

KEMPSFORD

CLASSIC CAR & MOTORCYCLE CLUB

Newsletter

Autumn 2006

Welcome to the first edition of the new Club Newsletter. And the very first thing to say is thank you to my predecessor Guy Rogers. I can't hope to match Guy's relaxed and witty style, so I'll be trying to make up for it with lots of colour photos – more about that later

The most difficult thing about writing the Newsletter is that there isn't very much news. Oh, there was plenty happening through the summer (and what a great summer for classic cars and bikes!) but by the time it finds its way into print it's hardly news at all. So here goes with a round-up of some of the summer's events:

Blenheim Palace

Saturday 11 June saw seventeen cars and one motorcycle set off from Fairford to Blenheim Palace. Nor was the journey without incident. My MGA miss-fired all the way to Fairford then suddenly cleared itself and has run perfectly ever since; Dougie Cross's '49 Rover 'Daisy' arrived in Fairford with a very hot



smell coming from the front brakes which were seized on, but made the round trip without mishap; and Tony Curtis's Hotchkiss needed running repairs for fuel starvation en-route. Needless to say, there were plenty of people willing to give advice, but a noticeable lack of volunteers to help suck the petrol through the fuel line. We all had a great day. The weather was marvellous and the cars were a treat. A few of us entered our cars for the 'concourse' competition but, in spite of my wife handing out the prizes we were eclipsed by some truly superb vehicles. But neither did we come away empty handed. Collectively we won the award for the best club display – a plaque which now hangs proudly in the public bar of the George. A well deserved victory as you can see from the photo.

Gordon King

Gordon was at Blenheim with his Wolseley. Later in the month at Burbage he won Best Car in Show. At the Club meeting in September Gordon received a prize for the best unrestored car in the Club.



Fairford Steam Rally

We had a good turnout again at the Fairford Steam Rally in August. There was a great contingent of classics including three Frogeye Sprites, a couple of E Types and a very nice Auto Union. But I have to admit that the real stars of the show were undoubtedly the steam engines themselves.

Church Fete

The Club turned out again in September for the Kempsford with Whelford Fete. No photos, I'm afraid but well done to those who attended. The fete made an overall profit of £2,000 and we received a letter of thanks from the organisers, Nicki Williams and Elizabeth Peel.

Classic Restoration Show

The final outing of the season was to the Classic Restoration show at Stonleigh Park. Everyone seemed to enjoy the day, although some who had been before thought it was not as good as in previous years. Most of us managed to find something to spend our money on and Mike Couling took good advantage of the large number of MG suppliers and managed to find some very nice pieces of interior trim for his MGB GT.

I'm sure you would all wish to join me in thanking Terry who is responsible for so much: for arranging outings, for organising the monthly meetings, for filming everything in sight, and for this cartoon!

Cheapest Petrol for Miles

Are you on the Internet? If so you can keep tabs on which filling stations are offering the lowest prices by logging on to www.petrolprices.com and entering your post code, type of fuel and search area. All the filling stations within the specified radius are listed by price. Currently the cheapest within 20 miles of Kempford is the Shell station, Fairford at 83.9p for ordinary unleaded.

More About Petrol

On the subject of petrol, I've read a number of articles recently about the various ways of coping with the demise of leaded petrol. It seems that there are four options:

1. Do nothing until valve seat damage forces you to.
2. Spend all your spare time searching for Four Star or LRP
3. Have your cylinder head modified to run on unleaded fuel
4. Add a lead replacement product (with octane booster if your car needs it) each time you fill up.

I've seen all four advocated and even a variation on the last which involves using the additive only for long journeys and plain unleaded for local runs. The logic is that valve seat damage only occurs at higher engine speeds, but with the cost of additives at less than 2p per litre I wonder if it's worth the risk.

What do you do? Please let me know and I'll publish the results.

Members Motors

I thought it would be interesting to feature some members' cars in each issue of the Club Newsletter. If you have suitable pictures of your classic why not share them with the other members. They don't have to be 'glamour' shots, they could be taken during restoration, or how about some before-and-after photos. Send in your pics, tell me about your car, and I'll put them in. Don't have any photos? Give me a ring and we'll arrange to get some taken.



"Sometimes I don't know what I'd do without you, Brenda"

So to start the ball rolling here's a picture of my 1959 MGA 1600 roadster. I've had the car for two and a half years and, apart from one or two minor problems (like the water pump failing on the M4) it's been very well behaved. We took it to France in '04 and had a week's touring in Norfolk last year, both without a hitch. It's strictly a good weather car as driving with the hood up is noisy and if it's raining you still get wet!

Continuing the sports car theme, here is a great picture of a great car. It's Tony Alden's Austin Healey 100/6. This car has an interesting history:

It was one of 50 homologation vehicles specially produced by Healy in 1958 for rallying. It was fitted with Dunlop disc brakes all round, which was quite advanced for the time. Although the engine was basically the same 2639cc unit as used in the standard car it was, as you would expect, somewhat modified (including a 12 branch manifold) to



produce 120bhp. The suspension comprised 14-leaf rear springs and adjustable shock absorbers. Tony has replaced the rear suspension with standard kit (he says it made his eyeballs rattle!) but you can still see the evidence of the original front suspension in the gap between the tyre and the wing. The vehicle was

originally owned by the actor Raymond Massey, star of Dr Kildare (interestingly, his father was the owner of Massey-Ferguson Tractors) It was restored in 1994 since when it has covered some 20000 miles.



While out for a run in it in the summer I ran into Terry (not literally!) in his 1955 Humber Hawk Estate at Hannington Wick. He pulled over and I managed to get

this picture. Humber only made this estate version for one year and although Terry has not been able to ascertain how many were produced, it was certainly not many. The car had one owner from 1957 to 1980, when it was taken off the road. Terry bought it and put it back on the road in March this year. Surprisingly after a 26 year lay-up the car was remarkably sound and very little work was required. Some welding underneath and a paint job on the roof was virtually all that was necessary to get the old girl back in service.

Terry's other car, by contrast needed major restoration. The 1962 Vauxhall Velox PA had



been stored in a shed for 23 years from 1972 until Terry saved it from being scrapped in 1995. Unfortunately the shed's corrugated iron roof was rusted through and leaking badly. To make matters worse the shed doors had long since gone. An elder tree had grown up in their place and had to be felled before the car could be towed out, which they barely managed to do with a four wheel drive Land Rover! It took Terry three years to complete a bare metal restoration, returning it to its original Smoke Gray colour. In 2002 Terry sold the car to Charlie Williams who fitted an overdrive gearbox, re-covered the seats and had it re-sprayed to its current colour scheme of Lilac Haze and Swan White. Terry bought the car back from Charlie in 2004.

Roy's Restoration

When Roy Sanson took over at The George we were glad to discover that he is a classic car enthusiast (at his previous pub, The Black Horse in Wanborough, he hosted the Swindon branch of the MG Owners Club). Roy joined the Club early in the year and it turned out to be more than just a case of getting the landlord on the membership list. Roy has a 1958 Triumph TR3A which I'm sure he won't mind me saying has decidedly seen better days. In fact being driven through a barbed wire fence did it no good at all! But that's all to the good because it gives us the opportunity to follow its restoration step by step. So here is the car as it is now – in pieces and badly in need of some TLC. Dave Hyland is just about to start on the bodywork so we should be able to see a big difference in the next Newsletter.



Next Club Meeting

The Club, like most of our cars, will be going into hibernation through the winter months and the next meeting will be on Tuesday 6th March 2007 at our usual venue, The George.

Forthcoming Events

- 11-12 Nov Golden Leaves Weekend based at Farringdon and touring the Cotswolds. Call Keith on 01935 474630
- 12 Nov Classic Car Meet, Queen Eleanor Pub, off A45, Northampton. Call Cliff Walker on 01604 646963
- 13 Nov British Made Car Club monthly meeting 8pm at Fox & Hounds, Canford Bottom, Wimborne. Call Jack on 01425 672863
- 18 Nov MG Car Club. MGB Register Rebuild Event, Abingdon. Call Jan Pratt on 01264 335080
- 19 Nov Newbury Classic Car & Bike Show & Jumble, Newbury Racecourse
- 26 Nov The Malvern Mini Show, Three Counties Showground, Malvern
- 5 Dec Club Triumph Meet, Tollemache Arms, Harrington. Call Charlie Mallock on 07736 318725
- 10 Dec Classic Car Meet, Queen Eleanor Pub, off A45, Northampton. Call Cliff Walker on 01604 646963

Contact:

If you have any information you think ought to be included in the next Newsletter or would like to comment on anything in this edition please contact me, Alistair Kennedy, as follows:

Home: 01285 810440
 Work: 01793 648520
 Email: Alistair.Kennedy@cadillac.co.uk
 Post: Reevey Gate Cottage
 Kempford, GL7 4HD

