

# KEMPSFORD

## CLASSIC CAR & MOTORCYCLE CLUB

Newsletter  
Spring 2013

Hello again. And welcome to another year of classic motoring.

Normally the Spring Newsletter would be distributed at the first Club meeting of the year: the first Tuesday in March. However, this year there will be a quiz night at the George on that day so our first meeting will be on Wednesday March the 6th, and we're sending the Newsletter out early to let you know this.

I don't usually have very much to write in the Spring Newsletter simply because our cars and bikes, or at least most of them, have been in hibernation through the winter months and are only just waking up to the new season. But this year is different as we have already been on an away-day to Brooklands. More of that later. First some very sad news...

### ARTHUR ROLLS

I am very sorry to have to tell you that Arthur Rolls sadly died last month. Arthur was a long-standing member of the Club and a regular contributor to the Newsletter on motorcycling themes.

He started his career as an apprentice at Vickers Armstrong and remained with them until his retirement, and although he had risen to the position of Production Manager he still retained his love of hand-on mechanical work. Unable to merely sit still during his retirement he took a job driving for Waitrose, delivering their internet orders.

Arthur had four bikes, three of which have featured in the Newsletter over the years: A 1970 BSA Thunderbolt 650cc which he restored himself, a 1960



Cotton Continental 250cc twin two-stroke, a 1956 Francis Barnett Falcon 197cc which he completely rebuilt himself nine years ago from what Len describes as, "a bag of rusty old bits." The fourth bike is another Cotton, a 1963 250cc trials bike which he had started to restore and which Len and Phil hope to complete for him.

Arthur loved to go to shows and won three Best-in-Show cups, two at Fairford Traction Engine Rally in 2010 and 2011 when he took the Pete Sole Talisman Two-Stroke Trophy Cup and at Stafford where he won the Yorkshire Cup. At the Cassington Bike Show in 2010 he was awarded a rosette for the Best British Two-Stroke for his Cotton Continental.

Arthur leaves his wife Anne and two grown-up children, Karen and Simon. He will be sorely missed by all who knew him.

## DRIVE IT DAY

This year Drive It Day will be Sunday 21st April and the Club is organising a visit to Gaydon Heritage Motor Museum in Warwickshire. Gaydon houses the largest collection of British historic vehicles in the World so it promises to be a great day out. We will meet at 9.00 a.m. in the Jubilee Hall car park in Lechlade.

## FUEL NEWS FROM VBHVC NEWSLETTER

The legislative process to permit the introduction of petrol containing up to 10% ethanol is expected to be completed by very late 2012 or early 2013. Once the enabling legislation is in place, the product, which will bear the name E10, may be sold at petrol stations, but unlike petrol containing 5% ethanol, which is already on sale, and which carries no label, E10 must be labelled. There has been recent publicity suggesting that there will be no introduction of the E10 petrol until 2014 or 2015. This may prove to be the case, and it would be a situation which naturally the Federation would welcome. However, once the law permits the sale of this product, it must be recognised that it may appear in the market place. There may be retailers who wish to sell this fuel sooner rather than later. The Federation has been keen to ensure that when E10 petrol does appear at the pumps, it can be easily recognised for what it is, enabling the historic vehicle owner to make an informed choice over whether or not to purchase the product.



The higher octane petrol blend usually known as Super Premium contains much reduced levels of ethanol as a general rule, so this may be worth considering for those owners of historic vehicles who are concerned about possible adverse effects from ethanol addition to normal 95 octane unleaded petrol. Oil industry sources indicate that the Super Premium product, which must by law provide an octane quality of 97, but which may in fact exceed 99 octane, is blended to meet these quality levels without the addition of ethanol. In many cases no ethanol is blended into this product after it is transported from the refinery, although this is not always the case, making it very difficult to be precise about ethanol contents. Oil company producers do not always have close control over distribution terminals which is where ethanol is blended into petrol before sale at garage forecourts. However, on balance, purchasing a Super Premium blend of unleaded petrol provides the opportunity to minimise ethanol content.

## BROOKLANDS

Thirty one of us made the journey to Brooklands, the World's first purpose built racetrack and the birthplace of both British motor racing and aviation. I think everyone agreed that we had a marvellous day. As well as the amazing collection of historic racing cars, motorcycles and aircraft there is the track itself, or what is left of it. Fortunately the legendary Members Banking remains, where a century ago the

pioneers of motor racing drove themselves and their cars to the limit. I could fill page after page with photographs of famous and forgotten cars and aircraft. Sunbeam, Riley, Alvis, Wellington, Sopwith, Hurricane and of course, Napier-Railton and Concorde. But I will content myself with just two: The 24 litre Napier-Railton which in 1935, driven by John Cobb set the fastest ever lap of the Outer Circuit at 143.44 miles per hour. The Clive Lones Morgan which he raced at Brooklands from 1929 to 1935 taking no less than 37 World Records and being the first Light Car to lap the Outer Circuit at 100 miles per hour. As if that were not enough our visit coincided with the year's first VSSC (Vintage Sports Car Club) driving tests. Those of us who braved the bitterly cold wind were treated to a fascinating spectacle of these ancient vehicles, Bentleys, Frazer-Nash, Morgan, Sunbeam, Austin, Bugatti and more, none of them less than 83 years old being driven as fast as their owners dared, which in many cases, as with this Riley, was pretty fast!



Terry received the following letter from Doug Newton. Doug worked on Concorde during the flight testing phase and clearly enjoyed his day at Brooklands

Terry,

Very many thanks for the trip to Brooklands on Sunday February 3rd.

Carl and I had a smashing time in particular concerning the Concorde and other aircraft I am familiar with. I also bumped into two people from the past resulting in much chatting. I will do a write up for the June Newsletter, along with I hope some photos.

It was indeed a day and a half - I flew Concorde on the simulator, landing at Heathrow and then Brooklands

Best wishes, Doug and Carl.

#### **THE WORLD'S OLDEST CAR AND DRIVER**



Mr. Allen Swift of Springfield, MA. received this 1928 Rolls-Royce Piccadilly-P1 Roadster from his father, brand new, as a graduation gift in 1928. He drove it up until his death last year.....at the age of 102.

After his death it was donated to a museum in his home town. In that 82 year span the car covered 1,070,000 miles and still runs like a Swiss watch, dead silent at any speed, and is in perfect cosmetic condition. That's approximately 13,048 miles per year (1087 per month)...

They don't make 'em like that any more!

## VOLUNTARY MOT TESTS FROM THE FBHVC NEWSLETTER

At the NEC show last November several members raised queries regarding the operation of voluntary MoT tests.

All testing stations were notified by Special Notice from VOSA that as and from the date of exemption for pre-1960 vehicles, these owners can apply for a voluntary test. These can be booked in the normal way and charged the normal fee (or lower if the garage is giving special offers) and garages cannot refuse to test them. Please notify the secretary if any garages are refusing to conduct a voluntary test.

Those few vehicles that have always been exempt from MoT, mainly specialised vehicles for which no manuals exist and fall outside testing protocols, are not eligible for voluntary testing. (These vehicles are listed on the V112 form, the Declaration of Exemption from MoT Testing.) However DfT have been under pressure from the EU and are starting to consider reducing the approximately 30 types of exempt vehicles (most of which are now built on modern truck/bus chassis) down to only those machines with specially tailor made layouts i.e. extremely low volume production.



Any voluntary test should be conducted as previously practiced and the normal pass or failure notification will be issued together with 'advisories' if appropriate. It therefore follows that an electronic record will be held on the VOSA database, which the enforcement teams of VOSA and the Police may interrogate. It is plainly not acceptable for owners to ignore a failure and continue to use a vehicle without correcting a known fault and use an excuse of: "Well, I need not have had it tested anyway". Good practice is to resubmit for a retest after the rectification of a failure fault.

## A NEW SHOW AND THE RETURN OF AN OLD FAVOURITE

There is a new event on this year's calendar in Tetbury which will be raising money for a charity called ALLSORTS. They work on behalf of physically disabled young people in Gloucestershire many of whom are pupils at St. Roses School in Stroud. The charity ([www.allsortsglos.org.uk](http://www.allsortsglos.org.uk)) provides respite care for the families as well as outings for the children in the holidays and at weekends and provides equipments and toys for the children.

This new show has a website [www.tetburyclassicarshow.org.uk](http://www.tetburyclassicarshow.org.uk) and though it is in its infancy it does contain information and a downloadable application form. The organising committee have formally invited our Club to attend the inaugural event in 2013. The show will take place at The Dolphin Hall and Memorial Recreation Ground in Tetbury on Sunday September 8th 11am - 4pm. Those interested please see Terry.



The eagle-eyed among you may have spotted a snippet in the Standard announcing that the Fairford Steam Rally will go ahead this year after after all. The new site will be in Poulton and the event will be held over the weekend of 17/18 August.

Someone once thought this narrow strip of leather exposed to the elements would stop a racing car!

## FORTHCOMING EVENTS

1 April	Coleford Carnival of Transport, Coleford Town Centre
21 April	Drive It Day, see above
28 April	Wheel Nuts, St Rose's School, Stroud
2-4 August	Vintage Transport & Engine Show, South Cerney
17-18 August	Fairford Steam Rally, Poulton
8 September	Tetbury Classic Car Show, see above

## PETROL PRICES

The lowest petrol price in the area at 134.9p per litre is to be found at the Esso 'On The Run' station on the A419 northbound at Cricklade. This is 2p less than in the Winter Newsletter. The Shell station on the Fairford – Lechlade road is charging 135.9p.

## INTERNET SITES

Here are some links to interesting or amusing sites:

How to make a Volkswagen <http://www.youtube.com/embed/nd5WGLWNIIA?rel=0>

One-wheeled motorcycle [RYNO Motors Monocycle](http://www.youtube.com/watch?v=4TshFWSsrn8&vq=medium#t=35)

So you think you can drive? [http://www.youtube.com/watch\\_popup?v=4TshFWSsrn8&vq=medium#t=35](http://www.youtube.com/watch_popup?v=4TshFWSsrn8&vq=medium#t=35)



### REINVENTING THE WHEEL?

Thanks to Dave for sending this

This is a solid tread wrapped round flexible spokes. No more flat tyres?

### CONTRIBUTIONS

All contributions, be they stories, reminiscences, funny, serious, information about your vehicles, photos cartoons or whatever will be gratefully received and acknowledged. Please send them to [Alistair.Kennedy@cadcouk.com](mailto:Alistair.Kennedy@cadcouk.com)  
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