

# KEMPSFORD

## CLASSIC CAR & MOTORCYCLE CLUB

Newsletter  
Summer 2009

Well here we are again at the height of summer, or as we are learning to call it, the Rainy Season. It's time again for a mid-season review and to look ahead at what's in store for the Autumn. One event in particular which I hope will be well supported by members is the annual Kempford Church Fete. This will take place in the Cricket Field on Saturday 5 September and the Car Club has been invited to put on a display. This is our opportunity to 'fly the flag' in our own village and to help raise money for a good cause. Please make a determined effort to attend. Start time is 2.00 p.m. and we are requested to arrive quarter of an hour before hand. There is no need to book: simply turn up in (or on) your classic.

This is a good time to welcome our newest member, Kevin Starling. Kevin lives in Whelford and you can often see his very nice green Triumph Stag parked outside his house.



We had hoped to be able to show you the next steps in the resurrection of Roy's Triumph TR3A. Unfortunately the chassis was too far gone to be economically repairable. Roy has ordered a new one and this will arrive beautifully powder coated all ready for the re-build. The engine is also being reconditioned and will be treated to a new stage 2 high-port head. The name refers to the raising of the exhaust ports slightly to give better gas flow. Ports will be polished, the compression ratio raised and stiffer valve springs fitted. Harder valve seats will be fitted to enable the car to run on lead-free petrol. It's going to be worth waiting for!

According to the Federation of British Historic Vehicle Clubs this year's Drive It Day was a great success. To quote from their newsletter:

The Federation was again at the Royal Oak, Bishopstone. This pub is a superb venue with a self-confessed classic car nut for a landlord, and also with excellent food and beer. There was an official photographer there on the day and his pictures of the day can be found at [www.photoboxgallery.com/martinphelps](http://www.photoboxgallery.com/martinphelps). There are plenty to choose from as we had over 100 visitors, including about 40 AJS and Matchless



owners, but also ex-military, light commercials, and cars of all ages from a rare 1911 White to a modern-day Mustang.

The event is always held on the nearest Sunday to 23 April, so next year it will be 25 April 2010. This day was chosen four years ago to commemorate the 64 cars that set off from London on 23 April 1900 on the first day of the Thousand Mile Trial – an incredible undertaking and one which we believe deserves an annual celebration.

Unfortunately this event clashed with Wheel Nuts at Stroud which many of our members look forward to, and we hope the organisers will take note of this for next year. Family commitments

prevented me from attending so there are no photographs or reports on either event.

**KEMBLE (TWICE)**

The second weekend in May and a number of us set out from Greasy Joe's for the Kemble Vintage Aircraft Weekend where Kempsford, augmented by some members of the Fairford club, were providing the classic car and motorcycle display. To be honest we could have done with more of both, but the weather was kind and we enjoyed ourselves in an understated sort of way.



All the usual suspects were there and these pages have been graced with their images so often it was great to have a 'newcomer' to snap away at. Brenda Cross's 1938 Rover 10 Sportsman's Six is a beautiful un-restored example and a very appropriate stable mate for Daisy, who was also in attendance. The name apparently applies to the number of side windows rather than cylinders. In fact the engine is a 1344cc 4 cylinder driving through a 4 speed gearbox with a free wheel. This model boasts a vacuum driven auto-lube system feeding the king pins, spring hangers, steering etc. Other features are the wind-up windscreen which afforded a sort of primitive air conditioning (Johnny Ockwell's Austin has it as well) and a very neat and ingenious folding

trunk rack at the rear, which you would need as the car has no boot, just spare wheel stowage. We look forward to seeing more of this lovely car.

Also present on the Sunday was Keith Bradley with his very nice Austin Atlantic. You don't see too many of these about but their distinctive styling makes them instantly recognisable. I hope to bring you some pictures of this vehicle in a future newsletter.



Threatening to up-stage most of us on the Sunday was a very pretty 1929 4 ½ Litre Bentley with a Vanden Plas sports 4 seater body. As was typical for these cars there was no door on the drivers side (perhaps that's why the body was only £179 when new!) I didn't see or hear it running which was a shame as I'm sure the 4389cc 4 cylinder engine must sound wonderful.

The second Kemble outing was the regular Air Show in June. I wasn't there but Terry was and snapped the Kempsford line-up



#### PETROL PRICES

The lowest price locally for unleaded is yet again the Shell station on the Fairford to Lechlade road at the Whelford turning, where it is 99.9p per litre. This is up 10p compared with April. The second lowest price, as usual, is to be had at the Calcot OTR Esso station on the A419 at Cricklade, and it's 101.9p.

We took the MG down to the Dorset coast last month and managed to choose one of the wettest days of the year to drive back. Having the hood up did little to keep the rain off, and both us and the inside of the car were sodden by the time we got home. We were glad to take shelter for a couple of hours at the Haynes Motor Museum at Sparkford, just north of Yeovil. Rain or no rain I would certainly recommend you to visit if you have not been already.

Here was a huge collection of beautiful and iconic vehicles and a wealth of information on them, ideal material for a quiz. So, based on facts gleaned from the exhibits and their catalogue, and with some pictures taken during our visit, here it is. Answers are at the end of the Newsletter



1 This Jaguar XJ220 (above) with its 550bhp 3.5 litre engine was the fastest production sports car in the World back in 1995. Only 350 were made. How much was it when it was new?



2 Where and when was the first roadside petrol pump in Great Britain?

3 Who was the first to fit air-bags, and when

4 Which manufacturer was first to offer a factory fitted radio, and in what year?

5 Which model was the first to carry the Porsche name

6 Who introduced the first synchromesh gearbox and when

7 What is the car on the left? (make, model and year)

8 What did the Swallow Sidecar Company become

9 The Schrader tyre valve is now used universally, but when was it invented?

10 When were the first automatic three colour traffic lights used in Britain, and in what town?

11 Which was the first British car with an oil dipstick, and when

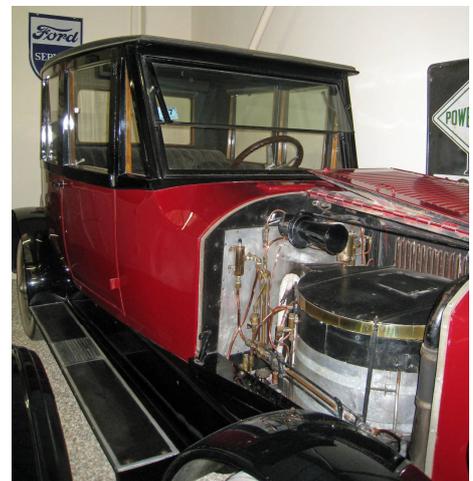
12 MG is one of Britain's best known makes. What do the initials stand for?

13 What is unusual about this 1921 car (right)

14 Aston Martin was founded in Newport Pagnell in 1913 by Lionel Martin, but where did the Aston part of the name come from?

15 During the First World War the Morris Cowley Bullnose was for a time powered by American Continental engines. Only 1500 cars were built with this engine instead of the 3000 originally planned. Why?

16 The Jaguar Mk V was followed by the MkVII. What happened to the Mk VI



17 Who was the first European manufacturer to produce 1 million of the same model, and when

18 Who built the first universal joint?

19 Which was the first Haynes Workshop Manual to be published?

20 This is a Cadillac 452A Madame X Imperial Cabriolet. The question is not how it got its rather intriguing name (it was named after a character in a play) but how many cylinders does it have.

Steve Wilson has been at it again. The list of members' cars he has written-up in Classic Car Mart continues to grow. The latest to get the 'Lost Traveller' treatment is Reg Edney's 1964 Ford Zephyr 4 Mk III. The five page spread makes excellent reading (as do all Steve's articles) but I've pulled out some of the salient facts for those who have not seen it. Reg bought the car almost new from Walker Jackson for £475 and has had it ever since. He describes the 1703cc 68bhp engine as 'adequate' but towing the weight of a caravan on top of the car's own tone-and-a-quarter must have taken its toll. One evening while driving back from Portsmouth there was a great bang: one of the pistons had gone. Walker Jackson supplied and fitted a replacement engine for what today seems an incredible price of £99 19s 6d. Ah! Those were the days.



After being laid up for a long period the Zephyr was in need of restoration. Reg did the job himself, teaching himself how to weld along the way. He even devised and constructed a frame out of scaffolding which allowed him to turn the car up either way to work on it. Bodywork completed Reg turned his attention to the engine. Not surprisingly it was seized, but lots of oil down the bores and 'whacking' the flywheel soon sorted that out. The blown head gasket was replaced and that was that.

Reg re-upholstered the seats, replaced the front coil springs and added an extra leaf to the rear springs, thereby curing the 'sagging rear' which is a common problem on the Zephyr. Finally, Reg repainted the car in its original Aqua Blue.

turned his attention to the engine. Not surprisingly it was seized, but lots of oil down the bores and 'whacking' the flywheel soon sorted that out. The blown head gasket was replaced and that was that.

Reg re-upholstered the seats, replaced the front coil springs and added an extra leaf to the rear springs, thereby curing the 'sagging rear' which is a common problem on the Zephyr. Finally, Reg repainted the car in its original Aqua Blue.



## FILKINS

The annual Filkins show was again a great success with a very impressive array of cars including some unusual and exotic specimens. Hats-off to Chris and his team of helpers for organising a super show, keeping us all supplied with tea and biscuits and for raising a sizeable sum for charity. Sadly this may have been the last Filkins show as Chris may be moving. Let's hope the show lives on!

been the last Filkins show as Chris may be moving. Let's hope the show lives on!



Kempsford fielded a good display including our newest member, Kevin Starling and his Stag, and definitely our poshest car; Roger Sansum's Rolls Royce. More of that car as well in a future Newsletter, I hope.

I could fill page after page with picture of the beautiful cars at Filkins. All the great English marques were represented: Rolls Royce, Bentley, Alvis, Jensen, Humber, Vauxhall, Austin, Riley, Morris, Healey, Rover, Triumph....the list goes on. There were Jaguars a-plenty, more MG's than you could shake a stick at (including Mike Couling's), and a beautiful pair of Bristols!

One make I'd not seen before was a Calthorpe. This lovely little open 4 seater with its solid disc wheels unusually has its fuel tank immediately in front of the bulkhead behind the dash-board. The filler cap

is on the centre-line of the car just a few inches in front of the windscreen, and the fuel gauge is simply a glass tube mounted on the dash-board. You can see where the got the idea for this as it's very similar to a boiler level gauge on a steam engine. Presumably, if the tube broke the passenger ended up with a lap full of petrol!

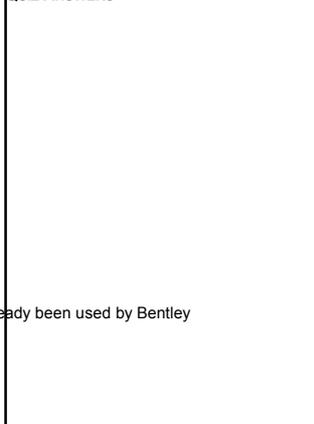


American classics were well represented, with some stunning examples including a 1931 Chrysler CD8 Roadster, a 1937 Buick 8 and, my personal favourite, this beautiful Auburn Roadster of similar vintage.

And finally an interesting calorimeter (temperature gauge to the likes of us) on a 1928 Humber 14/40

- 1 £403,000
- 2 Shrewsbury, 1913
- 3 General Motors in 1973
- 4 Daimler on their 45hp model at the 1922 Olympia Motor Show
- 5 356
- 6 Both Cadillac and La Salle introduced synchromesh in 1929
- 7 1938 Morgan Supersports three-wheeler
- 8 Jaguar
- 9 1898
- 10 1928 in Wolverhampton
- 11 Morris Cowley, 1915
- 12 Morris Garages
- 13 It is a steam driven Stanley Steam Car
- 14 He had just won the Aston Clinton hill climb and added the name to celebrate it.
- 15 The ship bringing them to Britain was sunk by a German U-Boat
- 16 Jaguar didn't use the designation MkVI on the instructions of Sir William Lyons as this had already been used by Bentley
- 17 Volkswagen in 1955
- 18 Robert Hooke in 1690
- 19 Austin Healey "Frogeye" Sprite
- 20 16

QUIZ ANSWERS



**FORTHCOMING EVENTS**

August 20-23<sup>rd</sup> Fairford Traction Engine Rally  
 September 5<sup>th</sup> Kempford Church Fete (see above)



**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](mailto: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.