

# KEMPSFORD

## CLASSIC CAR & MOTORCYCLE CLUB

Newsletter  
Spring 2014

Hello again.

It's spring! And after months of being bombarded with flood news and weather up-dates on radio, TV and in the press, the last thing you need is me banging on about it as well. But I have heard that Roy's TR was standing with its feet in the water last month and that made me wonder if any members' cars had suffered a worse fate: let's hope not.

Two important pieces of news: the membership fee for this year will be reduced to £7. During the summer it is proposed to hold a free barbecue at the allotments in Kempford. There will be a parking area so that members can bring along their classic cars and bikes.

It's official! Terry has retired. But he and Bill Tudor are continuing to work on Roy's car. Jus to re-cap, the body is on and all the electrics and lights have been installed. Roy has the new seats and trim just waiting to be fitted. An unforeseen snag has arisen in fitting the badges to the bonnet. The



holes for them were filled in prior to painting and now have to be re-drilled. However, each letter of the word Triumph is a separate badge making a total of 8 including the logo, which have to be exactly aligned in a slight curve. Someone's going to need a keen eye and a steady hand.



It seems a long time ago now, but November saw Classic Car Show at the NEC with masses of classics of all types on show and even on sale. It was a bit pricey to get in but there was so much to see it really was worth the ticket price. I've chosen a couple of unusual vehicles from the show as I wanted to avoid sports cars, which are well represented elsewhere. The first is a 1950's Lamborghini tractor. It was with such vehicles that Ferruccio Lamborghini started his manufacturing career after leaving the *Regia Aeronatica* (Italian Royal Air Force).

By the mid 50's Ferruccio was a rich man. He was one of Italy's largest agricultural machinery manufacturer, and he went on to found successful heating and air-conditioning companies before turning his attention to sports cars. He had owned several Ferraris including the legendary 250 GTO but thought their modified racing engines too noisy and rough for a grand tourer. The rest, as they say, is history.

Some of you may say that the Jaguar C-X75 isn't a classic car because it's new and it is a development vehicle not a production car. You may well be right. But I think it's an incredible car and most certainly a classic of tomorrow. The C-X75 was developed by Jaguar in conjunction with

Williams Advanced Engineering. It is powered by a 1600cc four cylinder petrol engine and two electric motors. Maximum power output from the engine is 502bhp at 10,000rpm, to which the electric motors add a further 390bhp giving a combined output of well over 850bhp. All that power adds up to a top speed in excess of 200mph and acceleration from 0 to 100 in less than 6 seconds, and all with CO2 emissions of less than 89 gr/km. Mind you, the range in pure electric mode is only 40 miles!

In February some of us braved the weather and set off for the Haynes Motor Museum in Somerset. This remarkable museum houses an impressive collection of cars, mostly but not exclusively British. Unfortunately the cars are mostly jammed in to a space which is nowhere near big enough for them. The result is that many of the vehicles can only be seen head-on with just a glimpse of the interior. That said, the museum is undergoing major building works and it is to be hoped that this will solve the problem. Brilliant quartz-halogen spot lights showed many of the cars at their absolute best but the resultant reflections made photographing them all but impossible.



The 1960 BSA M21 AA combination which was once such a familiar sight on Britain's roads replaced the Triumph combination of the 1950s. The 600cc M21 with its purpose built sidecar served up until the end of the 60's when it was replaced by a van. The sidecar carried all the tools and equipment needed by the patrolman to 'get you home.'

AA patrolmen famously saluted members displaying the distinctive membership badge and members were advised to stop and enquire of any patrolman who did not salute them why he had failed to do so. Invariably the reply included information about concealed police speed traps ahead. The BSA M21 spelt the demise of this tradition as the throttle control was situated on the right side of the handlebars. This meant that every time a patrolman saluted his motorcycle slowed down!



A feature of the Haynes Museum is the famous red hall where all the cars are that colour. Somehow it seems appropriate that some of the most exotic cars in the collection are in this hall. I have chosen just one, the Porsche 356 coupe, partly because I think it is one of the most beautiful cars of the 50's (if you don't agree send me your nomination and I will

include it in the next Newsletter) and partly because it is so often overlooked in favour of the later 911. The 356 was the first to carry the name of its famous designer, Dr Ferdinand Porsche. The first 50 were built in Austria with lightweight bodies but production did not start in earnest until the factory moved to Stuttgart in 1950.

The vehicle was based on the Volkswagen that was in full production after the Second World War. In fact the Volkswagen rear mounted, air cooled, flat four engine formed the basis of Porsche engines up and including the six cylinder 911 range.

The 356 continued in production with various modifications and regular power increases until 1965. Porsches are still made in the same Stuttgart factory, which also houses a superb museum dedicated to Porsche racing and road cars



Finally, a rare sight in Britain even in its 1936 hey-day was this Cord Beverley. With its 4730cc Lycoming engine the Beverley was the first American production saloon to achieve a genuine 100mph. Its advanced design incorporated retractable headlights, an electrically operated gearbox with pre-select gear change was ahead of its time and the buying public were not persuaded. In addition early teething troubles led to production ceasing after only 2,320 had been produced.

## **OBITUARIES**

I am very sorry to have to report the death of two of our longest standing members:

### **ARTHUR LAWSON**

Arthur passed away in January after a long illness leaving his widow Margaret, and three grown-up children, Sarah, Robert and Morris, who is also a member of the Car Club. The service was held at Kempsford church following the committal at Kingsdown Crematorium.

Arthur hailed from Hull and spent most of his life in the heating and plumbing trade. He owned a number of classic cars including three Morris Minors (a Traveller, a 1000 saloon and an original 1951 saloon), an Austin 1100, a Triumph 2000 and a 1960 Series II Land Rover which is still in daily use.

### **GUY ROGERS**

Guy passed away in February after suffering a heart attack while in hospital to undergo major surgery. He leaves his widow Marina and two grown-up children, Jamie and Natalie. His first grandchild, a girl, was born just 17 hours after he died.

Guy came from Lewis in West Sussex where he and Marina ran a taxi firm for a number of years.

His current classic is a Triumph 2000 with a classic caravan. Prior to that he had owned an MGB with a 2.5 litre Triumph engine and gearbox; an NSU RO80 with the Wankel engine; and a Hillman Minx which went by the name of Minxie.

Many members will remember that Guy created the Newsletter and was its first editor.

### **NEW CAR AND AN OLD ONE BY TONY ALDEN**

I have been asked by our editor in chief (Jagman) to put pixel to paper as I have changed my car and he thinks I should write about it. I owned the Healey 100/6 for exactly ten years almost to the day and I didn't really intend to sell it. However one day at the end of last summer, I was asked by the current president of the Healey Sport Association if I would sell it. So I added five thousand to

what it was really worth and he agreed to buy. Unfortunately after three weeks of messing about, no firm decision or money changing hands had happened.

During this gentleman's prevarications Ann and I had looked at a couple of replacement cars but lost them due to a lack of decision. I must point out that the criteria was strictly laid down by the boss lady, any replacement must have wind up windows and a hood that can be erected in seconds to preserve the hair do and must not leak. That is an impossibility with any Healey! The car must be Dark green, I wanted a white one!! It must also be a 3000.

So in September we were going to our daughters, near Edinburgh, for our wedding anniversary and I had seen an advert for a MKII Healey 3000 for sale in the peak district, just a bit of a detour I told Ann, roughly 100miles off route in the end. We decided that we would buy this one subject to the sale of the 100/6. On arriving in Scotland I rang a friend of mine and asked him to contact my buyer as I needed a quick answer so the deal could be done on the way home.



After another two weeks of messing about and no sale complete I rang the man in Whaley Bridge and told him the deal was off as our man had backed out. A further week of negotiating followed and in the end I did get the deal that I wanted and could afford. So we now own another red and white Healey, of which the bottom half is the colour I wanted and Ann didn't get her green bit, but it is a very good car and easier and more pleasant to drive than the 100/6 was.

It is an Austin Healey 3000 MKII, (bj7 model) first registered in Brighton on the 15<sup>th</sup> December 1962, it has the original buff coloured log book still with the car and appears to have had five previous owners. The heritage certificate confirms it to be an original British car with matching numbers and is still in the same spec apart from the old English white bottom half. Judging by the MOT certificates in the history file it appears to have cover 78000 miles and could well be genuine. It had a respray and new wheels in 2008 and sort of "rolling restoration" over the years.

I have since buying it lowered the front suspension, rewired most of it, replaced the tyres, fitted a new dashboard, "tarted it up" a bit, taken the bumpers off so now it looks less like a hairdressers car!



Many, many years ago when Noah and I were young, Noah got involved arking about and I got involved in cars. Last year my son sent me a photograph of him standing next to a long nose D-Type at an open day for Jag enthusiasts hosted by CMC. I noticed the registration number OKV 1 which was the second D-type to be built by the Jaguar Competitions Dept. OKV 1 was the first of the

famous trio of D-types that debuted at Le Mans in 1954. It was driven into second place by Hamilton and Rolt, missing victory by 135 seconds after 24 hours racing in foul conditions. The D-type then finished second at the Reims 12-Hours and retired in the classic Tourist Trophy, before being sold to Duncan Hamilton who raced it extensively and successfully as his own private vehicle. He drove to and from Le Mans in following years, did the 24 hour race with Ivor Bueb and then drove it home!!!! I trawled through my archives and came up with a photo of me standing next to the same car at Silverstone in 1955.

## KISSING FROGS

The thing about kissing frogs is that although you kiss lots of them very few turn out to be princes. What, I hear you ask, is the old fool on about now? Has 'times winged chariot' finally caught up with him and turned his brain to mush? No, not at all. Or at least not entirely, not yet. The 'frogs' were in fact E-Type Jaguar roadsters, and the 'prince' I was searching for was one which worked properly, was worthy of its asking price and was within my budget. How was I to avoid wasting large wads of hard earned cash on a total dog? Clearly I could not rely on my own expertise (in all honesty I don't really have very much).



I needed to enrol the help of someone with heaps of it. Tony Alden's name immediately sprang to mind. Try as I might I couldn't think of anyone better so I asked him to help. He in turn enrolled his friend Dave, a long-time E-Type owner with a wealth of knowledge. Between them they agreed to check-out any frogs which I had kissed and thought might be suitable for a longer term relationship.



My first frog was one which I had originally seen at the Classic Car Show at the NEC. It was for sale at a dealer in Bristol. This was a Series III roadster. That's the one with the flared wheel arches and the V12 engine. Appropriately for my first frog this one was green, but in the harsh light of day it turned out to be not the verdant green of spring but the muddy green of cow dung! This aside it was a beautiful example both inside and out, so off I went for a test drive. On the positive side I should point out that at least 10 and possibly 11 of the cylinders were firing. I was not going to be swayed by the salesman's

assertion that the plugs were oiled-up after standing for a long time.

Now I have to say something about the hierarchy of E-Types. The Series III is regarded by some, and perhaps by many, as an ugly betrayal of the original iconic form, forced on us by evil American legislators. The evidence for this, it is said, lies in the re-modelled front which, horror of horrors, sports a grille; in the flared wheel arches; and most of all in the 5.3 litre V12 engine. There are others who believe that had the Series III been the first iteration of the E-Type it would still have

been a style icon. But would Enzo Ferrari still have dubbed it 'the most beautiful car in the World'? Would the New York Museum of Modern Art still have one on display?

There is a widespread consensus that the original Series I cars have purest form, and the earliest versions command the highest prices. Yes, that's the ones with the overheating problems, poor brakes, uncomfortable seats, and inadequate headlights! The Series II car overcame all these faults but incorporated styling changes (mainly a larger air intake, different and repositioned side lights, and a new dashboard) which are seen by many as compromising the purity of the design. It's surprising how much of this tosh is spoken and written about E-Types. It's not just me, honest!

Anyway, back to the frogs. Next up was a Series I which had appeared in the Jaguar Drivers' Club magazine in an article comparing the E-Type with the new F-Type. So off I went to Surrey to do some more kissing. This particular frog was playing it very coy: it was raining hard so we were not able drive it and the asking price was somehow £12,000 more than had been mentioned in the magazine, putting it well out of my price range..



If I haven't done so already, I don't intend to bore you with the sorry details of unsuitable frogs: the beautiful red Series III in Stratford which turned out to be too expensive; the red Series II in Bristol which was sold before I got there; the racing green Series II in Hampshire which wasn't there at all; the white Series II in Bedford which had positively dangerous steering and was going to auction (I wonder why!).

Eventually I test drove a racing green Series II in Cambridge, which I decided to make a lowish offer on. This was accepted and in due course Tony and Dave came with me to check it out in detail. I could tell the way things were going by the muttered asides, the sharp intakes of breath, and the solemn shaking of heads. "Don't touch it with a barge pole" was Dave's advice. It turned out that in spite of having a Heritage Certificate the car was a Series II with a Series I dashboard



and exhaust system, several components missing under the bonnet, an XJ6 engine and the low-g geared US spec. rear axle. This is probably a good point to express my huge thanks to Tony and Dave: goodness only knows how much that car might have ended up costing me. I know you're wondering how this tale will end, or even if it ever will end. Well, I'm very glad to report that last month I kissed a frog which turned out to be a 1969 4.2 litre Series II roadster

in Old English White. Tony and Dave gave it the thumbs-up, so like all good fairy stories this one has a happy ending. Or is this just the beginning?

Now here's a picture of a 1942 Willys GPW Jeep. About 650,000 of these were built between 1941 and 1945. There are a number of urban myths surrounding the name Jeep. In fact it is derived from a 1936 Popeye cartoon which featured a creature called Eugene the Jeep who could go anywhere and do anything. I'm including this because it's not a sports car, and a Lotus Elan S3 because it is

## POETRY CORNER

Thanks to our Poet in Residence and Chief Plagiarist, Tony Alden for the following:

I have a little Satnav, it sits there in my car  
A Satnav is a driver's friend, it tells you where  
you are  
I have a little Satnav I've had all my life  
It's better than a normal one, my Satnav is my  
wife.

It gives me full instructions, especially how to  
drive  
"It's 50 miles an hour" it says "you're doing  
55".  
It tells me when to stop and start and when to  
use the brakes  
And tells me that it's never ever safe to try  
and overtake

It tells me when the lights are red and when  
they go to green  
It seems to know instinctively just when to  
intervene  
It list the vehicles just in front and all those to  
the rear  
taking this into account it specifies my gear.

I'm sure no other driver has so helpful a  
device  
For when we leave and lock the car it still  
gives me advice  
It fills me up with counselling so each  
journey's pretty fraught  
So why don't I exchange it and get a silent  
sort?

Ah well you see, it cleans the house  
Make sure I'm properly fed  
It washes all my shirts and things  
It keeps me warm in bed.  
Despite all these advantages and my  
tendency to scoff I only wish that now and  
then.....I could turn the bugger off!

## PETROL PRICES

The lowest petrol price in the area is once  
again to be found at the Esso 'On The Run'  
station on the A419 northbound at Cricklade  
where it is 127.9p per litre. This is a  
reduction of 9p or almost 7% on a year ago.  
The runner-up is the Shell station on the  
Fairford – Lechlade road at 128.9p. The  
Seven Bridges garage on the A419 is within  
sight of, but on the opposite carriageway to  
the Esso station but charges a whopping 6p  
per litre more at 133.9.

## EVENTS

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| 27 April  | Wheel Nuts, St Rose's School, Stroud. You should have received your form by now.   |
| 27 April  | Drive It Day. As this coincides with Wheel Nuts there is no organised Club drive   |
| 2-4 Aug   | 39 <sup>th</sup> Annual Transport & Engine Show, South Cerney Airfield. For entrance form contact Colin Francis 07771 992017 |
| 16-17 Aug | Fairford Steam Rally. For entry call Mary Clarke on 01793 528457   |

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