Fairford Classic Car Club

www.fairfordclassiccarclub.org.uk



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November 2026

COMING UP

Key:

⇒ Club event

◊ Club attendance as A group at a motoring or other event

- Everything else of interest. These items are shown for information only!

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- October Lunch Run Review – Rob Ambler
- From Silicon to Chrome: A Tech Veteran's Journey to a 1958 Jaguar Mark 1

November

⇒ 19th—Lunch Run—Gary : Email gary.haynes0509@hotmail.co.uk

December

⇒ 18th - Christmas Lunch : Email malcolmcutler214@gmail.com

⇒ Bunny's After Christmas Run : Contact Ken Hinton Email

⇒ kenhinton383@gmail.com

Dear FCCC members, just a little reminder that I will be sending out the Membership Renewal forms at the end of November. I would be very grateful if you could update any information that may have changed over the last year, especially contact details and vehicles. Many thanks in advance for your help.

Jackie Hinton, FCCC Membership Secretary

October Lunch Run

Courtesy of Mike & Helen Scott

The Run started at a cafe called CTL which is basically a motorcycle showroom with a kitchen in Cherrytree Lane. We found a spare seat on a table where John Manley was sitting with a friend and we had a coffee and chatted about all sorts of things After a while we decided to set off on the run. Now John normally follows someone else as he is usually on his own and finds driving and checking the route rather taxing, so he asked to follow us and we of course agree as that's the type of guys we are.

Off we set and all went well driving through some of the lovely countryside we have around here, looking behind us it seemed we were being followed by several other cars as well and they all went the wrong way when we made a mistake on the route not realizing a lane that didn't look like a lane was the lane we should have gone down. So we carried on hoping to find the elusive lane, but sadly it did not appear. So we carried on, everyone still following us not realizing that the car ahead was lost, even when we entered Nailsworth and went round a mini roundabout and doubled back on ourselves and turned left where we should have gone before the roundabout. Shortly after this we decided to pull over and admit defeat. I spoke to John and apologized and he was fine with it and seemed to be having a great time…

We arrived at the Pub for lunch. Now this was the Pub that the last time we attended it was quite soon after Covid and several people were affected and the tables were in a long line was not good for chatting. But this time the tables were separated which was much better for chatting. Gary and Rose saved us a seat (Thank you) and we sat with a couple Martin and his lovely partner Chris, new to the club and they have a lovely Mk 1 Jagwa (Jaguar) We sat and chatted and enjoyed the food which was excellent (best beefburger I have ever had}

So, thanks to Mike and Helen for organizing a great run.

Click here to view Pictures from the run

From Silicon to Chrome: A Tech Veteran's Journey to a 1958 Jaguar Mark 1

I am not your traditional petrolhead. I do not spend my weekends arguing over carburettor tuning or exhaust notes, and I have spent my entire working life firmly rooted in the future. Operating on the bleeding edge of automotive and software industries, my focus was always entirely on innovation. To fill that picture, and much to the horror of my gearhead friends, I bought the first Tesla Model Y model and have methodically worked my way through the entire S3XY lineup, and still retain my Model X. I loved the disruption, the early innovation, and the ruthless software focus of the EV revolution. I also bought an Aston Martin DB11 to balance the picture.

But retirement in the spring of 2022 brought about a shift in me. Over my lifetime, I have owned more than 45 different cars, constantly chasing the latest. Yet, as the pace of my daily life slowed down, I found my automotive tastes looking backward instead of forward. I always thought of the vehicles I buy as rolling artwork and that brought me to the gorgeous 1958 Mark 1 Jaguar I just acquired. No touchscreens or software, instead a soul, history, and a completely different kind of mid-century innovation. This is the story of how a lifelong tech advocate traded silicon for chrome.

Those 45-plus cars weren't just transport however; they were timestamps marking key chapters of my life so I spent a year collecting diecast models of all cars I owned. But I was unable to find a 1:18 model of my very first car, a four-door split-screen Morris Minor. Frustrated, I took a radical detour and bought the real thing, justifying it with the rarer pickup version to carry my golf clubs - a real reason to drive it. That little pickup was my gateway drug. Displaying it at the NEC classic car show in 2023 exposed me to a world I hadn't fully appreciated. Standing among the exhibits I spotted a 1:1 scale replica of another ghost from my past: a 1989 Foxbody Mustang, the first of my 15 convertibles. Naturally, a second nostalgia-driven purchase followed.

By now, the hook was set, and my curiosity began evolving from pure nostalgia into an appreciation for genuine automotive artistry. I briefly owned an S-Type between 1989 and 1992 and my eyes naturally drifted toward Jaguar's legendary XK120 through XK150 convertibles. I was mesmerized by their assertive haunches, elegant lines, and mechanical innovation. There was only one problem: at my height and frame, trying to squeeze into an XK was like trying to fit a gallon into a pint pot. Reluctantly, I abandoned the idea and developed a new perspective.

I read about racing legend Mike Hawthorn's famous love affair - and tragic demise - with the Mark I Jaguar. Shortly after, during a routine visit to The Classic Motor Hub just 15 minutes from my house, the Mark 1 caught my eye. I had walked past it twice before without a second glance because I had no personal connection to it. But on the third visit, accompanied by my partner whose father had owned a similar jaguar, I finally took a proper look. Not only did my frame fit comfortably, but taking her out on the Cotswold roads completely blew me away. The handling, the surging power of the 3.4-litre XK engine, and those graceful, sweeping lines that launched a new era for Jaguar were intoxicating.

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This specific car, **WRW 382**, was something truly special. She was freshly, exquisitely restored, complete with her original Cornish Grey paintwork, Dark Blue trim, matching numbers, and a Jaguar Heritage Certificate. Incredible, I was to be only her third recorded keeper in 68 years and am still researching provenance but believe the first significant owner held on to it for nearly 50 years, letting it fall into disrepair before re-registration by Nick Goldthorpe 2017. Standing beside her, I thought my journey was now complete. I had officially transitioned from buying cars out of pure nostalgia to deeply respecting a classic's true heritage, engineering, and soul.

So, after 45 modern cars including the Teslas, a Morris pickup, and a piece of reborn Coventry history... what next? An 85-year-old 1941 Ford truck. Restored to a superb standard, it features clever, invisible modifications beneath its skin that render it effortless on modern roads. Like the Jaguar, it stands as a testament to the sheer artistry of mid-century designers and the master craftsmen who now preserve them.

My garage now houses a Morris Minor pickup, a Foxbody Mustang convertible, a matching-numbers 1958 Mark I Jaguar, and a 1941 modified Ford truck. It is an unapologetically eclectic lineup, but each vehicle is appreciated not out of a hazy nostalgia trip, but for its individual engineering merit, design, and soul. I am now diving deep into the provenance of each car, curating their histories with the same detail I applied in my software career. My journey from silicon to chrome is far from over; in fact, the next chapter is just getting started. Martin Obrien







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