

KEMPSFORD

CLASSIC CAR & MOTORCYCLE CLUB

Newsletter
Summer 2008

Welcome to the Summer Newsletter. To those of you who were expecting to see it at the July meeting, I apologise: we were just too busy moving back to Reevey after the repairs following last year's flooding. But hopefully it 's worth waiting for, with contributions from Tony, Arthur, Len and Dave and with lots of pictures.

First off, a change to the planned outing to Beaulieu International Autojumble in September. Unfortunately, when Terry looked into the cost of a coach he found the best quote, from Alexcars, was £480. This is about half as much again as we have in the kitty and quite beyond our means. The suggestion now is to drive there in convoy with the Club making a contribution to the cost of the fuel, and perhaps with some car sharing. Please contact Terry and let him know if you are interested. Of course, what we really need is a member with a classic coach or bus!



MORE BIKES!

Thanks go to Arthur Rolls for this picture of Matthew Knight's 1976 Yamaha FS1E (Fizzy) and to Len Willie for the following reminiscence:



"After several years of riding Japanese toys I thought it was time I had a real man's bike. My first, and still my favourite, is this 1956 BSA Bantam D3. This was purchased locally in 'running order' in 2002. After fitting a new rectifier, sump plug and kick-start spring, the engine ran quite sweetly. It was used regularly for Sunday evening runs until the winter of 2004 when it was stripped and re-built. The work carried out included re-spraying, re-wiring and new wheels.

"Unfortunately the brakes are not as good as those on modern bikes as I found out one Sunday afternoon when descending a steep hill into Bourton-on-the-Water. With the brakes full on and the Bantam showing no signs of stopping, a little old lady decided to cross the road with her dog. She

had only just made it to the other side when the Bantam sailed majestically past, completely out of control and just missing the dog's tail. I was relieved I didn't over her – I'd just spent a small fortune having the wheels re-built!

This bike is known as the 'Can't Say' bike because every time Wenda asks how much it's cost the answer is always the same: "I can't say."

"My second bike is this 1959 250cc Matchless G2. This is the same model as I rode in my youth, many years ago. I bought it from a chap in Clevedon but it is a reasonably local bike originally supplied by Mead and Tomkinson of Gloucester. The documentation shows that it was tested on the 5th October 1959 and despatched on the 8th October. I bought it with the metalwork already restored, but the engine needs some work which I hope to do next winter"



LOCAL HISTORY

Thanks again to Arthur Rolls who responded to the Busby Motors photo in the last Newsletter with two forty-odd year old images of his own.

The first is his 1965 Vauxhall Cresta PB, photographed outside Beaumoor House (now the Chinese chip shop) in London Road, Fairford.

In the background is A Perry & Sons, which is now the Londis shop. Also just visible is the back of Ginger's 1954 Ford Prefect.



The second shows Peter Parkin's 1956 BSA A7 outside 53 Queensfield cul-de-sac, and was taken around 1971, before Park Close was built. The good looking bird on the pillion is Wenda Willie (nee Parkin) and her son Lee is sitting on the tank.



Do you have old photos showing classic cars and bikes in a local setting?

Perhaps it was your brand new pride and joy of forty years ago, perhaps your very first motorcycle or the car you learnt to drive in.

Or perhaps you learnt something else in it?

If you do why not share them through the Newsletter? There are details on how to do this on the back page.

DRIVE IT DAY

By all accounts Drive It Day, now in its third year, was a great success all round the country. A contingent from KCCMCC joined the Federation of British Historic Vehicle Clubs event at the Royal Oak at Bishopstone, after travelling in convoy from Fairford Market Square

Next year Drive It Day will be on 26 April and I'm sure we will take part again. Hopefully the weather will be kinder to us!

In spite of the bitterly cold conditions over a hundred vehicles turned up throughout the day. The oldest was a 1904 MMC, of which I don't have a picture. One of the youngest was this 1982 US specification Fiat 124 Spyder 2000 by Pininfarina.

There were some unusual and beautiful cars on display. Here are just a couple of pictures of some of my particular favourites:

Over the page is a 1955 Daimler New DHC. This is one of only three fibreglass bodied examples built by Carbodies (later to be famous for London black taxi cabs) and is powered by the 2½ litre straight six engine as used in the Conquest.





There was little information to be had about this Lancia Augusta other than it has a supercharged V4 engine. This must have been an unusual configuration even in those days before standardisation made everything look and feel the same.



POCHER: THE ULTIMATE MODEL CARS

BY DAVE HITCHINGS

I am sure that most classic vehicle enthusiasts grew up playing with toy cars.

Dinky, Corgi and Match Box made a large range of models catering for all interests from motorcycles to aeroplanes. Those more ambitious probably ventured into building Airfix and Revell models that produced a wide range of plastic kits.



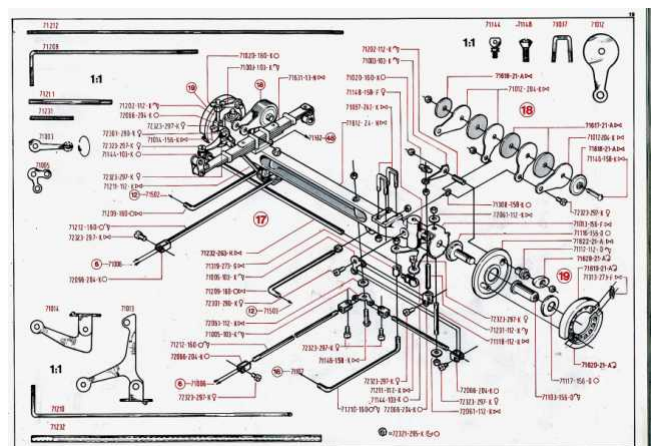
If your interest was aircraft and you wanted to see them "flying". The Keil Kraft kit, produced from balsa, that you had to cut out, glue together, cover with tissue paper and shrink with dope was the one for you. Even though it left everyone in the room high on the fumes!

I have always retained my interest in model making and first became aware of Pocher, an Italian Company making 1/8 scale car kits, in the late 1960's.

In the early 1970's, I read an article saying there had been a fire at the factory and it could be the end of production. I had always wanted the 1932 Alfa

Monza 8C kit. I phoned around but could only find the 1932 Alfa Spider. So rather than not have one should this be the case, I decided to buy it despite the cost "£65.00!"

These are not kits for the faint hearted. With around 2000 parts (plastic, brass, stainless steel and leather trim for the upholstery) a lot of time, patience and perseverance are needed. Opening the box you are faced with two large cards on which are stapled lots of small packs of screws, nuts, hinges, threaded rods (brake and steering), piston liners, steering parts, spring shackles, wheel spokes, collets etc, etc, etc, complete with a 40 page book of assembly instructions. Pictured here is the assembly drawing for the front axle.



One of the more difficult tasks is the "six" wheels, with 147 parts in each. All of the spokes are separate and have to be assembled in the correct order. It took me many hours and several years to complete the chassis to a point where the original would have been transferred to the coachbuilder's factory

(Touring of Milan) to have the body fitted. After all that hard work it seemed a shame to fit the body and cover all of the detail, so the bodywork is still in the box!

Thankfully Pocher did continue production. Then in 1997 whilst on holiday in France, we visited a motor museum and in the shop was an Alfa Romeo 8C 2300 Coupe Elegant 1932 Pocher kit. A car similar in style to the Marlin Berlinetta. Unfortunately, I did not have the space or money to buy one. However, Lynda had noticed my interest and I received one as a Christmas present.

Eleven years on and I have finished it. The colour suggested was white with a black vinyl roof but due to the strong resemblance of the Marlin I have painted it a similar colour to my car instead. The picture shows both model Alphas together with Tazio Nuvolari who won the European Championship for Alfa Romeo in 1932.



Pocher started production in 1969 and ceased in 2002. The kits still come up for sale on eBay. Some have been started and others are still in boxes. As always, un-started kits are more valuable. Just recently I have been watching a Coupe Elegant (one of the rarer models) and it sold for £1350.00.

MUSINGS ON A MOTOR TRADE CAREER AN OCCASIONAL SERIES BY TONY ALDEN

In 1972 I worked for a BL agent in Northampton with Morris & Wolseley franchises. We sold a Marina TC 4dr saloon to a customer who kept complaining of a rattle in the back of the car. We spent hours trying to find it and even the BL technical rep gave up in despair after many miles of road tests and changing suspension and other rear end bits. The workshop foreman, Tim Wooding - a man with a reasonably evil sense of humour - decided on one occasion to road test the vehicle with somebody lying in the boot. I was seconded as driver and Tim decided to get in the luggage space. I drove round the outer suburbs of Northampton for about half an hour and a banging from the boot indicated it was time to return to the garage. I drove up the avenue past the Northampton football ground and I looked in the rear view mirror to see a woman in an Orange Peugeot 104 with a look of total horror on her face. I pulled into the garage forecourt and the Peugeot sped off past the garage. Ten minutes later 3 police cars with about 8 or 9 coppers in descended on the



Porsche 356 at Wheel Nuts in May this year

garage blocked off the forecourt and one of them went into the service mangers office. Tim and I were summoned to the office to be told the police had received a report of a white car driving along Abington Avenue with a body in the back and an arm swinging out of the boot,

This one is from 1973 or 4. We had a showroom on the main A43 Northampton to Kettering road where we had the Audi agency. Late one Friday afternoon four of us were sitting in the showroom looking for an excuse to shut up and go home when a Fiat 127 pulled up on the yellow lines outside. Two Italians came into the showroom carrying a number of fur & sheepskin coats. They said they had been to an exhibition at the DeMontfort Hall in Leicester and the coats were samples that they didn't want to take back to Italy and would we like to buy some. The prices started off at about £100.00 each (a lot of



Alvis TD21 at Wheel Nuts in May this year

money for a coat in the early 70's) but we kept saying no, the price kept falling to below £50.00 by which time we thought that they must be selling stolen goods. We rang the police and were told, "Keep them talking and we will send somebody round." About an hour later no Plod had appeared and the Italians were getting a bit p...d off with us trying coats on and generally wasting time. In the end they had had enough put their stock into the car and drove off saying that they needed to catch a ferry. Fifteen minutes after they had left a copper turned up in battered Allegro panda car, came into the showroom and said, "Sorry I'm late but we didn't have a spare car, where are these two blokes?". We told him we couldn't detain them any longer, they were going to Dover to catch a ferry. The copper radioed to HQ and the details were obviously relayed down the M1. We found out some weeks later, when we received a letter from the chief constables office, whingeing about wasting police time, these two Italians had been "shadowed" down the motorway by four different police forces and detained at Scratchwood services. The outcome was they were genuine and we were not popular!



1938 Triumph Vitesse at Wheel Nuts in May

WHEEL NUTS

St Rose's School's fourth Wheel Nuts Motor Show was a huge success. Happily the organisation this year was excellent and there was no repeat of last year's congestion and delays at the entrance. What's more it was a hot sunny day and well over 450 classic vehicles were on display. A number of Kempford cars took part, some leaving in convoy from Greasy Joe's in Cirencester.



It was a particularly eventful day for me as my MGA developed a misfire on the way to Stroud. I managed to clatter rather noisily into the showground where the problem was promptly diagnosed a any number of bystanders, each with their own doom laden prognosis. The Kempford panel of experts convened and soon agreed that the most likely cause seemed to be a loose or broken valve seat in number three cylinder, and that the best treatment was to disable the offending valves by removing the pushrods. This was speedily

accomplished and I looked forward to the return journey with more than a little apprehension.

Meanwhile, there were several hundred cars to enjoy. I have to admit to a something of a weakness for Alvises, especially those from the late 50's and 60's. The blue TD21 was a real beauty. Not concourse but obviously a cherished and used classic.

The 1928 Cadillac really was concourse and its restoration had clearly been a labour of love (and money!). Every detail seemed perfect and reflected Cadillac's status as a maker of beautifully engineered high quality luxury motor cars in pre-war America.

It's probably true to say that the 1930 Austin 7 Chummy Tourer was also typical of its maker's style and marque, or as we would say today, its brand. Powered by a 747cc engine, and with an aluminium body on an ash wood frame the Chummy could manage a top speed of 50 miles per hour. It was stopped (eventually) by cable brakes.





The 1925 Morris Cowley Bull-nose two seater sported an additional two dicky seats in the boot. It too relied on cable brakes to stop, although braking on all four wheels was a new development on the 1925 model. Prior to that only the rear wheels had brakes! Top speed was 55 miles per hour and fuel consumption was 25 miles per gallon: absurdly high by today's standards.

A highlight of the day was when Janet and Dave Lucas won the prize for the best sports car in the show with their 1976 signal red TR6. A well deserved trophy.

As we were leaving at the same time they very kindly offered to accompany us in case we ran into any more trouble with the misfire. Fortunately we just managed to limp home losing power progressively and finally lurching along on just two cylinders. Once in Terry's garage the extent of the damage was quickly revealed. The head gasket was blown between numbers three and four cylinders and the head itself was distorted, requiring some six thou to be skimmed off. The valve seats were still in situ but were in pretty poor condition and had to be re-surfaced. The car runs and sounds better than ever.



FORTHCOMING EVENTS

We're more than half way through the season but there is still a good range of events to choose from. Terry has entrance forms for many of them so check with him if there is a particular event you are interested in going to.

- August 3 Stroud Vintage Engine Show. Kemble Airfield. Contact Bill Lane 7 Avebury Close Tuffley Gloucestershire GL4 OTS
- August 16-17 Fairford Steam Rally.
- August 17 Charity Fun Day at Sudeley Castle. Contact Dave Stallworthy, Fundraising Co-ordinator, 68 Glenfall, Yate, BS37 4LY. 01454 321694 or 07788 827578
- September 7 Antique & Collectors Fair and Classic Car Show. Berkley Castle. Contact: Mrs P Millard, 9 Avon Way, Thornbury, Bristol, BS35 2DG. 01454 413050



CONTACT:

If you have any stories, photos or 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@cadillacplastic.co.uk Post: Reevey Gate Cottage Kempford GL7 4HD. If you're going to send me text or photos, could I please, if possible, have them electronically, by email or on a CD.