

THE TRADSHEET



Journal of the Traditional Car Club

January 2013



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**Please can the Editor have material for the March
Tradsheet by the end of February
Articles. Rally reports , For Sale and Wanted etc.**

**Minutes of the T.C.C. Committee Meeting held on November 20th.
At 8.00 p.m. at Corban House, Hatfield**

Present:- S. Carey ; B. Wilkinson; Non Sherburn; Teresa Ford

The minutes of the last meeting held on March 19th. were read and agreed. The April meeting had been cancelled and no other meetings had been necessary.

Matters Arising.

1. It was decided not to hold a rally at Elsecarr in 2013 owing to the cost of admission which was £350 this year. We had been invited to display at Wentworth Woodhouse but had no idea of any costs involved.
2. Membership cards. Teresa will look into producing something in-house appropriate for the Club.
3. The Drive-it-day to the Beverley Arms Hotel had been a great success and we were well received. All those who participated enjoyed the event and it may be re-run for 2013. The Chairman would see if the price of £5 for refreshments was likely to still be valid for next year.
4. Nigel still hadn't revamped our publicity material for the club so Teresa said she would look further into this.
5. A visit had taken place to the I.C.I. Social Club by Non and Stuart but they had thought the venue was unsuitable on safety grounds and access to the proposed meeting room for those with limited mobility.
6. Other proposals from members had included the following places:- The Burghwallis; Owston Park Lodge; Doncaster Rugby Club (Castle Park). Visits may be taken to these venues in due course to assess any costs involved and suitability.

Membership

The Traditional Car Club consists of some 116 members.

Finances.

Non reported an adequate balance of some £5,500. The Club had received a most welcome £1000 donation from the Rotary Club following its involvement at the Deaf College Rally. It was decided to support this event in 2013.

Rallies and Events for 2013.

It was agreed that we would have four major Car Club events for next year to which it is hoped all members will support.

1. Drive-it-day run April T.B.C.
2. Cusworth Concours in conjunction with the Doncaster Motorcycle Club June 30th. T.B.C.
3. Deaf College Rally with Rotary July 14th.
4. Autumn Closer run Saturday 5th/ Sunday 6th. October

Club nights for the year 2013 at Owston Hall (unless a change of venue)

January 16th Tradsheet and N&N	January 30th
February 13th.	February 27th. A.G.M.
March 13th. Tradsheet and N&N	March 27th
April 10th	April 24th
March 8th. Tradsheet and N&N	March 22nd
April 10th	April 24th
May 8th. Tradsheet and N&N	May 22nd
June 12th	June 26th
July 17th. Tradsheet and N&N	July 31st
August 14th	August 28th
September 11th. Tradsheet and N&N	September 25th
October 16th	October 30th
November 13th. Tradsheet and N&N	November 27th
December 11th.	

It was agreed that these dates should be printed in the January magazine and also given to Owston Hall.

Teresa would print out a flyer for club members with these dates on.

The January magazine would need to include the Agenda for the A.G.M., the minutes of the last A.G.M. 2012, Voting slips and a note to the effect that any items for Any Other Business needed to be received by the Secretary Non, by January 30th.

Forthcoming Club Nights:-

January 16th. Noggin and Natter and Tradsheet
January 30th. Auction
February 13th. Film Night
March 13th. Tradsheet, Noggin and Natter and Raffle
March 27th. Pub style quiz
April 10th. Noggin and Natter
April 24th. Picture Quiz

The meeting closed at 10.30 p.m.

The Chairman thanked Teresa for her willingness to join the Committee and for her attendance at this meeting.

Date and time of next meeting:-

Wednesday January 16th. 2013 at the Car Club meeting.

Signed:-.....Date:-.....

EDITORIAL

Dear Members,

It is with sadness that I have to record the death of Leslie Kendall who was one of our members and whose funeral took place on November 23rd. Our condolences go to Ann his wife and his family. Les owned a Jowett Javelin and was a member of the Yorkshire Thoroughbred Car Club.

I hope you have enjoyed the festive season of Christmas and would like to wish all members a very happy New Year and a healthy and prosperous one too. Over 30 members turned up to the Chairman's Christmas Buffet held on December 9th. here in Hatfield. Everyone seemed to have a really good time and there were mountains of food so thanks to all those who brought something to share. Old car films and rally photos of past T.C.C. events were shown on the big screen in the lounge as people warmed themselves in front of a large traditional log fire, the buffet was to be found in the Dining room, drinks in the kitchen and some members descended into the cellar to play pool and darts and table football. With all the positive comments it may well be an event to place on the calendar for this coming year. Many commented on how nice it was to meet people they don't normally see in a relaxed atmosphere and how moving from one room to another encouraged people to interact with others. I am hoping to repeat this informal gathering on **Sunday 8th. December** (2013) so please pencil the date into your new diaries with the other events that we as a car club are planning.

Drive-it-day **Sunday April 21st**, free bacon butties at The Beverley Arms Hotel
Club Concours at Cusworth Hall in conjunction with the Doncaster Motorcycle Club
Provisionally booked for **Sunday June 30th**.

Classic Car show at the Deaf College in conjunction with the Rotary Club July 14th
Autumn closer run on **Sunday 6th October**.

I guess thoughts will be gradually beginning to stir about all those jobs which need to be done on our motors. My withdrawal symptoms about not owning a Model T Ford have been partly satiated with the acquisition of a Christmas present to myself, delivered in a covered trailer by straightflightlogistics who I would thoroughly recommend if you need a car transporting anywhere in the country (and abroad). They take great care in ensuring the car is safe and secure and are speedy in their delivery, my Model T arriving on the evening of Friday 21st. December. It had been up for auction with H&H but hadn't reached the reserve price. I managed to do a deal following the sale after the 1913 Model T which I was contemplating at Warrington was sold to a Spanish buyer and the 1911 T still remains with the Gullwing Motor Company in Astoria, New York. My T is a drop chassis tourer, originally built at Trafford Park, Manchester and has been restored. Dating from 1924 it has the advantage of electric start and lights making it a little more usable and of course being British it is right hand drive, an added bonus when driving a T. I believe there are only about 6 of this particular model left. Neil Tuckett has one in need of restoration for sale at his place in Buckingham.

Please send me your articles for inclusion in the next Tradsheet and do remember to come to the A.G.M. on February 27th. At Owston Hall commencing 8.00 p.m.

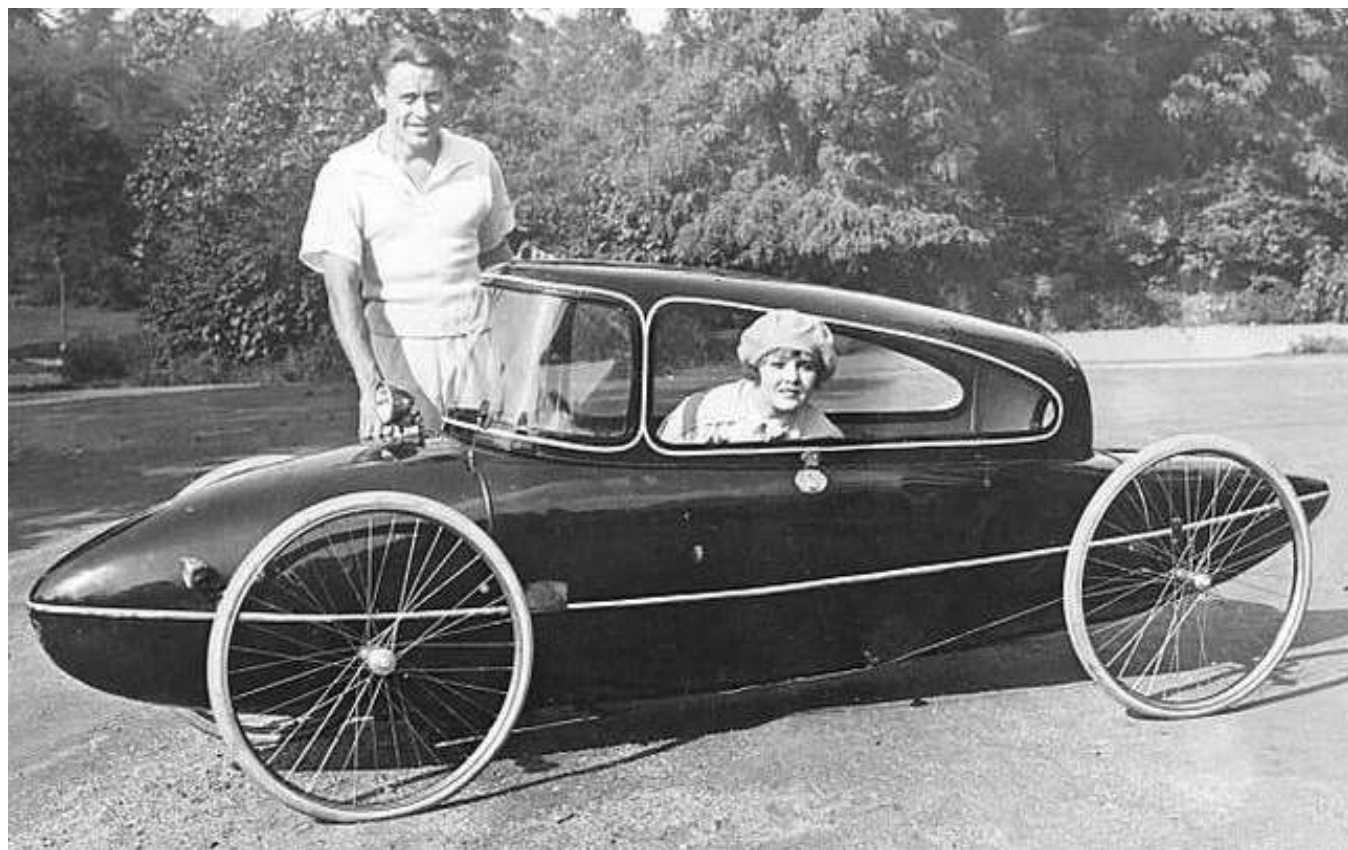
A very Happy New Year to you all,
Stuart

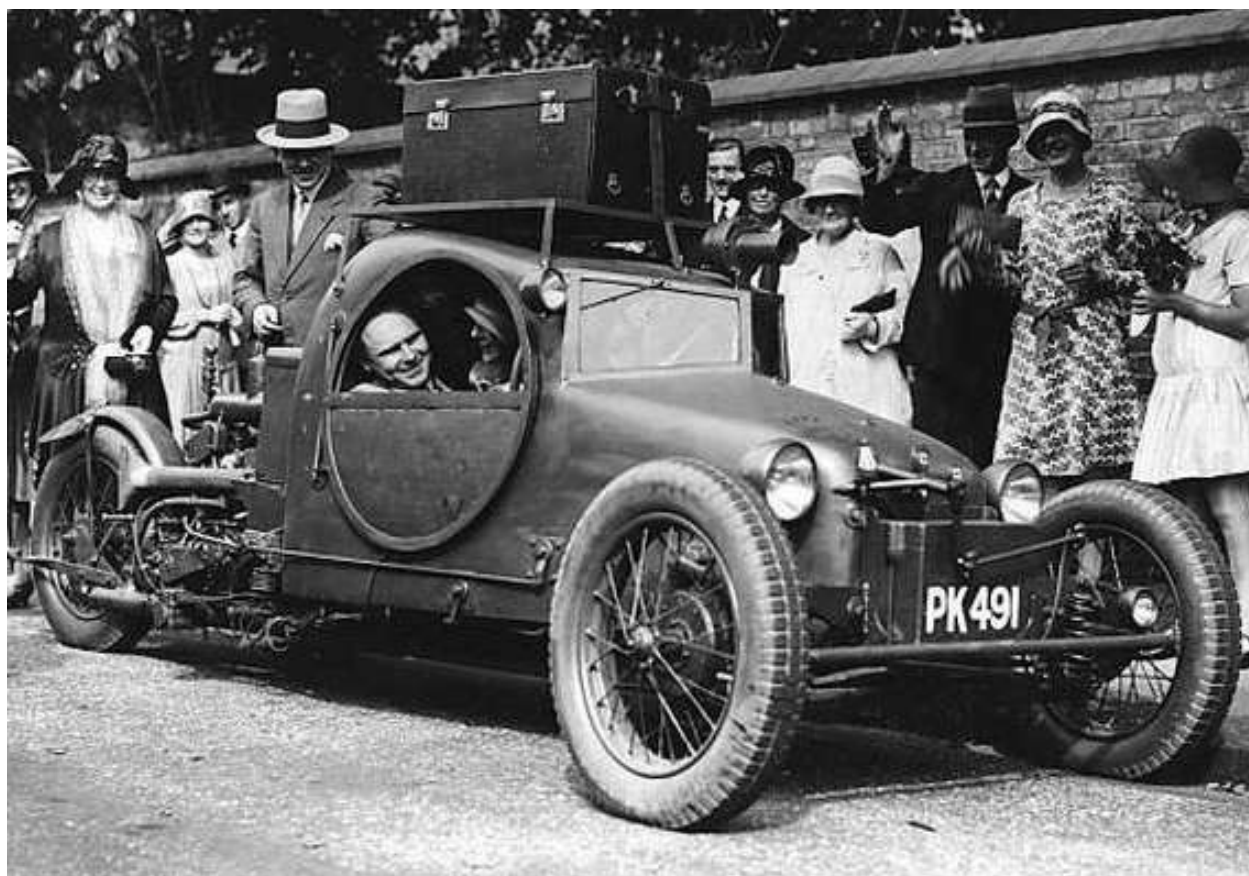
Happy and Safe Motoring

Stuart Carey

Strange old motors







Fuel duty increase January 2013

Fuel Duty levels and their impact on Economic Growth

Following on from FairFuelUK's Fuel Duty report carried out by the **CEBR** in March 2012 and financed by the **FTA** one of their major backers, FairFuelUK commissioned further research to ascertain the impact of Fuel Duty on the UK's Macro-Economy. The latest research was carried out by the highly respected **National Institute of Economic and Social Research** and financed by the **RHA**, another of FairFuelUK's key major supporters. Here are crucial summary results from this ground breaking study.

A. The Impact of Raising Fuel Duty by 3p

The planned rise in fuel duty of 3p per litre that is scheduled to come into force in January 2013 will impact as follows:

Destroy 35,000 jobs

Cut growth by 0.1%

A 3p Fuel Duty rise will only improve the fiscal deficit by about £880M. This means 40% less tax revenue than Government predictions and is in stark contrast to their forecasts that each 1p fuel duty increase would bring in £500M

Households will find their finances strained. Consumer spending will be about 0.1 per cent lower next year than would be expected if the fuel duty were left at its current rate. This is the dominant factor behind the expected loss of GDP, which is estimated to amount to approaching £1 billion (in 2009 prices) in 2013

The resultant rise in inflation could induce the Bank of England to raise interest rates earlier than currently anticipated. The negative impact on consumers and GDP overall would be expected to be approximately doubled, and this policy could lead to job losses in excess of 50,000

B. The Impact of Cutting Fuel Duty by 3p

If instead of raising fuel duty the government were to introduce a 3p cut in this tax – in line with policies under action and discussion in France and the USA - the relative impact is as follows:

Net increase of 70,000 jobs

Growth boosted by 0.25

Overall reduction in fiscal position would be £1800M or less than 0.2 per cent of GDP.

Significantly **less** than the £3Billion that the Treasury would expect (6p times £500M)

Correspondence

Hi,

We offer classic car owners the ability to hire out their classic cars to earn an extra income and spread the joy of the classic car driving experience using our website www.ClassicCarsToHire.com

Our new web based business provides classic car owners the platform to offer out their car/s for self drive hire. It is free to market your car and we add a small handling fee on top of the chosen hire price. We have been running our own classic car hire business for a year and our website - which is only 4 weeks old - allows others to do the same. We provide the marketing, branding, booking services and fully comprehensive insurance necessary for a successful hire.

We are on target to have available at least 100 cars by December this year. So far we have had a great deal of interest from leading magazines such Classic and Sports Car and Classic Car Weekly who are working with us to promote the website and we have a number of clients across the U.K. who have signed up their cars already.

We are looking for all types of cars all across the U.K. If you believe, as we do, that getting classic cars out and about and enjoyed by enthusiasts - whilst also allowing them to pay for their own upkeep - is a good idea please help us spread the word by letting your members know.

We are of course also looking at ways of promoting the hire of the cars available and two of the ideas we are developing are discounts to car club members or car swaps between members - with the provision of insurance and booking taken care of. Is this something we could promote on your site?

Please do let me know your thoughts,

Kind Regards

Chris Barnes

Director

Stuart

Many thanks for throwing the doors of your home open and making everyone welcome for a lovely afternoon and Christmas buffet. May we take this opportunity to wish you and your family a Very Merry Christmas and a Happy New Year.

Linda and Barry (Duffell)

Dear Stuart Thank you for opening up your home for the Christmas buffet.

It was very kind of you and we had a lovely, relaxing and entertaining afternoon

Olive & Jim.

To the Buyer/Purchasing Manager,

Please let me introduce ourselves via the Introduction Letter attached and when possible please spare us a minute of your time.

I would like to welcome you to Lee Healey Co. Ltd , we specialise in Vintage & Classic Hose's.

To view a large range of all hose's please visit

<http://www.lee-healey.com/Lee-Healey-replacement-hoses.pdf>

This list includes radiator hoses, fuel filler hoses and breather hoses but is not exhaustive. Please contact us if you need something special or not listed.

We can also manufacture many hoses not listed using a large range of stock bars and tooling.

We would welcome any opportunity to be of further service to you and look forward to building a long and mutually beneficial business relationship with you.

Yours Sincerely

Simon Russell

Tel +44(0) 161 655 0303

Fax +44(0) 161 655 0304

www.lee-healey.com

Recipe Page

Boozy Brownie Cherry & Walnut Trifle.

Igredients.== **425 g (15 oz) cherries in syrup.**
 4 shots Brandy.
 1 Box of mini chocolate brownie.
 .(approx 20=24 pieces)
 500 g (1 lb 2oz) TOTAL Greek Y0ghurt.
 120 g (4oz) walnut pieces.
 Cocoa powder for dusting.

Method = **1. Drain the cherries ,retaining the syrup.**
 2. In a bowl mix the brandy with the cherry syr-

up & soak the

brownies for 10 minutes.

ies ,cherries & yoghurt

and repeat.

of yogurt and sprinkle

with walnuts and cocoa powder.

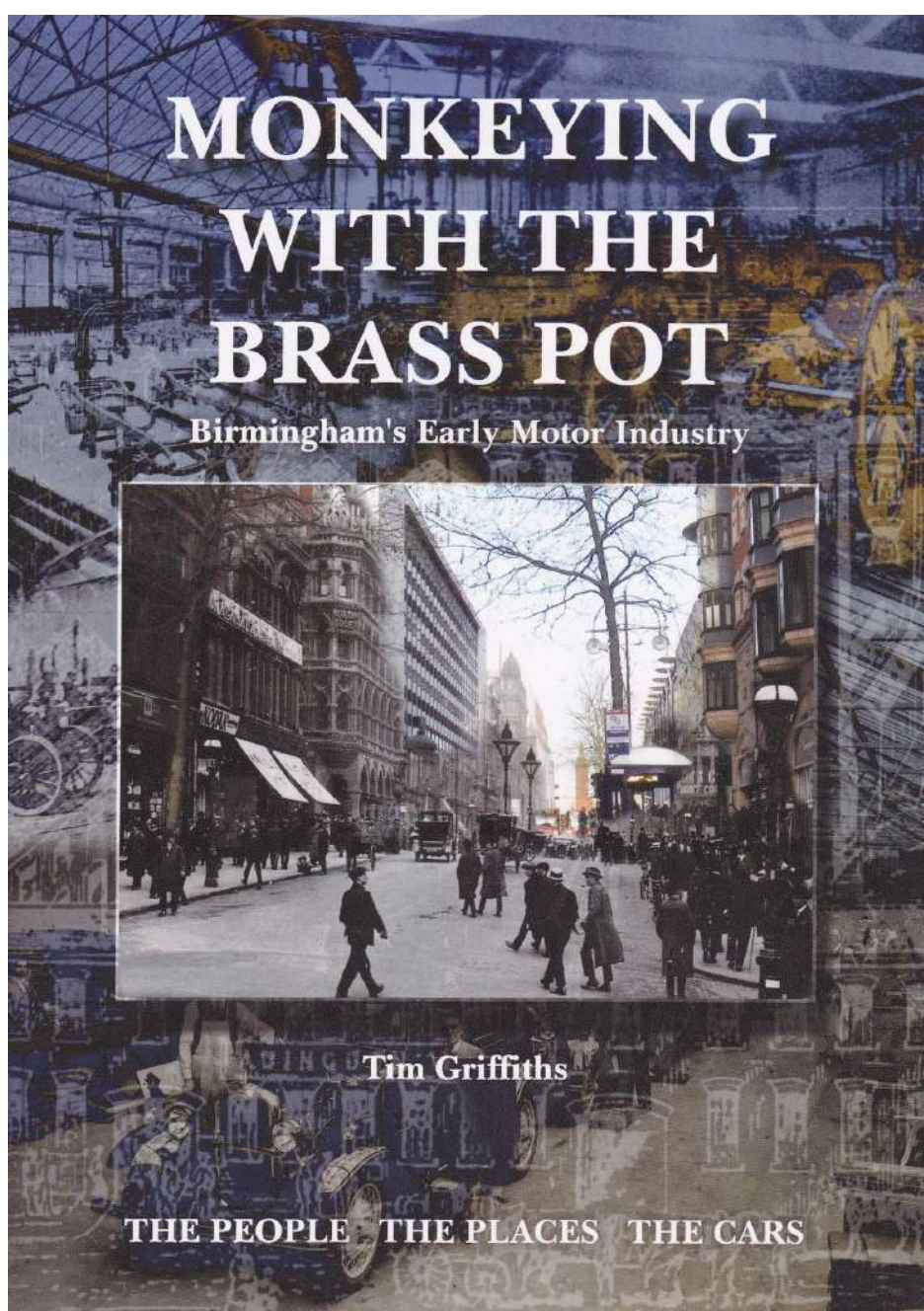
Serves four.

This is super fast to make.

Olive Molyneux

About the Reviewer

I have spent my whole working life in and around the classic and older car world. From 1963 to 2001 I was Curator and subsequently Director of the Montagu, later National Motor Museum at Beaulieu. Since retiring I have spent most of my time writing for the old vehicle press. Working at the museum meant doing a lot of research into motoring history, something which greatly interests me. I am a keen member of the Society of Automobile Historians in Britain and have been a member of the Guild of Motoring Writers for many years. I am Chairman of the Michael Sedgwick Memorial Trust () which was established to “help with the publishing of new motoring research”. This book review project is being done with the full knowledge of the trustees, but is not associated with the Trust.



“Monkeying with the brass pot – Birmingham’s early motor industry”.

By Tim Griffiths

Published by Canonvela Publishing at £14.99

Soft cover. 223 pages. Over 500 black and white illustrations.

ISBN 978 0 9571749 0 0

Review by Michael E Ware.

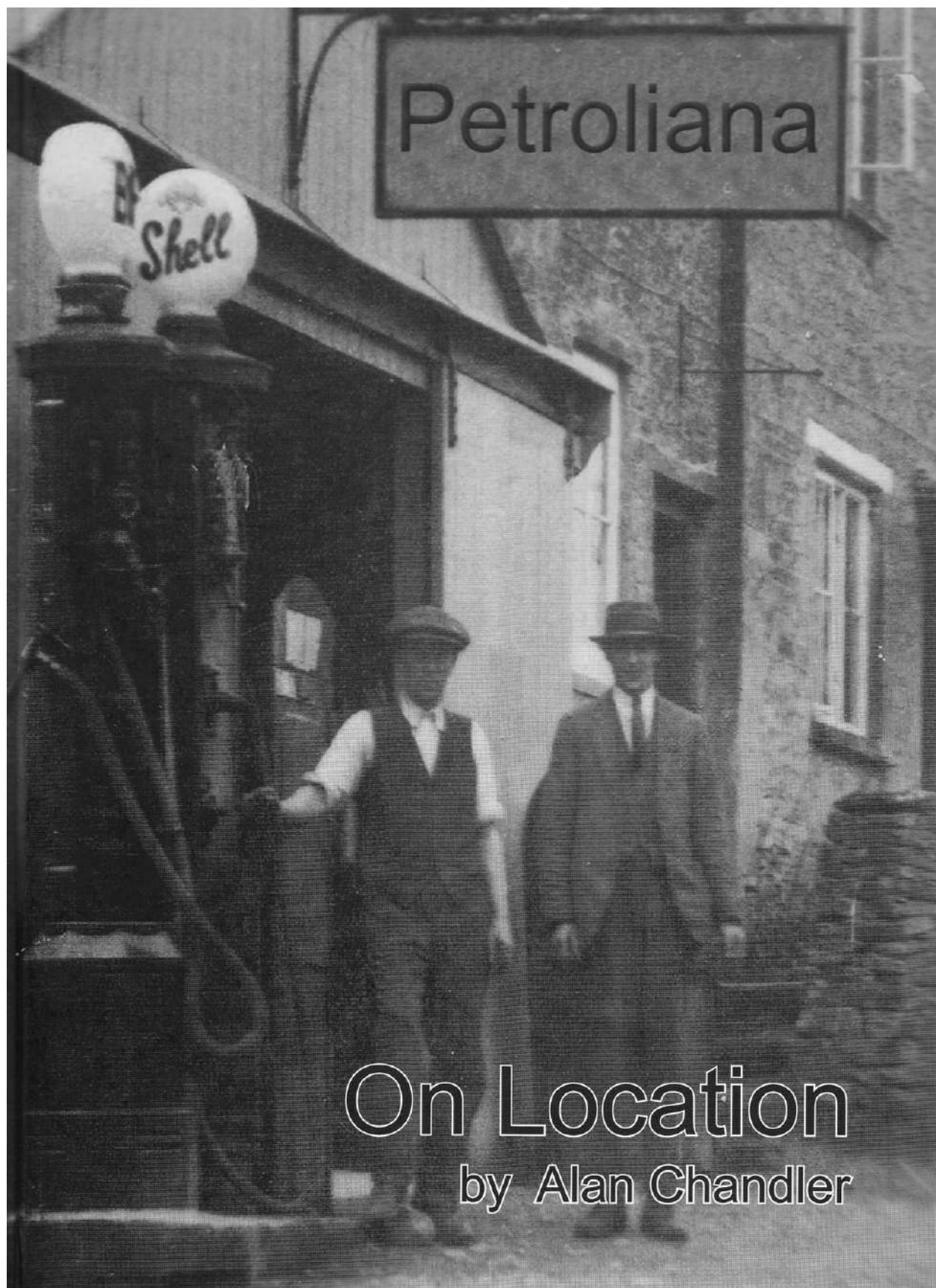
Firstly I must explain the slightly obscure title. “Monkeying with the brass pot” was an expression used in early days of motoring to describe tinkering with the engine. This is a most interesting account of over 100 manufacturers of cars made in Birmingham from the earliest days till 1939. There is a very good introduction to the subject. The book is divided into chapters such as Veteran, Edwardian etc with each make being in date order within the chapter. As a lover of cyclecars I note that pre 1915 cycle cars take up no less than 50 pages – so popular was this slightly zany form of transport. Each entry relates to a firm which made at least one vehicle and had the intention of production. The text is very interesting and informative and is accompanied by many period photographs, most of which have reproduced well. There is often a picture of the premises and nearly always a print from a period map showing where it was located.

Like Coventry, many of the companies making the earlier cars came from the bicycle industry. There are some lovely touches, take the Richmond built in 1901. Henry Richmond made this prototype at home and was made redundant just before it was finished. The next week he lost a finger when running the engine. The Autocar picked up this story and a man in Bradford was so touched by this and other domestic woes that he sent £6 to finish the car – the Autocar donated half a Guinea. Sadly it did not go into production

Some were new to the reviewer such as the V.A.L., Dallison, Hail, JAR and Wrigley. The last company to start up and build cars before WW II was Atco with its Trainer, at least one of which was taxed for the road. Coachbuilders and the component industries are touched on. There is a very useful bibliography and index.

With Jim Boulton and Harold Parsons’ book “Powered Vehicles made in the Black Country” and Damian Kimberley’s “Coventry’s Motorcar Heritage” ** published very recently, the more obscure manufacturers of the Midlands are now well covered. This book will certainly stay on my book shelf for future reference.

**A review of this book is available.



“Petroliana – On Location” by Alan Chandler.

Hard cover. 224 pages. Over 1800 colour plates plus historic black and white.
Available from at £35 including post and packing (UK)
No ISBN

Review by Michael E Ware.

Within the world of enthusiasts for petroleum collectables and garage connected automobilia and ephemera, the name of Alan Chandler has, in recent years, come to the fore. Though his own very extensive collection is not on public view, the entire contents is available for all to see on . He has now written his third, and possibly his best, book. It's mainly a colour picture book with over 1800 illustrations but this time there is a greater historical narrative than before. What makes this book so useful is that each section is divided into the individual brands or makes so you can follow the firm's developments in such things as pumps, globes, cans, enamels, posters, ephemera and other products from their earliest days till 1939, which is the general cut off for the book.

The first section is about petrol distribution and is probably the most interesting. It has a number of good black and white period pictures to back up the words. The next section is on the petrol brands, with Shell and BP to the fore but there are illustrations for lesser brands such as Aero/Albion, Ross, Bluebird and Scotch (“made in Scotland from Scottish shale”) to name just a few,

Oil brands from companies that did not sell petrol are listed including a number of illustrations of the now politically incorrect Speedwell, as well as Wellsaline Anglo Bospjhorus Motor Oils, Sternol and of course Price's who started as candle makers and whose oil business was later taken over by BP. One of the best lettered enamels of all is for Record Motor Oils from Sheffield.

The advertising for tyre manufacturers is well covered as are sparking plugs and associated products which include insurance companies, garage equipment and even petroleum branded toys.

There is a very good index and a most helpful piece on restoration of petrol pumps. This self published book is of very high quality but I would have liked to have seen more of the written history. I think if a sub-editor had been employed he might have removed some of the exclamation marks! Highly recommended if you have any sort of interest in this extensive and ever growing part of the motoring hobby – it is also very good value for money.

RESTORATION OF MY 1951 MG YA PART 3

Well summer has been and gone and we're well into winter. Christmas is just round the corner and there is the usual nip in the air but my restoration has come on leaps and bounds.

Although we have had the MGTD out many times over the summer, attending many shows and weekend club trips I have still put plenty of time in the garage.

I continued work on the body panels, cleaning them down to the steel and carrying out various weld repairs, followed by leading, filling then finally spraying with primer. Generally speaking they were not too bad. The weld repairs were mainly on the areas where the wings bolted to the running boards. Next on to the doors, all 4 doors had been previously repaired and leaded, however rust had found its way in again, quite badly on one door so a new piece had to be made and put in. I have attached some photos of my progress.

Once these were all primed I put them away and returned to my chassis, in my last report I finished with the chassis being prepared for paint. After painting the chassis I took all the suspension parts for sandblasting and powder coating, then commenced rebuilding the suspension. I decided for longevity to fit poly bushes in preference to rubber, more expensive but worth it in the long run. I had previously rebuilt all the shockers so they were ready to fit. Along with the new bushes new bearings, seals, brake shoes, brake pipes, master cylinder and brake cylinders were fitted.

With the front now completed and sat back on its wheels I started on the rear. I stripped the back axle, inspecting the differential. The differential was in good condition apart from a little too much backlash, I therefore adjusted the bearing pre-load to bring the backlash within its desired tolerance, after fitting a new output seal it was ready for painting.

The original rear springs were in poor shape, luckily I found a supplier and got hold of some quite quickly. I could then commence rebuilding the rear end. Again I used poly bushes and fitted new bearings seals, brake shoes and brake cylinders.

With the chassis now sat fully on its wheels its onto the engine and gearbox. On buying the YA I was told that the engine had had a full rebuild a couple of years ago, but had been sat in a barn since. The only way to check this out was to completely strip it for inspection.

So onto the bench ! On removing the cylinder head the signs were good I could see that new pistons were fitted, as I progressed the news remained good. The crankshaft had been reground, it was fitted with new bearings, new camshaft and bearings, new cam follows pushrods tappets etc. The engine block had been re-bored and new cylinder liners fitted with standard size pistons. In fact the only thing that had not been machined or renewed were the timing sprockets and timing chain, so on rebuilding the engine with new gaskets I fitted new sprockets and timing chain as they were a little worn and it seemed advisable when everything else had been renewed.

With the newly rebuilt engine painted in MG red now sat on the bench it was on to the gearbox.

When I rebuilt my MGTD I carried out an upgrade by fitting a Ford Type 9 Ford Sierra 5 speed gearbox conversion. I found this to be a great improvement, allowing the car to keep up with modern traffic without screaming the nuts off the engine. 60 mph was now easily achieved at 3000 rpm. So I decided to carry out the same conversion to the MGYA.

I already had a spare Type 9 gearbox and a upgrade kit was purchased from the supplier so after fitting a new clutch the newly painted gearbox was bolted to the engine and engine and gearbox was fitted into the chassis.

With the rolling chassis now complete it was time for a trial rebuild. It is important that the body and chassis is reunited to check that all the body, wings doors fit correctly before it is painted. This was carried out in October and after some minor fettling all was OK. so the body was again removed and placed back onto its wheeled trolley ready to go off to the painters.

I am pleased to report that the body and panels are now at the painters and I am busy readying the chassis for its newly painted body by fitting the last items such as exhaust radiator, hand brake, alternator, yes alternator, another modification !! I decided earlier on that I was going to convert the car to negative earth and fit an alternator so that the newly rebuilt YA could be driven with better output lights, wipers and heater without running the battery flat. A 16/22 amp dynamo always struggled to cope with it in the fifty's.

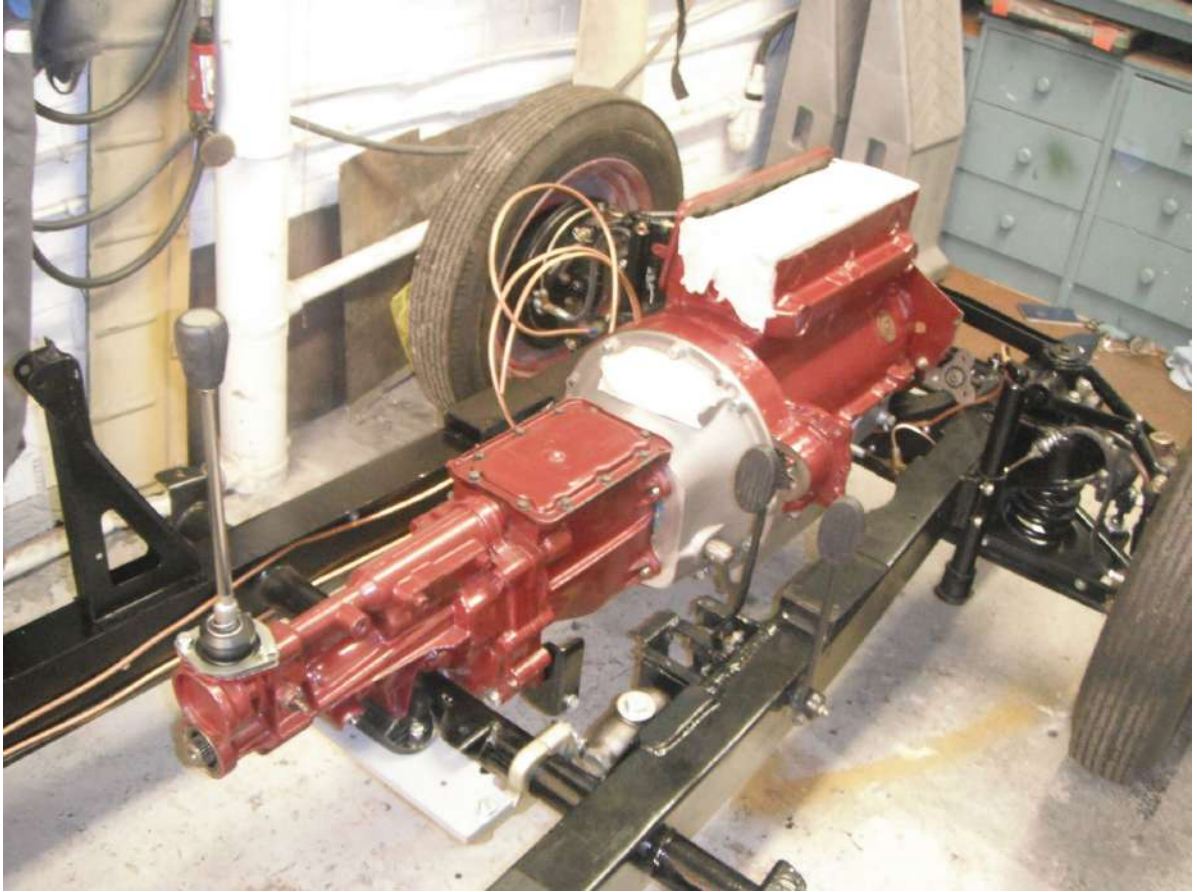
The body, in its new colour of Maroon with cream sides, is due back towards the end of November. It is 2 years in January since I trailered it, in its sorry state, from Ireland, but hopefully by May next year it should be driving down our British roads for the first time since it left the MG factory in 1951.

A further restoration report will follow in the new year

Cheers Chris Pick









Thanks for the articles Chris. Looks like you are doing a great job. Looking forward to seeing the finished product. Well done and keep going. Editor

Correspondence

We recently received a request for some information about Sid Miles and his garage in Doncaster. I was given some information by various members of our car club one club night and sent them to Fred who had made enquiries. He sent us this reply:-

Dear Stuart and members thanks a million for this. Really set the brain on overtime. Found Sids garage ,now tyres, on Google maps. Cant thank you enough, Fred.

Henderson Classic Car Show

On a recent visit to North Carolina I attended a car show held in Hendersonville by the Henderson Antique Car Club (www.hendersonantiquecarclub.com). These are regularly held on Friday evenings, in this historic main street usually with live music in a local square adjacent to the High Street.

I cannot see that happening in Doncaster! but that is an idea!!

A whole array of member vehicles were on display with one thing in common they were all immaculate, although nothing as old as our club's Stanley Steamers.

Bikes, pick-up trucks, roadsters, conversions, tractors, "Classic" cars as we would define them and even some members brought their old tractor (HGV) units. The tractor units with all their paintwork and chrome look very similar to brand new units.

Although I admire the engineering skills of those who convert their cars such as 1930's Fords etc to roadsters, I am not too sure of losing a classic to gain a roadster although the design and workmanship is something special. There was even a 1982 Alfa Romeo Spyder converted to all electric drive.

Brian Downes



1969 Chevy Camaro



1963 Chevy Impala





1939 Ford Coupe

Mick Brownhill is a prospective new member from Retford and sends the following e-mail. If you do meet either him or his wife at a future meeting then please make them welcome.

Hi,

I cannot make the 12th meeting because our Morris noggin is on the same evening, however I intend to change the Morris meeting to another day.

How did your Xmas evening go?

I am looking forward to meeting you and other members on your next meeting and hopefully my wife Vicki will come along. She likes old cars but does not really like talking about them all night but I have told her there are others who enjoy the social evening and talk about other things and also there are younger members - I hope I am right. The Morris Register is a little singular with very few young people.

See you soon

Mick

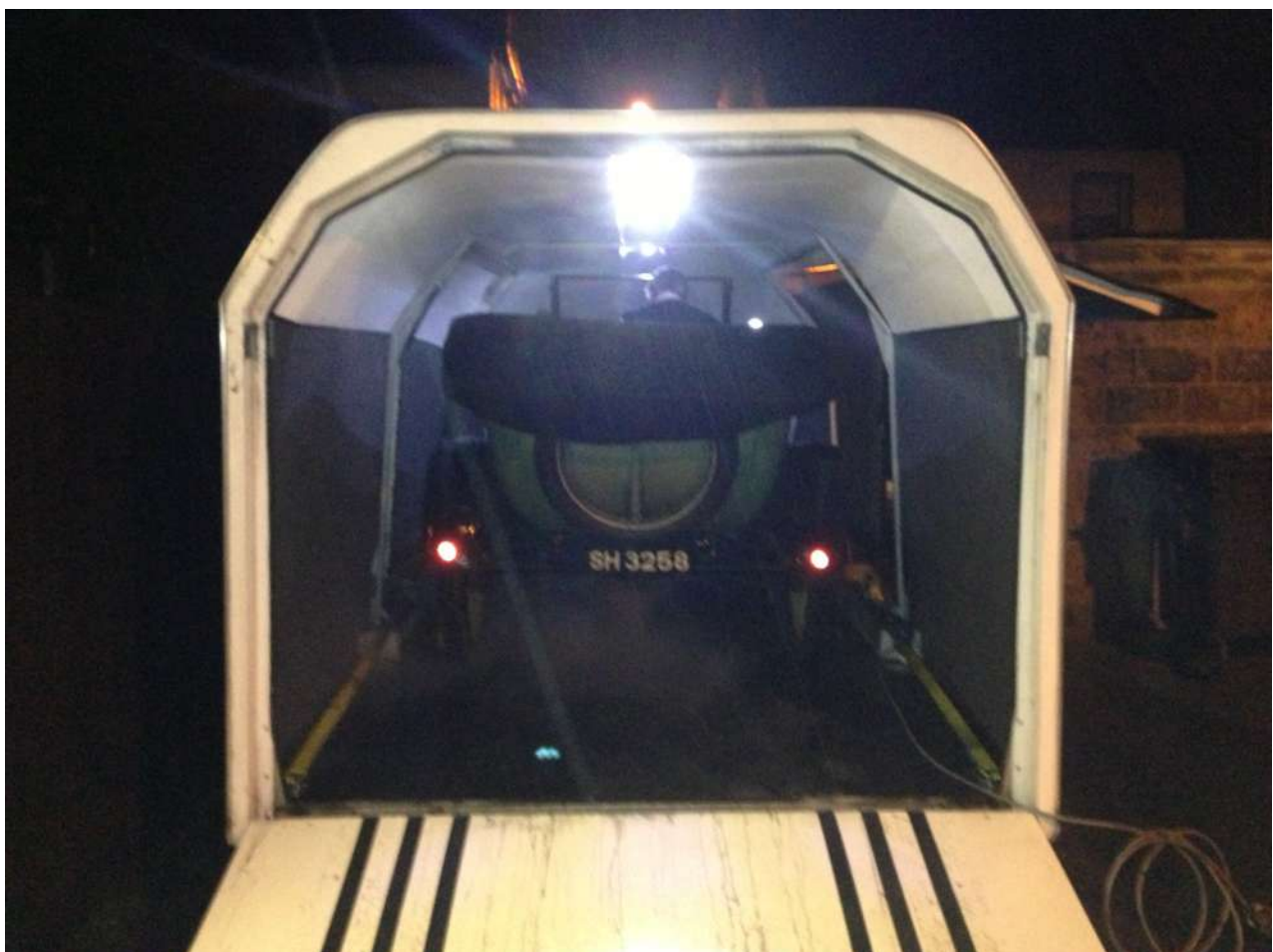
Ho , Ho , Ho, Merry Christmas and a Happy New Year, the chairman has now purchased this Model T Ford as advertised by The Auction Company, Broadway.

Fine Condition well cared for low chassis Tourer built in Old Trafford believed to be around 1 of just 6 vehicles of its kind left, finished in pale green over black bodywork with dark green upholstery, Electric ignition, Hood in good order with upgraded side panels, Current MOT.

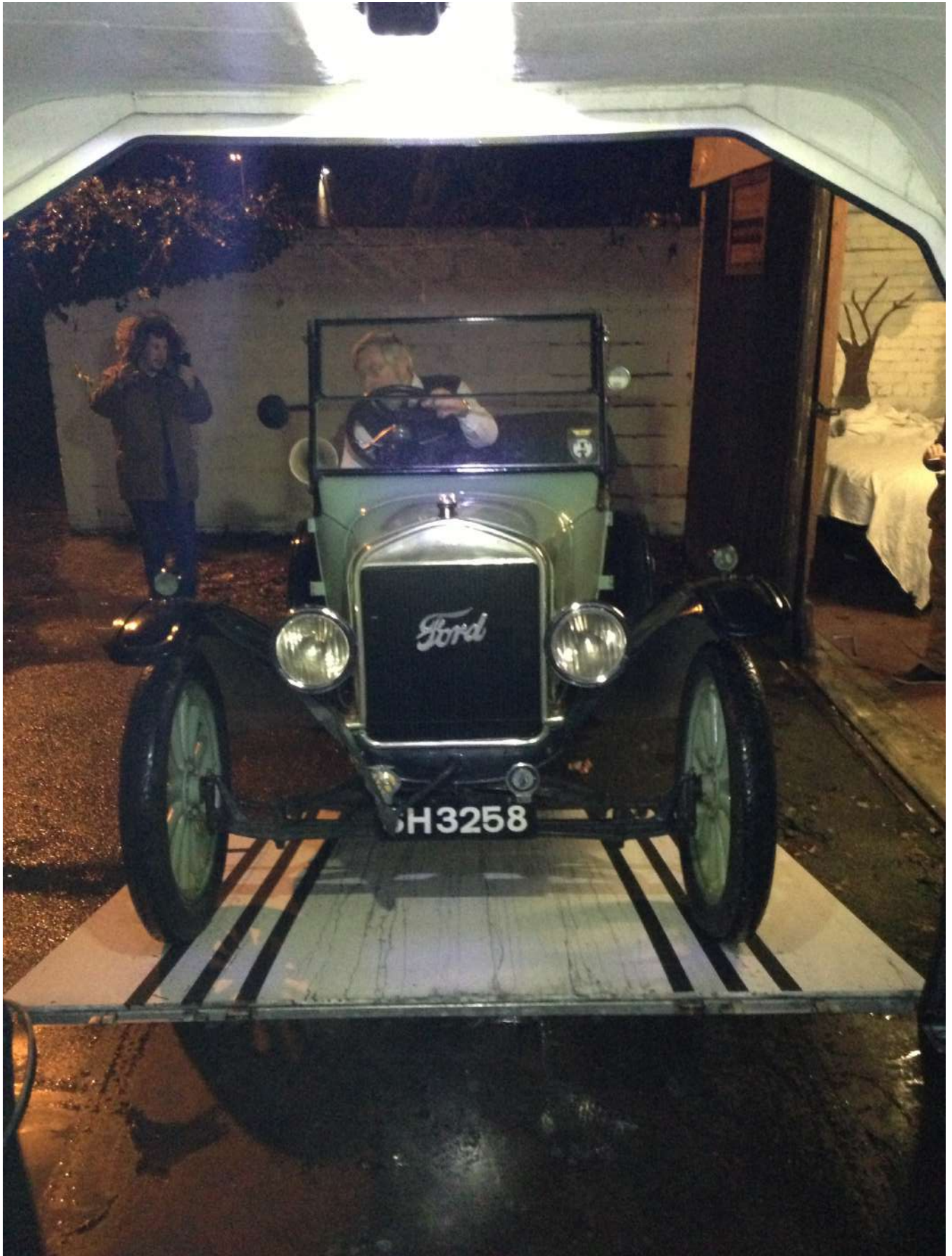




The Chairman in the trailer in his new Model T Ford upon arrival



Just about to reverse out of the trailer, engine running, lights on



Steady it goes— reversing the 1924 Model T Ford out of the trailer.

F.B.H.V.C. News

LEGISLATION

Bob Owen (David Hurley is away)

Historic Vehicle MoT Exemptions

The Statutory Instrument introducing the MoT exemption was published in October and came in to force on 18 November. SI 2012/2652 The Motor Vehicles (Tests) (Amendment) (No 2) Regulations 2012 simply adds pre-1960 vehicles to the list of other types of vehicle that do not require an MoT in order to be used on the road. We understand that a final decision about exemptions has not yet been made for Northern Ireland, which was the subject of a separate consultation.

The Road Traffic Act indicates that: *the date of manufacture of a vehicle shall be taken to be the last day of the year during which its final assembly is completed except where after that day modifications are made to the vehicle before it is sold or supplied by retail and in that excepted case shall be taken to be the last day of the year during which the modifications are completed.*

The Federation's response to the original MoT consultation, backed up by the completion of the on-line survey, deliberately included the option of voluntary tests – something which had originally been opposed by DfT. The voluntary test will be the same as the statutory test with all the component and performance exemptions as allowed at present and there is thus no need to reinvent the wheel – the test is there and will remain in the VOSA manual. The vehicle testing station can log it onto the system and carry out the test as normal. As in any case where a vehicle fails its test, whether voluntary or mandatory, the keeper has a responsibility to ensure they do not use that vehicle on a public road as it is not in a roadworthy condition.

To enable members to find a suitable testing station the Federation has carried a list of garages known to be sympathetic to our vehicles on the website for some considerable time. There are approximately 400 testers listed, all recommended by historic vehicle owners. The situation regarding those circumstances where an MoT was required, for example, as part of the V765 procedure, was clarified at a meeting with DVLA in Swansea in September. An MoT will not be required apart from for the cherished number transfer process, which is subject to a different regulation. DVLA have announced that form V112, Declaration of Exemption from MoT Testing, will be amended to add a new category 'O' to the list of exempt vehicles manufactured before 1 January 1960. This completed form will be required in place of the MoT certificate.

The Federation has suggested that it would be in the interests of safety to require an MoT for any vehicle that has been off road and/or subject to a SORN declaration for more than three years and is about to be used on the road again. This would prevent, for example, a vehicle that was taken off the road because of a previous MoT failure coming back into use with no checks on roadworthiness. We have not had an answer to this suggestion at the time of writing.

A footnote for owners of all vehicles irrespective of age: an MoT test certificate issued after 18 November 2012 will now show the vehicles recent mileage history. This has been introduced as part of a government initiative to reduce vehicle crime. Where available, the mileage history will comprise the readings associated with the three most recent VT20s (test passes) along with the dates of those readings. This will be in addition to the mileage recorded at the time of the current test.

FUEL NEWS

Matthew Vincent

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.

DVLA

Nigel Harrison

Notifying DVLA of year of manufacture

The subject of exemption from the MoT has been covered elsewhere in the newsletter. The following concerns the details relevant to the DVLA.

Where an owner believes that their vehicle should be exempt from the MoT due to the law change but the Vehicle Registration Certificate (V5C) does not reflect this they will need to write to DVLA to request a change. The address to write to is DVLA, Swansea, SA99 1BA.

In order to ensure the accuracy and integrity of the vehicle records held at the DVLA, it is important that evidence provided to amend or add information already held on the DVLA system is accurate and truly reflects the vehicle for which it is issued. Therefore it has been decided by DVLA, after discussions with the Federation, that for these specific cases requests will only be considered when accompanied by either an extract from the manufacturer/factory record or an extract from the appropriate Glass's Check Book. Both these documents will have a direct link to the chassis number that should already have been accepted and recorded on the vehicle record as part of the initial registration process.

DVLA will not accept general dating certificates as evidence to amend or update the date of manufacture. This is a change to what was mentioned in the last edition of

the Newsletter, due to the nature of some of the notifications already received by DVLA. However, dating certificates will continue to be accepted for other purposes such as V765 claims and requests for age related numbers for recently restored or recently imported vehicles.

The appropriate specialist club will need to make the necessary checks to confirm that the physical vehicle is the same as on the V5C. This could well involve an inspection but in any case an overall photograph of the vehicle, detailed legible photograph of the chassis/frame number, and a copy of the vehicle details on the V5C would need to be seen. It could be anticipated that the chassis/frame number as recorded by DVLA might be missing certain prefixes or suffixes, as recorded on the physical vehicle, or there are minor long standing transcription errors. E.g. ‘ / ’ rather than ‘ 1 ’, ‘ B ’ rather than ‘ 8 ’ etc. DVLA could well be already aware of these minor differences via the last MoT examiner. However, the core number should match or be contained in the number range of the legacy documentation.

In practical terms, I would anticipate that the named V765 scheme signatories for the specialist clubs as on the DVLA V765/1 List of Clubs, available from <http://www.dft.gov.uk/dvla/forms> or DVLA, will be able to assist owners in the location of the manufacturer/factory records if they still exist. Where this avenue draws a blank, I would anticipate that V765 scheme signatories will have their own copies of the appropriate Glass’s Check Book, be it the Car Check Book, the Commercial Vehicle Check Book (which includes car based commercials), or the Motor Cycle Check Book (which includes scooters, mopeds and three-wheelers).

If difficulties arise, the Federation is here to advise.

Building new cars uses more energy than previously

The European Car Manufacturers Association has reported that the amount of energy used to make a car rose by 3.7% between 2005 and 2010 because more features are needed to improve drivers' safety and comfort. However, total energy consumption from car manufacturing decreased by 3.4% over the same period as a result of the economic downturn. The study also showed that CO₂ emissions per unit were down 2.9% over the period; that water use per unit also declined by nearly 22%; and that replacing solvent-based paints with water-based alternatives led to emissions of volatile organic compounds falling 37.5% in total and 32.9% per vehicle.

TRADE AND SKILLS

Tony Davies

The responses to our 2012 web-based Trade and Skills Questionnaire for our club members during 2012 have been rather disappointing. To date (mid-October) the world-wide responses totalled around 2100 and Belgium tops the table with 500 responses, followed by Germany with 353 and Spain with 311. The UK is in fourth place with 274, ahead of Ireland with 173.

The UK really should be at the forefront of such initiatives so in an attempt to gather more opinions I am going to continue the process into 2013. However, with a new approach I shall open up the questionnaire to all historic vehicle enthusiasts in the UK via a QR Code etc. (shown below) in some of our national journals so please encourage your friends and colleagues to look out for it during 2013. Hopefully this approach will encourage more of our historic vehicle movement to express their concerns about the future.

Calling all classic vehicle enthusiasts - FBHVC and FIVA need you

The UK and World Federations for historic vehicles are addressing the issues of how the necessary technical knowledge to repair and restore classic vehicles can be retained for the future. To achieve this aim the FBHVC and FIVA with its 70 member countries are undertaking a large-scale survey of one of the key stakeholders, namely you the enthusiasts and owners of historic vehicles. The questionnaire, which can be completed via the internet, is completely anonymous as required and will be evaluated by FBHVC and FIVA.

A.G.M. 27th February 2013

With this edition of the Tradsheet you should find the following items:-

Minutes of the previous years A.G.M. (2012)

Agenda

Annual subscription renewal form

Voting slips

Chairman's address



Top:- Humber

Centre:- Morris

Bottom :- Barry Duffell's Mercedes

JOIN THE MEN IN BLACK AND LADIES TOO



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Bronze Steering Nuts.

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First Contact John Davis - 01724 784230 (Phone, Fax, Answer-
phone)

John Davis, Beltoft House, BELTOFT, North Lincs, DN9 1NE
E-MAIL: johndavis.vintage@btinternet.com

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I have just received this e-mail from a John Crabtree so thought I would pass it on,

Hello,

My Name is John and I am a student at the Northern Film School, part of Leeds Metropolitan University.

we are in our final year of a degree in Film Production which requires us to produce a graduation film.

I am enquiring to find out on behalf of our production "Fallout Shelter" as to whether there might be the possibility of using any of your or your members classic cars in our film. The film is set in October 1962 during the Cuban missile crisis and George, a rocker, is on the run from the police for a crime he did not commit. Any cars used would be parked up at the side of the road as background props to give our film a really authentic feel. Unfortunately we cannot offer any financial incentive other than of course covering the cost of fuel to get to us and a continual supply of tea and biscuits on the day.

Filming is taking place in the general Leeds area between 6th and 12th February 2013, however vehicles would probably only be needed for one day.

For more information on the film, please visit our page at:

<http://www.indiegogo.com/fallout-shelter?c=home>

Is there any chance you might pass this onto your members or anyone you know with cars of the period?

Thank you for your time and hope to hear from you soon!

Kind Regards and Happy New Year!

Car Transportation

Anyone wishing to transport a car then I can thoroughly recommend the following company who offer reasonable rates, and an excellent service:-

straighteightlogistics.com

Simon Rosier

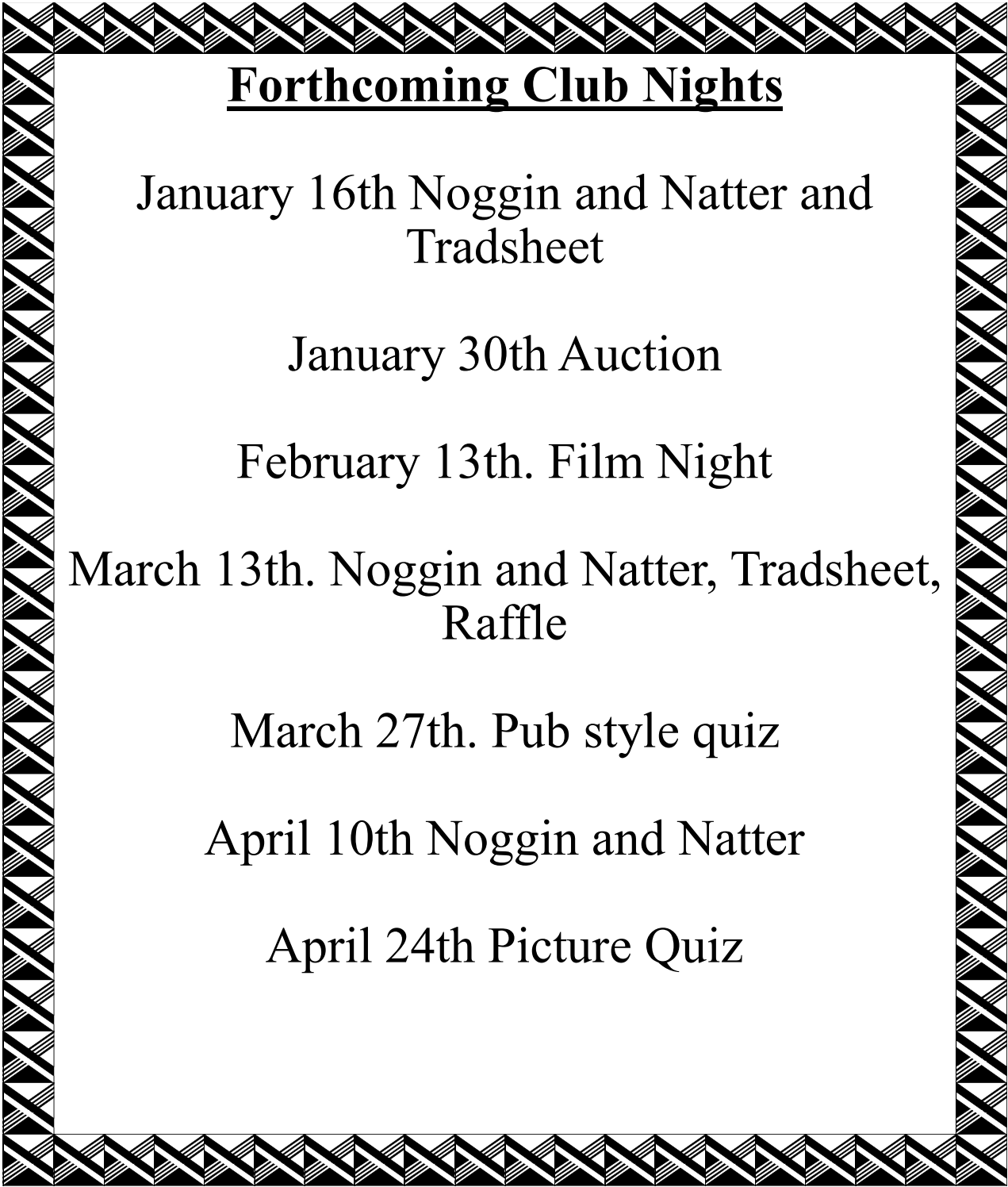
Mobile:- 07866 494765 or tel. 0203 5404 929

E-mail: simon@straighteightlogistics.com

Or

Peter Bonham-Christie

Mobile: +44 (0)7785 954564 Tel: +44 (0)203 5404929



Forthcoming Club Nights

January 16th Noggin and Natter and
Tradsheet

January 30th Auction

February 13th. Film Night

March 13th. Noggin and Natter, Tradsheet,
Raffle

March 27th. Pub style quiz

April 10th Noggin and Natter

April 24th Picture Quiz

**Your Car Club needs you to help in supplying Editorial
material for the Tradsheet,**

Offering to run an event or a Club night.

See what you can do to help.

**How about getting together with a few friends and sorting
something out for a future meeting?**

2013 events (*Provisional dates taken mostly from their websites*)

May 5-6 Bakewell Showground Spectacular DE45 1AH

May 11-12 Bronte Vintage Gathering, Cullingworth (on B6144)

May 11-12 Newark & Notts County Show, Newark Showground NG24 2NY

May 18 Glossop Car Show, Manor Park, Glossop, Derbys. SK13 7HS

May 18-19 Haworth 1940s weekend

June 2 Messingham Show, Holme Lane, Messingham DN17 3SG

June 8 Braithwell Country Fair, The Ruddell Centre Playing Fields, Braithwell nr Rotherham

June 8-9 Yorkshire Vintage Association, Newby Hall, Ripon

June 15 Rawcliffe Village Festival, The Village Green (near St James' Church), Rawcliffe near Goole

DN14 8QE

June 16 North Yorks County Show, Otterington Hall, South Otterington (A167) DL7 9HW

June 23 Brocklesby Park Country Fair, Brocklesby Park, Lincs.

June 23 Derbyshire County Show near Elvaston & Borrowash DE72 3EP

June 29-30 Sheffield Steam Rally, Rackford Rd, North Anston near Sheffield #

July 6 Tickhill Anniversary Gala

July 6-7 Waddington Air Show, Lincoln

July 14 Harley Village Gala & Classic Rally near Wentworth S62 7UQ

July 21 Crowle Show, Godnow Road, Crowle, N. Lincs.

July 28 Ripon Classic Car Gathering, Ripon Racecourse (Ripon Old Cars)

Aug 1-4 Pickering Steam Rally

Aug 3 Emley Show, Factory Farm, Emley Moor near Huddersfield HD8

Aug 3-4 Hebden Bridge Vintage Weekend

Aug 4 Classics on the Moor, Sheffield

Aug 4 BMC/BL Rally, Ferry Meadows, Nene Park, Oundle Road, Peterborough

Aug 7-8 (Wed-Thu) Bakewell Show

Aug 17 Auckley Show near Doncaster (jtu)

Aug 17-18 Lincoln Steam Rally, County Showground, Lincoln LN2 2NA

Abbreviations:

AG Andrew Greenwood Shows

COOC Cambridge & Oxford Owners Club

DT Traditional Car Club event

EH English Heritage

EYTCC East Yorks. Thoroughbred Club, info@eytcc.org.uk

JTU Just turn up

LLMCLincs Louth MC

LVVS Lincoln Vintage Vehicle Society (lvvs.org.uk)

MW Mark Woodward Shows

OS info@outdoorshows.co.uk, 08432 897631 (formerly number 1 events)

NECPWA North East Club for PreWar Austins (York branch)

tbc To Be Confirmed

YTCC Yorkshire Thoroughbred Car Club

If you wish to enter an event please refer to the Information Folder which will give more details. **It is the responsibility of the entrant to ensure the event they wish to enter will take place.**

If you know details of any local events, please inform Christine or Rodger (when, where & entry details). **A copy of an entry form** is ideal so it can be copied, giving others the opportunity to enter.

