grey were put to the gun. They are now like new, refurbished, given new bushings



More than once I started by saying I'll just give this a quick tidy and ended up pulling it completely apart and rebuilding it. The OCD certainly kicked in on the heater unit! I was dead keen to get it back to when it put out a decent bit of heat back in Oz. Amazing how well the fan blades cleaned up after sneaking them into the



dishwasher.

The last few weeks of the year have been a pleasant time. Everything is like new. No metal dust, noise and the coveralls stayed hanging on the wall. Installing the new brake lines with the car on the rotisserie was a doddle. I reckon mine are better than what an Aussie apprentice in Zetland did back in 1972 on a Friday arvo.

The professional painting plan has two parts - first the engine bay while on the rotisserie to make the gun angles

easier. Then back home and down onto the wheels with the lumpy bits on - doors, boot lid, wings, bonnet and front spoiler. Check the gaps and then back to the paint shop after Christmas for the exterior coat. He will stay there until February. This cunning plan gives me the time and garage space to tidy up the engine and tranny and, much to the CX-9's delight, letting him inside for the worst of the winter.



MEN AND THEIR SHEDS

Editor

Owning and driving classic vehicles requires a range of skills and tools to keep them on the road or, in some cases, to get them onto the road (*Chairman –OK, I know I’m an ongoing expert in this!*). Rarely can this be left to just a tool roll in the boot and often leads to a garage with a growing variety of tools, parts and boxes of ‘it’ll come in sometime’ bits and pieces. However, in some cases, it goes much further than that, especially if the classics in question are from, shall we say, a more vintage era and/or the owner has the skill and patience to undertake major rebuilds. I have also found that growing up in a workshop environment often results in inheriting even greater amounts of ageing tools and ever useful bits and pieces (*Treasurer – otherwise known as clutter!*), especially those boxes of Whitworth and Cycle nuts and bolts which are now needed for some of the older rebuilds.

Recently, TV programmes featuring ‘Men and their Sheds’ have become popular, as have articles on readers workshops become regular features in classic car and motorcycle magazines. This set me to thinking that, as a number of our own FCCC members have some interesting classic vehicle ‘collections’ and well equipped workshops, it would be of interest to other members if we featured them in the FC3

magazine. (*I am conscious that security is important and therefore other than a first name, and internal photos, no other external photos or other contact information will be included and full permission granted by the owner.*)

So, to start the series off, I took my camera and notebook along to:

Bunny’s Burrow



One of our members with a fantastic workshop and the ability to make best use of it, is Bunny who, over the years, has built up a most comprehensive workshop and parts store to service his veteran Chenard et Walker and Wolseley cars, as well as his Austin Healy and in the past, a wide range of classic/racing cars and motorcycles. Like many of us, his space is at a premium, but an added hurdle was that he had to restock and repair much of his garage and parts of the workshop, when a fire broke out in his office above it in 1999. Fortunately, apart for some minor scorching, the cars escaped serious damage as they were able to pull them from the garage before further harm was done to them. However, the heat from the fire

was enough to melt the alloy primary chain case and many other parts of the rare 1911 Chenard engine Bunny was rebuilding! The garage and workshop presently house his two Chenard et Walkers



(1912 & 1919), 1929 Wolseley and Austin Healey Mk3, as well as an AJS trials bike, plus the modern Fiat Abarth 695 – just for fun!

In addition to the large numbers of hand tools and a nuts/bolts/steel store which could put some professional workshops to shame, the workshop, as can be seen from the photos, is equipped with pillar drills, gas/resistance/rod welding equipment, band saw, fly & arbour presses, cutter grinder Colchester Lathe and a magnificent Bridgeport turret milling machine. Bunny tells me that when the 2.5



tonne mill was delivered it was dropped off onto the pavement outside the house and he wondered how he was going to move it into his workshop. Given that this

2

meant it had to be taken down a sloping drive, through the workshop, up an approx. 6in step through a standard door and then turn sharp right into his narrow workshop, it was not going to be a straightforward exercise! At this point the delivery driver asked how he was going to get it in place and then, to Bunny's relief, said he could do it. Bunny offered to help but the delivery man said he would rather do it on his own and with a system of rollers, muscle power and experience, managed the task with no problems!

As the saying goes – 'there is no substitute for size' whether it be engine cc's or machine tool size. Bunny certainly follows this mantra and I for one have been



very grateful to him for his help and expertise in machining components where my more lightweight equipment will just not 'cut the mustard'! However, like many of us, even Bunny is tight for space resulting in a rather large woodworking planer filling what I believe was Beryl's sunroom behind their house! (*she deserves a medal—Jill*).

I am sure many of you would dream of a workshop like Bunny's and it maybe that our wives would agree—even only to keep us from under their feet!

LE MANS—EARLY TV BROADCASTING

Malcolm Cutler

In my collection of old motor books and race programmes I recently came across a copy of a 1954 Le Mans supplement compiled by the staff of *The Motor*. In it there was this wonderful article, which I



have reproduced below (many thanks to *The Motor* – which is sadly no

longer in publication). I do not think that the present ‘text’ generation would recognise much of the wonderful English language used at the time!

MOTOR RACING “VIEWING- IN” BY WIRELESS

The remarkable example of what may truly be called pre-vision was first published in ‘The Motor’ of June 27, 1922!

“So far the leading wireless scientists of the day are unanimous in the opinion that we have only touched the fringe of the possible wonders of electricity in wireless. With the marvellous electron theory now proved to be absolutely correct, and working practically and even commercially in wireless transmission,

almost anything is possible. No scientist expects that wireless will be limited to the sense of hearing what is taking place hundreds of miles away.

There must come a time in the very nature of things when the wireless instrument one has before one transmits instantaneously to the eye a distant scene or event. The most rapid transmission possible at present is actually very slow and ponderous as it is so indirect. The distant scene has to be photographed by a cinematograph camera, the exposed films conveyed by an aeroplane to their destination, then developed and printed so that the pictures can be shown on the cinema screen.

This means that it would be from six to eight hours before an important Brooklands meeting could be ‘viewed’ even in London, and twice as long before it could be seen in Manchester or Liverpool. An Isle of Man or a Continental event would



take proportionally longer, even assuming that aero-

plane conveyance of the film was practicable, and this might not be the case. The conception of wireless transmission is something entirely different.

The headquarters of any great event will

have its broadcasting station. A wireless 'camera' will take a rapid and continuous series of views. These will produce corresponding impressions on the ether wave transmitter, probably through the medium of some arrangement of selenium cells, the element selenium being electrically effected by light rays. At the receiving end there will be a reversal of 'cycle of operations' the electric waves in the aerial being converted back again into light and the view reproduced. Considering that the ether waves travel at 186,000 miles per second, it follows that the transmitting and receiving occur together, or for all practical purposes synchronize. The viewing-in instrument would probably project the working picture onto a glass-ground screen, as when viewing the picture of an ordinary camera, or it will be possible to project it onto a screen of any size so that the event could be seen by an audience of many hundreds just as ordinary film is seen today. This, broadly, is an outline of viewing-in as it will probably materialize through the logical development of wireless, which will provide a 'telescope' to see to America if need be. Thus we witness in the drawing-room the Indianapolis races.

The Le Mans race of 1954 did in fact mark the occasion when this prophecy became reality, for the B.B.C. Television Service devoted the 30 minutes of 3.45pm to 4.15pm on Sunday June 13th, to a transmission of the scenes at the closing stages of the race.

The images recorded by the camera at Le Mans were transmitted in the first place to Paris (135 miles distant) and they were there picked up and relayed 136 miles to Lille. From Lille they were dispatched to Cassel 26 miles away and from there



across the Channel 56 miles to Dover. On the French

side the transmission was by 819 lines, but at Dover it was broken down to the British standard of 405 line. In England the first stage of the transmission was from Dover to Wrotham (49 miles) thence Wrotham to Senate House, London, a further 23 miles.

The top of the tower at London University building is one of the highest points in the city, and the B.B.C. have a temporary receiving point mounted thereon. From here there was a further dispatch to Broadcasting House in Portland Place, then on to the studios in Lime Grove and thence over the normal television network.

It is unfortunate that the conditions at Le Mans could scarcely have been more adverse from a weather point of view, but not withstanding, many hundreds of thousands of Englishmen were for the first time able directly to appreciate the atmosphere of a great Continental motor race.

CHRISTMAS LUNCH—2017

Crown of Crucis

Photos: Keith Handley

Do you come here often?

I read recently that in some club's the annual Christmas get together is now anticipated with dread and falling numbers. Well, this certainly does not appear to be the case with the FCCC as this year we had a record 63 members, wives and friends attending and as can be



seen from these selection of photos, everyone very much enjoyed themselves (more pictures on Flickr). Many members have subsequently con-

tacted us and complemented the Crown of Crucis on an excellent lunch, service and venue/decorations.

NB -My photo comments are purely 'tongue in cheek'!



This is coming out of the housekeeping!

What's John up to now!





Jenny receives her prize for the FC3 caption competition from the Treasurer—no it's not a cheque!

Is anyone there
Rob leading the séance



Wait until the
Chairman sees
what I have
done to his car

Bunny to new member Simon—
"you have to be a member for 30yrs
before the club provides you with
your own chair"



FUEL NEWS

Petrol Life in Vehicle Tanks



The following article has been sent in by Nigel Godwin and is a document issues by BP Australia Ltd in Jan 2010. *Please note that as this has been written for Australian motorists the comments on seasonality variations of volatility (2nd page) need to be switched to apply to the Northern hemisphere.*

INTRODUCTION

Petrol is a mixture of many components with different properties that contribute to the performance of the fuel. When petrol is left out in an open container exposed to the air it will in time completely evaporate. As it evaporates the composition and properties will change because different components evaporate at different rates. This is a normal feature of petrol and the same process takes place in equipment fuel tanks. Where petrol is kept for more than a week in equipment tanks then it can become stale and it is

better to add fresh fuel before using. Examples are classic, veteran and vintage cars and

bikes, racing cars and bikes, drag cars, boats, dual fuel vehicles, lawn mowers

etc.

Generally petrol will last in equipment fuel tanks for about 3 weeks at a temperature of around 20 deg C, after that it will perform better when fresh petrol is added.

Petrol will last in sealed containers for more than 6 months, while some breathing will take place this is not enough to significantly affect product quality.

In underground storage tanks the rate of replenishment prevents the fuel from becoming stale

HOW PETROL CHANGES IN

EQUIPMENT TANKS

Loss of light components – impact on mixture

The light components in petrol are lost first as the petrol sits in the fuel tanks. These components provide valuable octane benefits during cold start. Because they are volatile they compose most of the air fuel mixture during cold start, if they are absent then the mixture becomes lean resulting in higher temperatures, pre ignition, detonation and piston damage. This is generally the cause of piston damage in high revving engines used in boats and small engines such as chain saws etc.

The portion of the petrol that remains has a higher density and higher octane but this is not available during cold start resulting in hard starting. Because the fuel carburetors and injectors operate on a volume metering system the higher density means that more fuel is introduced for a given



volume of air and so the air fuel ratio is fuel rich. If all the fuel cannot be burnt then it forms carbon deposits that will foul the spark plug and cause the engine to stop and not start. This is generally the cause of problems in classic cars where the engine stumbles and hesitates or cuts out.

Loss of light components – impact on octane



The light components in petrol are lost first as the petrol sits in the fuel tanks. These components

provide valuable octane benefits under high revving conditions such as cold start acceleration and the loss of these components can result in detonation and pre ignition at high speed resulting in piston damage.

The remaining components that have not evaporated are high octane and octane can actually increase with time but this octane is not available for high revving conditions.

Gum and Peroxide formation

With long storage periods, especially in the presence of hot weather or engine heat the petrol can oxidize to form peroxides. These compounds can attack rubber and metal, stripping away the liner on fuel lines or copper from fuel pumps and attacking rubber hoses. These normally

take a few months to form in sufficient quantity to cause a problem. This process is faster if Ultra Violet light can get to the petrol.

IMPACT OF ENVIRONMENTAL LEGISLATION ON PETROL PROPERTIES

Volatility restrictions

Current State EPA legislation restricts petrol volatility in the summer period, generally November to March. In that period petrol will have less volatile components than at other times, generally the summer volatility of petrol is 30% lower than the winter volatility which means that the loss of lighter components in summer can be quicker. However this is not usually an issue due to higher temperatures but can create problems in autumn if the summer fuel is held over. To avoid this, fresh fuel should always be used in the April May period.

MAINTAINING FUEL IN EQUIPMENT TANKS

It is not possible to provide a foolproof strategy for engines that are used only intermittently, however the following principles help.

- 1) Always add some fresh fuel when the equipment is to be used if it has not been used for more than a week. This will provide additional volatile components and protect from cold start high revving detonation and piston damage.

- 2) Always keep the tank half full to stop water vapour from being sucked in and condensing.
- 3) Use a fuel that contains anti oxidants, metal deactivators and corrosion inhibitors to protect metal surfaces such as BP Ultimate
- 4) Using a hotter spark plug will help to reduce carbon deposits

EXAMPLE OF HOW PETROL CHANGES WHEN STORED IN FUEL TANK

Property	Week 1	Week 2	Week 3	Week 4	Week 5
% volume lost	3	5	8	10	15
Octane RON	98.1	98.4	98.6	99	99.5
Density kg/l 15 deg C	0.75	0.76	0.765	0.78	0.79
Equivalent air fuel ratio at constant volume	13:1	12.8:1	12.7:1	12.5:1	12.3 :1

At the end of the 5 weeks the fuel is 5% heavier and the fuel air mix will contain more fuel.

For further information, visit www.bp.com.au/fuelnews

USEFULL WEBSITES - from Alastair Kinross

These new government MOT reminders are quite useful, being free and easy to set up

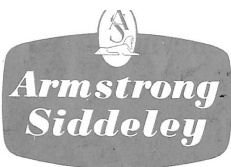
<https://www.reminders.mot-testing.service.gov.uk/>

Unfortunately you can't get a tax reminder, but you can check

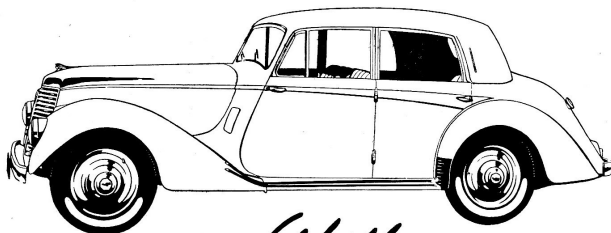
<https://www.vehicleenquiry.service.gov.uk/>

and an insurance check too but it doesn't give an expiry date

<https://ownvehicle.askmid.com/>



WE SHALL BE
PLEASED TO
ARRANGE A
TRIAL RUN
WITHOUT
OBLIGATION



THE *Whitley*

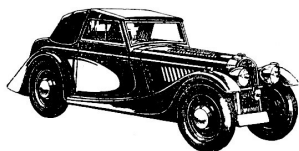
The 18 h.p. Whitley saloon is a four-door, five-seater luxury British thoroughbred in every sense of the word. It combines the best of tradition with the finest of modern lines. It is equally efficient for town work or touring.



REGENT STREET, CHELTENHAM PHONE 2041



"IN A CLASS OF ITS OWN"



COUPE

ALSO

TWO SEATER - - - FOUR SEATER



DISTRIBUTORS

CHELTENHAM GARAGES Ltd.

(Opposite Gaumont Cinema)

WINCHCOMBE STREET, CHELTENHAM

PHONE 54434

The two adverts on this page have been reproduced from the Gloucestershire Countryside Magazine of December 1950.

The Whitley predates Brian and Kathy Dickenson's Star Sapphire by some 9yrs, but the overall body shape has many common features. The Morgan 4/4 certainly has a more familiar 'Morgan' shape to Stephen Hardings Plus 4 rather than Angela Suckling's Aero 8.

BABS HINGSTON FINDS HER OWN PRINZ—AND ITS NOT PHIL!

Like all our cars, our NSU really found us. Babs and I realised in 1962, when we got married, that it was difficult managing shopping etc on a 1957 BSA 650cc Road Rocket, although we did manage to bring our first cat home on it, she was snuggled in a duffle bag sitting in between us! We therefore finally gave in and purchased our first car in early 1963 during that very bad winter when we had snow and ice for three months. I was working at Culham Laboratory in Oxfordshire when the guy who did the welding decided to sell his 1953 Rover 75 for £200. We did a deal, which was £90 for the Road



Rocket (*sound of the Editor weeping*) and £10 a month for 12 months, which was a lot at the time when I was earning £13 a week – and lasted for a year.

Since then all of our cars have found us when we weren't looking for one, which I believe is always the best way

to get a good deal - the NSU Sport Prinz was no different. Our first sighting of it was whilst we were at a micro-car rally at Billing Autodrome in August 1991. We were looking around the trade stands and spotted a postcard and photograph of a white NSU Sport Prinz for sale in Wokingham. We were both taken with the lovely design – they were designed by Bertone and the first cars built in Italy as NSU and Fiat were linked. So, details were taken and that evening we contacted the seller, Rob Spurgeon, who we are still good friends with, and arranged to go for a viewing that evening. Well, that was fatal, even though it was only partly restored but with all the welding having been done i.e. the sills replaced using modified BMC 1100/1300 ones and all the rear chassis had been repaired and new jacking points fitted. It also had an MOT. It is such a pretty little car, we couldn't resist it and decided there and then to buy it and arranged to return the next day with the balance of the purchase price and drive it home. It was very strange to drive as the rack steering is very direct and does not 'self-centre' itself after going around a corner – the pedals are also off-set either side of the steering column.

It is an amazing little car with a 600cc, twin-overhead cam, air-cooled engine. The cams are driven by con-rods, so no lost motion and it will cruise all day at 65mph, return 50+ mpg and the brakes are also great with its front discs. After I

checked it over we decided to run it for a year and carry out the jobs that needed doing as we were using it. This included recovering the seats, making new carpets and if we liked the car enough, we would fully restore it at a later date including having the bumpers re-chromed, re-spraying the lower half, sills and skirts. Well, that was 26yrs ago and during that time I have collected new lights, trims, a new set of original seats and bumpers ready to be re-chromed. We were so impressed with the handling, performance and fuel consumption that we never got around to taking it of the road to do all the jobs. Meanwhile, Rob Sturgeon and his wife Maria, who had restored his very early LHD, red, Sport

miles on 2 gallons of fuel (it was a very hot day!). This trip was the start of our regular NSU excursions across Europe and France, and in 1994 the Scottish Mi-



crocar Club decided to start holding annual summer rallies, the first being called the Festival Rally. – to be continued

A Christmas Cracker— with apologies to our better half's

A couple were in a busy shopping center just before Christmas. The wife suddenly noticed that her husband was missing and as they had a lot to do, so she called him on the mobile.

The wife said " Where are you, you know we have lots to do."

He said "You remember the jewellers we went into about 10 years ago, and you fell in love with that diamond necklace? I could not afford it at the time and I said that one day I would get it for you?"

Little tears started to flow down her cheek and she got all choked up..."Yes, I do remember that shop." she replied.

"Well I am in the golf shop next door to that."



Prinz and some other NSU friends, Carrol and Sheila Davies who have a 1200cc NSU, suggested a trip across France and Germany to attend the international NSU rally. We also visited lots of car museums, including the fantastic Schlumpf Museum, where they were so amazed to see us that they insisted that we parked in the courtyard. Whilst travelling through France on the autobahn, cruising at 50mph, the NSU covered 150

XMAS BLUES RUN 2017

PICS: KEITH HANDLEY

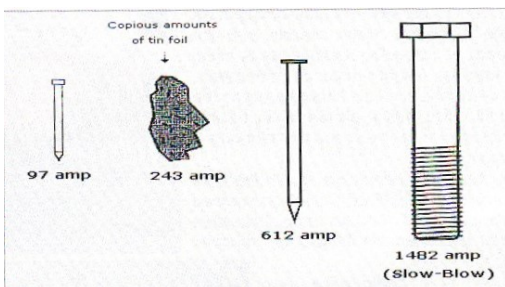
As can be seen from the picture below of Geoff Tebb's Clio, this year's Xmas Blues Run coincided with the Cotswold's being blanketed in snow and ice. In fact it is the first time I can remember in 30yrs when we have had to call 'time' on an event and head back to the pub. Even the Austin Hea-



to wait hours for the AA, everyone seemed to have a good time and the Thames Head put on a very good lunch.



A GUIDE TO FUSE REPLACEMENT—EDITOR



ley guys this year decided to forsake open top motoring for their more modern cars, however, congrats to those who did bring out their classics, especially Richard and Rachel Cooper in their Alfa Spider.

Having left the Thames Head Inn we very quickly turned onto the side roads which were covered in ice and snow, together with the odd flood. Given the roads that Bunny had chosen I am surprised that most people made it as far as the hill before Cowley, which was blocked by other traffic.

However, apart from Mark and Julie Whittering whose Audi's battery cried enough within yards of the start and had

On a more serious note, did you know that all fuses are not alike. A recent article in 'Star' magazine (Sunbeam) details the difference between British and American standards. The former i.e. Lucas glass fuses are rated by the current it would blow at, but ordinary auto fuses are rated at the current you can draw WITHOUT it blowing i.e. you could be drawing more current than you thought you were protected for. Problem is that it appears you cannot now get genuine Lucas fuses—if you know of a source please let us know.

MGC & THE RISE AND FALL OF DOWNTON ENGINEERING MALCOLM CUTLER—BASED ON A TALE FROM ROB BEVAN

I think some of us may have questioned Rob Bevan's sanity when he sold his beautiful red Alfa Romeo 'boat-tailed' spider, in preference for the MGC which he had bought and subsequently rebuilt. When the MGC was introduced and for many years after, it was seen as an unsuccessful replacement for the much loved Healey 3000, with poor performance and even poorer handling with that big cast iron 6 cylinder 'lump' shoehorned into the MGB. This was made even more apparent with the subsequent introduction and success, of the MGB-V8 (but only after Costello had shown BMC how to do it!). However, what Rob had discovered was actually an official



Downton MGC which had been subtly modified by BMC's official engine tuner, Downton Engineering.

It appears that Rob's Downton MGC was

owned by someone local to him who was 'going to restore it someday' (how many times have we heard this), but persistence paid off and eventually Rob managed to procure it, albeit in a pretty poor state. After much welding, engine rebuild and respray, Rob had it on the road and was impressed with its effortless performance and handling. However, as some of you will remember, its replacement electronic distributor decided to short itself out during our Welsh week-away in 2016 and subsequently knockings from the engine indicated problems with the main/big-end bearings due to a blocked oil pressure



relief valve. Fortunately Rob had picked up (not literally as it is a heavy old lump) a spare engine so was able to have this built up and installed. Since then Rob and June have used it regularly, although from the number of times they appear in their MX5 I suspect that the old problems of a heavy front end (no power steering) and classic 4 speed box, still make the 'C' hard work on twisting lanes!

Rob recently gave me a copy of an article from Classic & Sports Car (date unknown)

on Daniel Richmond, the proprietor of engine builder Downton Engineering, together with a road test of a Downton-modified MGC written by one of my heroes, John Bolster, in the November issue of Autosport. The modifications made to this particular test car were confined to a modified cylinder head, polished and matched inlet manifolds, extractor exhaust manifolds/exhausts and rejetting the carbs. It also had adjustable dampers fitted. Bolster was obviously very impressed with the results compared with the standard MGC, with 'his' car having improved low-speed flexibility, better fuel consumption and performance figures of 0-60mph in 8.3secs (10secs standard) and a top speed of 130mph (120mph standard), in wet conditions. Rob's engine has the next stage of conversion with triple SU carbs fitted which enhances the perfor-



mance even more - the way in which Rob and the MGC kept up with us in the Porsche in France showed how quick it is. Bolster did however find that the handling was still front-end heavy/rear-end light and it should probably be regarded as a

fast touring car, rather than a sports car.

The article on Daniel Richmond and Downton Engineering is a fascinating insight into not only the company but also their relationship with BMC, which pre-staged similar manufacturer/tuner relationships between companies such as Mercedes Benz and AMG and Renault and Gordini. The article is entitled 'Gin and Genius' as whilst Daniel Richmond was a tuning genius, especially his understanding of gasflow and matching heads, manifolds and SUs, he and his wife's penchant for booze were legendary. It was joked that the components were cleaned in gin and that some days a bottle of Champagne was opened with the post in the morning, lunch at the next door pub (which could last much of the afternoon) and dry Martini's for his wife Bunty at 6.00! Bunty ran the office and sounded to be an absolute tartar, having no regard for customers or anybody. In fact both of them 'played the game by their own rules' turning away customers if they did not like them and one poor customer coming all the way from Germany being told that they had just shut and he should stay in the local pub and come back in the morning!

It was the Mini that made Downton's fame and it was largely due to our old friend and first President, Ron Barker, that resulted in Downton working closely with BMC. In 1961, when working for Autocar, Ron tested a 1088cc Downton Mini Cooper which clocked 103.5mph and shot to

60mph in 9.6secs. He rang Issigonis who asked him to bring it up to Longbridge and he was so impressed Daniel was sent for within a fortnight and the rest is history! Daniel Richmond was responsible for many things but obviously did not shout about them, leading to many people at Downton resenting John Cooper becoming famous for the Mini-Cooper, as Daniel was apparently totally responsible for the Cooper 'S'.



Downton tuned Minis were successful over many years, including winning the 1963 European Touring Car Championship, putting a giant-killing performance in the 1962 Targa Florio, raced by drivers such as Richard Longman, Jan Odor, Gordon Spice and bought by celebrity private owners such as Steve McQueen, Dan Gurney and Mr Ferrari himself. Abingdon's rally cars also used Downton heads and Cooper racers ran their engines and in 1967 Downton was appointed as official supplier of Stage One conversions to BMC 'Special Tuning Division', reportedly doing

100 heads from scratch in one week!

All good things come to an end and when British Leyland took over BMC they closed the competition department and with it, the Downton consultancy. Downton never recovered and Daniel Richmond lost interest, dying in 1972 after years of heavy drinking and smoking, at the age of just 47. His wife, Bunty, tried to carry on but many of the staff left and she sadly took her own life in 1975, soon after which Downton Engineering closed

JET POWERED **RELIANT KITTEN**



With diesel being demonised how about this as a way of demonstrating your carbon footprint i.e. by burning kerosene—but also everything else off the road—and all clothed in a fuel efficient fibre-glass body. Apparently it is (was?) capable of 100mph, but it must have been a brave driver who attempted it!

A TREASURERS TALE

Money! Money! Money!

Jill Cutler—Treasurer

In 2004 I was asked to take over the position of FCCC Treasurer on a “temporary basis”, 13 years later and having just been given a club polo shirt with my name on it, I can only assume that I am now permanent!!



Looking back over the club accounts since I started, it is inter-

esting to see how FCCC has developed both in numbers, activities and money in and out of the FCCC bank account. In 2004 entries into the accounts only took up half a page in my account book whereas, in 2017, they now regularly take up two or more, with monies **coming in** amounting to over £12,000 pounds and **expenditure** to date of £7,800 pounds/yr.

Also, when the club began, Fairford had a Lloyds bank, however even though the town has grown enormously during the last few years, we now only have a mobile bank for limited hours, 3 days a week. The price of “progress”?

By careful use of club monies and the

adoption of e-mail communications, we have managed to keep your yearly subscription down to £20.00, a bargain, as this covers partners and family if you bring them along to events. The majority of the money **in** and **out** of the FCCC bank account is that which you pay in for the various club events, such as the Christmas lunch, Castle Combe race meeting, other runs & the annual Away Week holiday etc.

Your **subscription** money is used for the general administration and organisation of the club and covers such matters as: publication of the club magazine; the monthly newsletter; updating and maintaining the FCCC web site; stamps; the club insurance; office supplies; print cartridges; the Flickr site; membership of the Federation of British Historic Vehicles; committee members club related expenses, and other small miscellaneous items. The FCCC financial year runs from January to December and any surplus monies at the end of the year are carried forward to the next one. Over the years the club has managed to build up a small amount of capital and this is used to buy larger items such as the club gazebo, banners and display items. A detailed Financial Report is given at the FCCC AGM and every effort is made to keep financial matters open, transparent, and lean and mean – as committee members will testify! Here’s to another sound FCCC financial year in 2018.



YOUR COMMITTEE

Chairman	Malcolm Cutler	Fairford, Glos.	01285 712 173 malcolmcutler@btinternet.com
Secretary	Geoff Tebby	Chalford Hill, Stroud	01453 883 821 gctebby@aol.com
Events	Bunny Lees-Smith	Hankerton, Wilts.	01666 577 275 bunnyleessmith@btinternet.com
Membership	David Chambers	Churchill, Oxon.	01608 658 603 dhc@freezone.co.uk
Treasurer	Jill Cutler	Fairford, Glos.	01285 712 173 malcolmcutler@btinternet.com
Newsletter	Geoff Tebby	Chalford Hill, Stroud	01453 883 821 gctebby@aol.com
FC3 magazine	Malcolm Cutler	Fairford, Glos.	01285 712 173 malcolmcutler@btinternet.com
Archives	Barry Cooper	Meysey Hampton, Glos.	01285 851 821
Committee Members	Michael Cox	Standlake, Oxon.	01865 300 929 janandmikecox@gmail.com
	Ken Hinton	Fairford, Glos.	01285 712 522 mgbv8@btinternet.com
	Keith Handley	Cirencester, Glos	01285 658450 denise.handley09@googlemail.com
	Martin Howard	Stanlake, Oxon	01865 300406 43martinhoward@hotmail.com

Cotswold AIRPORT SHOW

We needed the food to keep out the cold!





Classic TT.
AUGUST 2015

CANTERBURY
OF NEW ZEALAND

GUINNESS
BUILT FOR
SPEED