

# KEMPSFORD

## CLASSIC CAR & MOTORCYCLE CLUB

Newsletter  
Summer 2011

Welcome to another edition of the Club Newsletter. And I think it must be the biggest one yet so I hope you will find something of interest between its pages. Thanks to Arthur Rolls, Tony Alden and Guy Rogers for their contributions. Please, everyone else, send me your stories, photos, reminiscences, complaints, rants, or whatever you think may be of interest. It's bound to be better than the tripe I come up with! We are supposed to be enthusiasts but almost none of you want to talk about or show off your motors. So come on, don't be shy!

There are a couple of local events coming up this summer which deserve our support. The Cricket Club Fete will take place on July 23<sup>rd</sup> and the Church Fete on September 3<sup>rd</sup>. Both will be held on the cricket field, the entrance to which is via Kempsford Manor. Please try to come along and help support these village events.

Elsewhere in this Newsletter you will find a view of Cirencester dating from the 1960's. You can have some fun identifying all the classics parked at the roadside, and playing 'Do You Remember When...'



### WHEELNUTS

The Rain Gods smiled on us as we gathered behind Greasy Joe's in Cirencester where we were joined by Guy and Marina Rogers, more of whom later. But the sun barely showed itself, and it seemed that the weather may have been to blame for a lower turn-out for the event than in the last couple of years. That said, the standard and variety of vehicles on display was superb. I don't know if you will agree or not, but I find single marque shows so much less interesting than open events like Wheelnuts. I recently went to an MG event (MG's In The Park) at Cotswold Wildlife Park, where there must have been something like 300 cars: row upon row of virtually identical cars with little to spark the imagination.

Wheelnuts, on the other hand, even with fewer cars did not fail to supply unexpected gems. For example, Stanley Steamers are not what you expect to see every day, but there were two of them parked side-by-side.



Both were Model 740's from 1922 but the more striking of the two had been converted from its original 7 seater tourer format into a 2+2 roadster, complete with rumble seat. The present owner imported the car from the USA, where it had become very dilapidated, in 2005 and has been working on it ever since, making most of the parts required in his own workshop.

Another equally enthusiastic owner is pictured with his 1944 US Army Jeep. This was built in France by the Hotchkis company under licence to Willys. It appears to be authentic in every respect: paintwork, camouflage netting, and accessories like a pick and shovel, and a very real (but de-activated) carbine mounted on the dash board. Even the owner was decked out in authentic WWII GI uniform and

equipped with a genuine period Thompson machine gun (again de-activated). The only non-authentic detail was the owner's English accent!

A couple of notable exhibits as far as the Club was concerned were Gordon King's Wolseley 15/60 which was driven by his friend John Tanmere, who now has the car, and Dougie Cross's Rover 'Daisy' which was driven by his son Mark.

One final picture from the show. Mike Couling proudly displays a 'Top Three Accolade' in front of his MGB GT. These cards were given to members of the public visiting the show and they were invited to tuck them under the windscreen wipers of cars that particularly impressed them. It appears that high winds may have dislodged some of these and scattered them around the showground. Some unkind souls have even suggested that at least one of them may have been picked up and used by unscrupulous MGB owners!



### DAVE LUCAS – OBITUARY

Once again it is my sad duty to report the tragic death of our friend and stalwart Club member, Dave Lucas. Dave was born in 1943 and was brought up in Coventry, where at the age of 16 he became apprenticed to C&E Motors as a motor mechanic. When he received his indentures he became a Freeman of the City of Coventry. He stayed with C&E Motors for twenty years, by which time he had achieved the position of Workshop Manager.

In 1964 Dave married his first wife, Daphne, and together they had two daughters, Paula and Zoë, who gave them three grandchildren Gemma, Tim and Jack.

1983 saw Dave make a big career change when he and Daphne bought a newsagent's shop in Stratford and later went on to run two Post Offices. Although he had left the Motor Trade his love of cars never left him. He loved tinkering and would become totally absorbed in keeping his cars in immaculate order.

Sadly Daphne died in 1997 after a prolonged illness and Dave was left a widower.

Eventually Dave met his second wife Janet and they were married in 2003. Dave decided to sell the shop and retire to Kempford, where they have lived ever since. However, Dave was not one to remain idle and



he soon took on a part-time job driving for New Wave Seafoods. It wasn't long before it developed into the position of Transport Manager.

David remained his courteous, gentlemanly self through his illness, inspiring great affection from those who looked after him. Dave died, as he would have wished, at home on 16 June, less than three weeks after being diagnosed with cancer. He will be greatly missed in the Club and by all who knew him.

Dave's funeral took place on Friday 1<sup>st</sup> July. There was a service at Fairford Church followed by another at The Crematorium. Club members in attendance were: Terry Chesterman, Brian Kilminster, John

Ockwell, Dave Hitchings, John Chesterman, Bill Tudor, Phil Mutlow, Roy Sansum and myself.

The picture shows Dave and Janet winning the prize for the Best Sports Car in Show at Wheelnuts in 2008 with their 1976 TR6

## A CHANCE TO TAKE THE PRESCOTT HILL CHALLENGE

Kempsford Club members are invited by The Austin Healy Club to participate in their track day at Prescott Hill on Sunday 31 July. For more details please see the page re-printed from the Austin Healey magazine. Please contact Tony Alden for an entry form. Telephone 01376 850363 or email [tony.alden@btinternet.com](mailto:tony.alden@btinternet.com)



**Sunday 31st July**  
A weekend in the beautiful Cotswold countryside is on offer to all Austin Healey Club members over the Saturday and Sunday of July 30th to 31st and although the main attraction will undoubtedly be the full Sunday at Prescott, the exciting programme arranged for the Saturday start of the event will completely justify taking up the option of making it an enjoyable weekend.  
The South West Centre is once again hosting the popular Prescott day, where Healey owners have the opportunity of driving their cars as quickly, or as slowly as they wish on the challenging hill. The event will be non competitive and not timed, so there will be no need to wear helmets or overalls.  
Prescott Hillclimb, the home of the Bugatti Owners Club, is set in the glorious Cotswolds five miles North East of Cheltenham. Racing has taken place at Prescott since 1937 when the Bugatti Owners Club bought the estate and built the first track. Today the track, which is 1127 yards long and made of smooth tarmac, holds national competition meetings as well as vintage and classic events. Healey owners and other invited clubs will be able to park their cars in the paddock area, where hot and cold food and drink will be available throughout the day. All vehicles must have a current MOT and insurance.  
The cost for the day is £45 per car (driver and passenger) which includes two runs of the hill. Additional runs can be purchased

on the day at a cost of £5 per run. Passengers are permitted on the drive up the hill.  
But that's not all, because we are also running an event on Saturday 30th July, so why not enjoy a weekend in the Cotswold.

**Saturday 30th July**  
On Saturday we are holding a 3 Counties drive to enjoy the splendid scenery of Gloucestershire, Worcestershire and Shropshire. We start the day with coffee and bacon rolls before heading off for the drive. There will be places to

stop for refreshments along the way, including a leisurely lunch stop in a Shropshire town. The afternoon drive will take in some outstanding scenery, with a stop at a magnificent view point.  
After returning from the drive, you will have time to freshen up, before the evening get together and 'Pig Roast'. We will be meeting up from 7.30pm onwards at a local water park to enjoy a relaxed evening and pig roast. A bar will be available on the water's edge, a vegetarian option will also be available.

The cost of the evening event and Pig Roast is £10 per person. The cost of the 3 Counties tour is £15 per car ( maximum 2 people) to include bacon roll and coffee.

This promises to be a great weekend, a leisurely drive on Saturday followed by something a little more energetic on Sunday. You are welcome to join us on either day, or the whole weekend and for those of you who live in Worcestershire, Shropshire or surrounding counties you can even join the drive 'on route'.

The town of Tewkesbury will be our base for the weekend and preferential rates have been agreed with two local hotels. However you must book your accommodation by the end of May to secure a room and discount. Room availability is limited, so book early to avoid disappointment. When booking either hotel, please quote 'Austin Healey Club'.

The two hotels are:-  
Tewkesbury Park Hotel, Golf and Country Club  
01684 295405, email [tewkesbury-park@brook-hotels.co.uk](mailto:tewkesbury-park@brook-hotels.co.uk)  
The Bell Hotel  
01684 293293.

In addition there is a Premier Travel Inn available in Tewkesbury, booking is available via their national web site.

Bookings for the weekend are now being taken, booking forms can be obtained from  
<http://www.ahc-southwestern.co.uk/prescott2011/latesinfo.htm>  
Alternatively you can contact Steve Jones on 01684 296626.

***Come and join us, lets have a great weekend.***



## IMPORTANT NEW INSURANCE LAW

Don't let yourself be caught out by the new law on motor insurance which came into effect earlier this year. The new law gives DVLA more power to combat keepers of uninsured vehicles. It is now an offence to own an uninsured vehicle unless it is subject to a Statutory Off Road Notification (SORN). This applies irrespective of whether the vehicle is used on the road or not. DVLA will compare its records with details of vehicles on the MID (Motor Insurance Database) – the UK's central record of vehicle insurance.

If a vehicle does not have insurance and a SORN has not been made the registered keeper could face:

- A fixed penalty of £100
- Their vehicle being clamped, seized and disposed of, and
- A court prosecution with a maximum fine of £1000

If you want check that your vehicle is recorded as insured on the MID record visit the free service at [www.askMID.com](http://www.askMID.com).



If you are keeping your vehicle off the road and it is not insured you must make a Statutory Off Road Notification. If it is taxed you need to return the disc (including nil disc) on a V14 form to DVLA. You can get more information and a V14 form at [www.direct.gov.uk/stayinsured](http://www.direct.gov.uk/stayinsured)

## MIKE'S TREASURE HUNT

Mike Couling's much heralded Treasure Hunt took place on Sunday 3<sup>rd</sup> July. It was judged by all to be great success, marred only by a smaller than hoped for turnout. In the event we had eight teams participating including one of non-members, but only two classics. The treasure hunt itself consisted of eighty clues which had to be solved and for which either one, two, or three points were awarded, depending on difficulty. The route took us from the George to Castle Eaton, Marston Meysey, Down Ampney, Poulton, Honeycombe Leaze, Fairford, Whelford, and back to the George. The winners were Andy and Angie Wright of Masey



Hampton, who were presented with a £20 voucher for the George. Runners-up were Arthur and Anne Rolls with Wenda who received a £10 voucher. The rest of the field (in no particular order) comprised Steve Heath and family, Shirley and George Cowley with Dave Hitchings, Bill and Jenny Tudor, Barbara and John Ockwell, Brian and Ann Kilminster, and Celia and I.

The barbecue afterwards proved popular in spite of the culinary intervention of Terry and Dave and all-in-all everyone had a great afternoon and evening. Thanks and congratulations must go to Mike Couling who, assisted by Terry, must have spent many hours researching and checking the clues. Well done Mike, we look forward to the next

one. Perhaps this will inspire others to step-up and organise a Club event.

## FBHVC SURVEY

If you haven't already completed the Federation of British Historic Vehicle Clubs' survey into historic vehicle ownership can I please urge you to do so before it closes at the end of July. The Federation, to which our club is affiliated, exists to ensure that we all continue to have the right to use our vehicles on the road - whatever their age.

It does this by lobbying politicians and government officials but it can only be really effective if it is armed with accurate information about the interests it represents, such as the number of people involved and the number of vehicles they own as well as the value the movement brings to the economy.

FBHVC's last survey was in 2006, when the gross value of the movement was shown to be in excess of £3bn annual expenditure. This now needs to be brought up to date, so a new survey has been started.

We urge all our members to take part and to encourage their friends to do so as well: the more people who do, the more accurate the results will be, and the more accurate the results are, the better FBHVC will be able to protect all our interests.

The simplest way to participate is to go to [www.fbhvc.co.uk](http://www.fbhvc.co.uk) and click the link to the survey. The link will remain open until the end of July. If you prefer to complete a paper questionnaire, please send a C5 stamped addressed envelope to FBHVC, Kernshill, Shute Street, Stogumber, Taunton. TA4 3TU



## WELCOME BACK, GUY AND MARINA

I received the following email from Guy and Marina after our visit to Wheelnuts and I'm sure you will all want to join me in welcoming them back to the Club:

Having just rejoined the club after an absence of about three years, mainly due to the fact that my 'B' was lying in fallow and unusable, I thought that I should say Hello to all my old friends.

My car was seriously rear ended, (believe it or not by an NSU Ro 80, driven by the fellow who wanted to buy mine. Needless to say that once he had paid for the damage to my car, he couldn't afford it so the sale fell through.) Once the damage to my car was sorted, she had a rather disastrous MOT as the shunt had knocked all the rust out of the chassis and left it like a bit of Belgian Lace. I couldn't afford the repairs until I had sold the Ro 80, so the MG was put on the back burner.



I then met up with Sam Glover, who is technical editor on Practical Classics and well renowned as a fanatical collector of cars in various states of disrepair. We did a deal and he sorted the 'B' and took my NSU in payment. I don't think he realised what he was taking on and ended up almost totally restoring the bottom half of the car.

So it was that Marina and I turned up at Greasy Joes to join the convoy to go to Wheel Nuts in Stroud. Due to the fact that I had been rather enthusiastic washing out the engine bay the day before, the poor old girl was suffering from damp in the electrics, she popped, banged and f\*\*\*\*ed her way to Stroud. We swear we saw people ducking because they thought a full scale fire was under way.

It was good to catch up with old friends like George Cowley, Mike Couling, Terry and Phil. We also made other friends, Dave with his Marlin and Kevin with his Stag. Gordon King's Wolseley was there with its new owners and still winning prizes.

Marina and I were both very sad to hear about Martin and Gordon's passing. I immediately started up my computer and picked out these pictures of our son's wedding in January 2008 at St Mary's RC Church in Cricklade. Martin very kindly supplied his Vauxhall as the wedding car. We have also recently found the Vanguard Die Cast of Martin's car which sits in a place of honour on the mantelpiece.

We both look forward to meeting the rest of you at various shows during the summer, although we will be away in our Caravan for some of them.

Best wishes to you all,

#### **CHINESE-MADE TYRES ARE BREACHING THE PAH RULES (FROM THE FBHVC NEWSLETTER)**

The European Tyre and Rubber Manufacturers' Association (ETRMA) has published a survey showing that 11% of tyres sold in the EU breach the ban on the use of high-PAH extender oils in tyres and that all of those in breach were made in China. The survey added that not all Chinese-made tyres were in breach but also noted that the sale of Chinese-made tyres is rising by around 30% a year. ETRMA wants EU member states to enforce the requirements more thoroughly to make sure EU tyre-makers that comply with the regulation are not disadvantaged.



#### **A CHANCE IN A MILLION BY ARTHUR ROLLS**



called it a day.

After an enjoyable weekend at the Shepton Mallet classic bike show in February Phil and myself decided to give the Stafford classic bike show a visit. So after booking two night's accommodation (another story) we loaded two bikes, my Cotton and Phil's B.S.A. A7, on the Transit van along with a collection of cleaning and polishing materials and of course Phil's usual two weeks supply of muffins, pork pies and Wagon Wheels, and off we went.

On arrival at the show ground we found the place covered in white vans just like confetti. We eventually found somewhere to unload, although some way from the hall entrance. Our stand was actually on the balcony and the only access was via a steep ramp from outside the building. After pushing the bikes all around the building to the ramp we decided to push them up one at a time, the Cotton first. Half way up we had to stop for a breather (knackered). Seeing our predicament the young lady on security at the top of the ramp rushed down to help us. We then decided the B.S.A would need to be started and ridden up to save us the ignominy of having to be helped up the ramp once again by the young lady. After the usual amount of bickering, jockeying for position and searching for bits of wood, hammer, nails and extension leads the stand was set up and we

On the Saturday the show was very busy with plenty of interest being shown in all the bikes on our stand. At midday we decided to go walkabout, Phil to watch the wall of death, me to search the auto jumble. On

returning to the stand, one of the lads had a telephone number for me to ring urgently, it turned out to be a gentleman called Ted Pratt who had bought my Cotton new from Skellerns of Worcester on the 19th. of April 1963 for £263-00. The first thing he recognized was not the registration number but a welded repair to the front forks. Naturally he was over the moon and a bit emotional at seeing his old bike again after 48 years. So we had a quick photo session and he was able to give me some useful information about the bikes early years, and confirmed my suspicions that it is actually a Continental Sport and not a standard Continental. He also promised me a photo of himself sat on the bike in 1963. True to his word when I arrived home on Sunday night there was an E-mail with 3 photos of him sat on the bike in a car park with a Vauxhall victor FB and a 1950's Hillman minx in the background.



These photos proved very useful as they showed me that the tank is not original, the front mudguard should have a valance and the forks and rear suspension units should be black not red. But I won't be changing anything as they look good as they are.

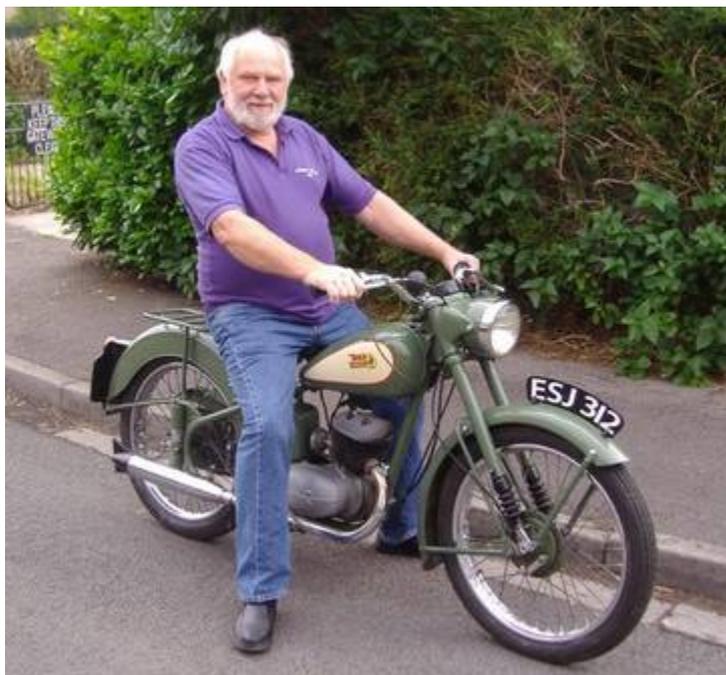
Later in the day another chap visited the stand and told me he thought the bike had been the subject of a road test report by a Steve Wilson in Classic Bike Guide magazine a few years ago and he would send me a

copy, which he did. This also proved very useful as it tells where the bike was found, and who actually supplied or reconditioned various items during the restoration. Phil tells me he believes Steve Wilson is already well known to some club members.

So all in all it turned out to be not only a very enjoyable weekend, but what must be a CHANCE in a MILLION meeting with the original owner.

### **MORE BIKES BY ARTHUR ROLLS**

Phillip has recently acquired a 1958 150cc James Comet, with the Villiers 30c two stroke engine. Although complete, (see picture) the bike required a certain amount of restoration work to get it into a road worthy condition, such as brakes, clutch, chains, a dab of weld here and there and re-wiring, most of which is now complete. So hopefully we will soon hear it buzzing around the village. Phil has also managed to recover the original number from the D.V.L.A. with very little trouble, none of the horror stories you usually hear about recovering numbers.



Len Willie has now completed the refurbishment of his D1 Bantam which has now been M.O.T.'d and successfully road tested, with excellent results.

### **PETROL PRICES**

Once again the lowest price petrol in the area is to be found at the Shell Station at London Road, Fairford where it is £1.369 per litre. This time it shares the honour with Calcutt OTR Service Station on the A419 northbound at Cricklade. This a whopping 37% increase on the Summer 2009 price of 99.9p



## MEMBERS MOTORS

Work continues apace on Roy's TR3A and the body is just back from Dudley where it was acid dipped prior to filling and painting. Terry and Bill spent many a merry evening cutting and shaping patches and welding them into the body work. Many more hours of meticulous work on the body lie ahead. The primer is due to go on in the next week or so which should see the transformation starting to take place. The picture shows it before dipping. If you're having difficulty making sense of it, it's on a rig of Terry's devising which allows it to be tilted and rotated along its axis to facilitate welding etc. Roy and Terry made a trip to Warrington to pick-up a reconditioned engine. Tony has been hard at work rebuilding and polishing the twin SU carbs. Can it be long now until we hear the throaty roar of that 2 litre Triumph engine echoing round the village?

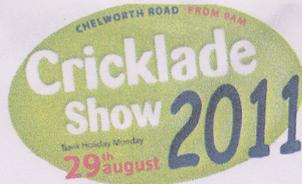


## FORTHCOMING EVENTS

- 9-10 July Atwell Wilson Motor Museum Annual Classic Vehicle Show featuring 60 Years of the Austin A30  
See Terry for a booking form.
- 23 July Kempford Cricket Club Fete. 2.00 p.m. in the cricket field (enter via Kempford Manor)
- 31 July Austin Healey Society track day at Prescott Hill. Details elsewhere in this newsletter.
- 5-7 Aug Steam and Vintage Show, South Cerney Airfield. Call 01453 882342
- 5-7 Aug Stroud 37<sup>th</sup> Annual Transport and Engine Show. South Cerney Airfield Tel 01453 882342
- 13-14 Aug Swindon & Cricklade Railway Vintage Rally and Country Show. Tel. 01793 827202
- 20-21 Aug Fairford Steam Rally. Call 01793 528457
- 28-29 Aug White Horse Show, Uffington
- 29 Aug Cricklade Show. Entry form is attached.
- 3 Sept Kempford Church Fete. 1.30 p.m. in cricket field (enter via Kempford Manor)
- 18 Sept Turweston Wings & Wheels. Turweston Airfield, Bucks. Tel. 01280 705400

**CONTACT:** [Alistair.kennedy@cadcouk.com](mailto:Alistair.kennedy@cadcouk.com) tel: 01285 810440





**Vintage Machinery Booking**  
**Bank Holiday Monday August 29<sup>th</sup> 2011**

Please return this **ENTRY FORM** with a **LARGE STAMPED ADDRESSED ENVELOPE** to:

Phillip Neville - Homelea Cottage, 68 Pavenhill, Purton, Wiltshire, SN5 4DA Mobile: 07720 099 125 or Home: 01793 772 224

Name	
Address	
Telephone No.	
Make	
Model	
Year	
Works/Reg No.	

\*\*\* Machinery may be parked on the showground any time after 12 noon the Saturday proceeding the show and **MUST** be in place by 9am on the day of the show. Vehicle access will not be available into the showground after 9am prompt, due to Health & Safety regulations. This will be strictly managed \*\*\*

Please tick here confirm you have read these terms and  conditions

I declare that for the whole period of the rally, my entry will be covered by a Public Liability Policy, including rally use. Policies must have a limit of no less than £2,000,000 for any one accident. I further declare that in the case if any event taking place or partly on a public highway, that the use of the vehicle hereby entered is covered by insurance as required by the Road Traffic Act 1960, which is valid for such a part of this event shall take place on roads defined in the ACT, and that I will produce documentary evidence of such insurance, I confirm that the driver/s of any vehicle holds and is not disqualified from holding a licence to drive a vehicle of the appropriate class.

Signed ..... Print full name .....  
Date.....