

The Tradsheet

Journal of the Traditional Car Club

April / May 2016



EDITORIAL

Dear Members,

We start our Rally season with the Drive-it-day run on April 24th. and thanks go to Tracy and Kevin for sorting this out. It is always good when other Club members take on board some of the social events for the club and the organisation which goes with it. The Traditional Car Club is fortunate in having a number of members who are willing to go that extra mile and be active participants of the Club, many thanks to you all.

The Bentley has now gone to another owner. I was not happy with the complications of such a technologically advanced motor car and was worried about what could go wrong. I was talking to a chap the other day whose boss has a top of the range Lexus. He was down south and rang his wife to tell her he would be home in Yorkshire by early evening. He set off and it wasn't too long before the engine management light came on. Not wanting to risk the trip home he found a garage which would help with the Lexus and waited for the staff to put the car on the diagnostic fault finder to see what was wrong. After a 3-4 hour wait (it was a Friday afternoon) the car was duly plugged in to the system and the fault was found. There was some wear to one of the windscreen wiper rubbers !! A rather annoyed Lexus owner, who could have been back in Yorkshire by that time and home, set off once more. It seems to me that cars are getting far too complicated nowadays. The Bentley was complicated. I try not to do complicated as I get older.

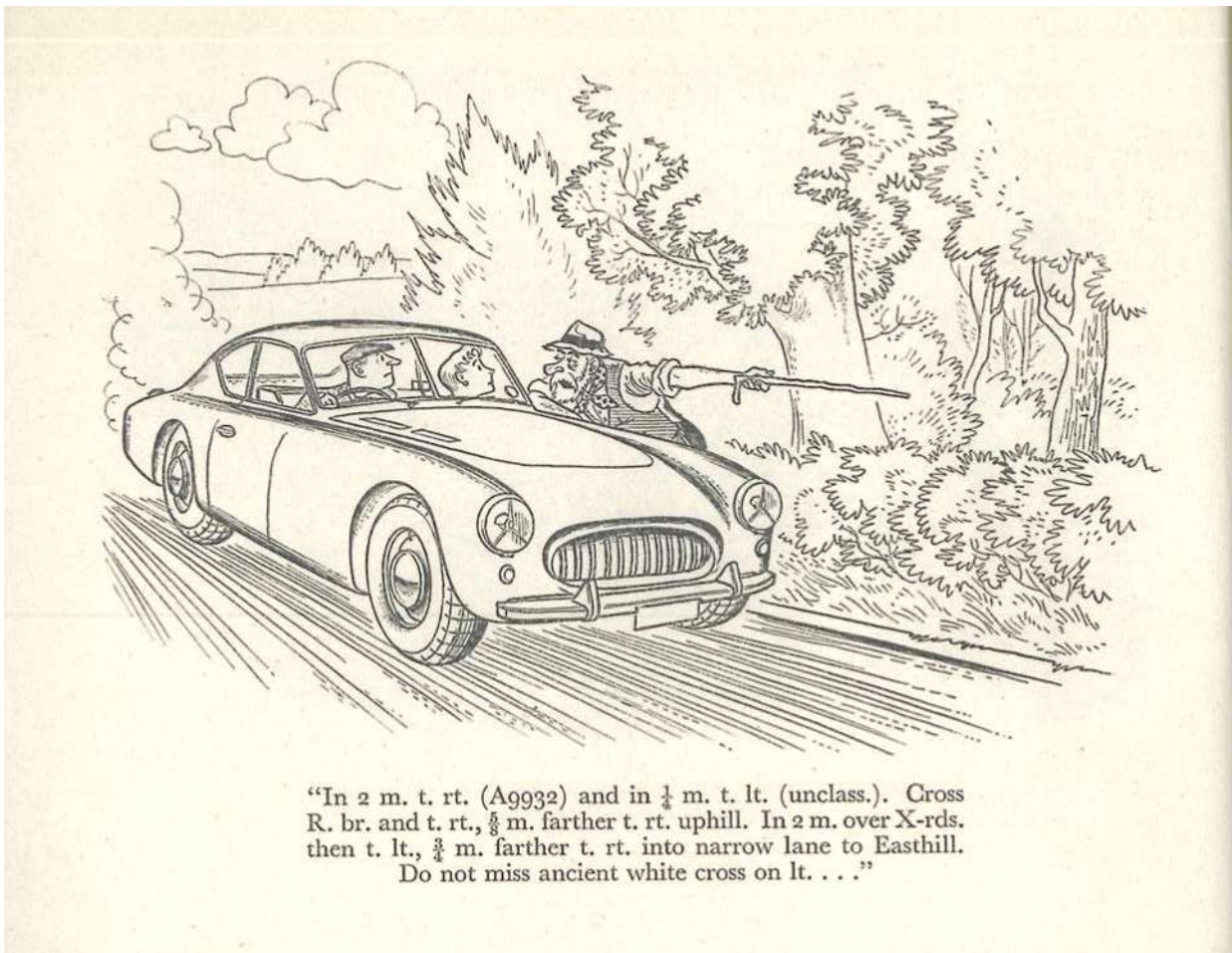
The Rover 25 has had a service and oil change and a middle and rear exhaust pipe as the original one was showing signs of wear after 16 years. With still only 30,000 miles on the clock I am hoping it will last a lot longer and was certainly a good buy. The Model T Ford has now been moved to Marston Fields Farm in Buckinghamshire. Neil Tuckett who deals with Model T's is now trying to sell it on my behalf. A beautiful looking car I was rather concerned if I had a puncture and would have to change the inner tube with tyre levers, a task I was not welcoming doing. I guess in 1911 you would have had your own mechanic to do all these jobs for you should they require doing. There wasn't the option of just changing a wheel. The Morris Traveller had a short run out the other day just to blow the dust of the winter off it. Hopefully we will be with it on Drive-it-day.

Davey still has his Austin A30, a work in progress, and it still needs a re-spray. Anyone who has got any good suitable tyres please let Davey know as his are past redemption. The bungalow and Lodge at Hornsea are keeping us busy with decorating, gardening and general maintenance. I am looking forward to warmer weather. Davey now has a transfer to the Tesco Store in Hornsea and can once more walk to and from work. If you are in the area and would like to pop in please give us a call on 07969307373.

**Please have your articles for the next Tradsheet sent to the
Editor before the end of May**

DRIVE IT DAY RUN SUNDAY 24 APRIL 2016

**Scenic drive to a country pub
(The Blue Bell Inn, East Drayton)
starting from a suitable local venue,
TBC Sunday lunch, with vegetarian option
tea/coffee and cake stop on return leg
Contact Tracy or Kevin 01302 785063
to book your place, 5.00 deposit required**



100 Year Old Rolls Royce

It was originally bought for \$1,000 in 1912 (almost 93,000 in today's money) but has now gone under the hammer for \$4,705,500, making it the most expensive Rolls- Royce ever sold at auction.



Unique: This 100-year-old Silver Ghost Rolls Royce has sold for a world-record price of 5million after a furious bidding war at Bonhams.

Through the roof: The lengthy auction saw two enthusiasts dueling for the pristine car as the bidding went up in increments of 100,000, smashing past the 2million estimate.



In great nick: The six-cylinder, 7.3-litre car comes with perfect provenance and is still purring smoothly, doing about 15 miles to the gallon.

What it lacks in gadgetry, the British-made classic more than compensates for with an extraordinary level of luxury that leaves its modern-day counterparts looking a little unsophisticated.

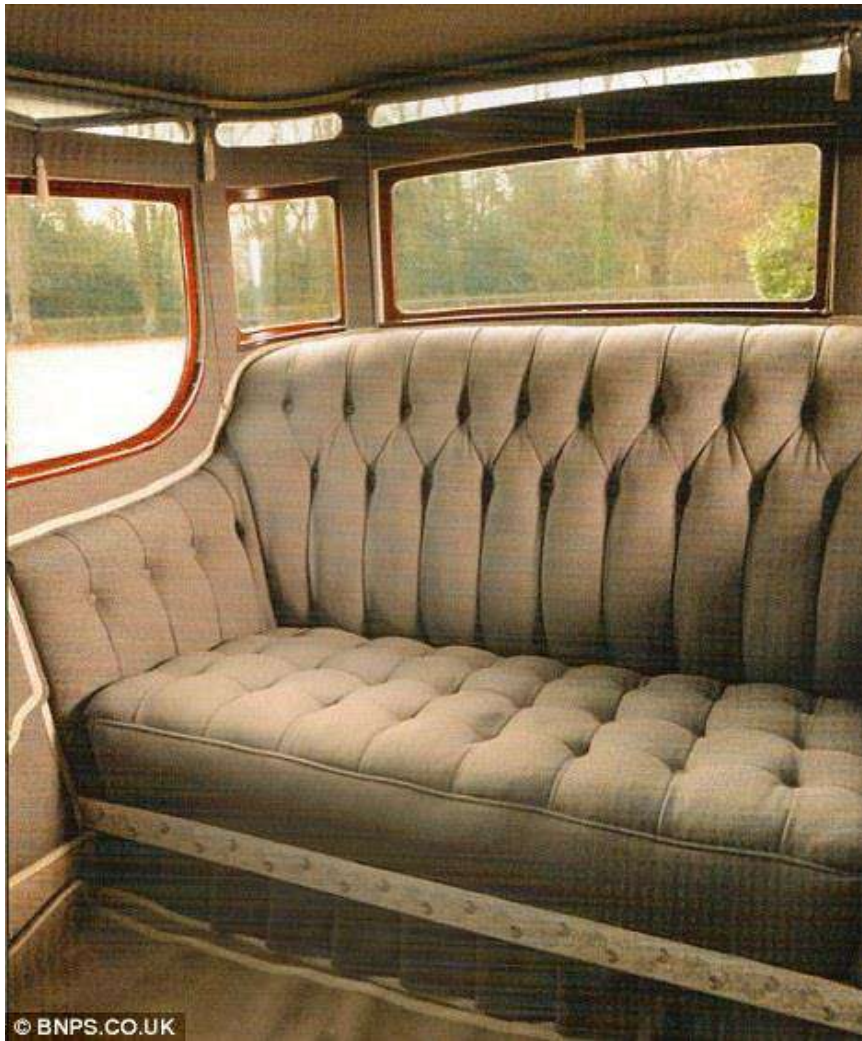
Its gleaming interior fittings are made of silver and ivory, while the door panels are embroidered silk, with brocade tassels attached to silk window shades for privacy.

THE PASSENGER FOOTREST HIDES A FULL PICNIC SET FOR FOUR, A CHINA TEA SERVICE, COMPLETE WITH AN ALCOHOL-FUELLED BURNER AND KETTLE TO HEAT THE WATER, AND A SET OF SIX DECANTERS – THREE IN STERLING SILVER AND THREE IN LEATHER-WRAPPED GLASS.

The sale took place at the Goodwood Festival of Speed in West Sussex on Friday. Auctioneers had expected it to sell for around 2million and were astonished when the bidding between two rival collectors topped 4 million. James Knight, from Bonhams auctioneers, said: "There were three bidders, then one of them dropped out at 2.3million and we thought it would end there.







Traveling in style: The design chosen by its original owner echoed the luxurious ' Pullman ' Railway carriages pioneered by American George Pullman.

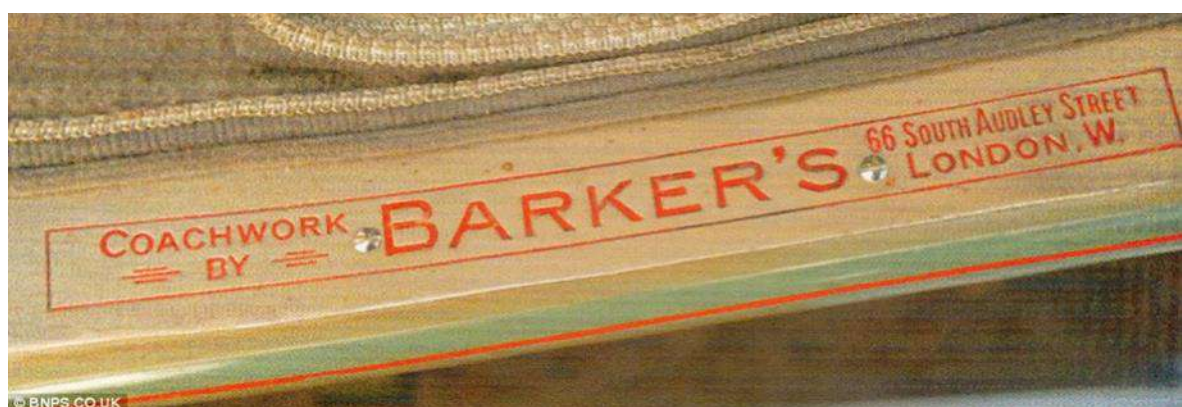
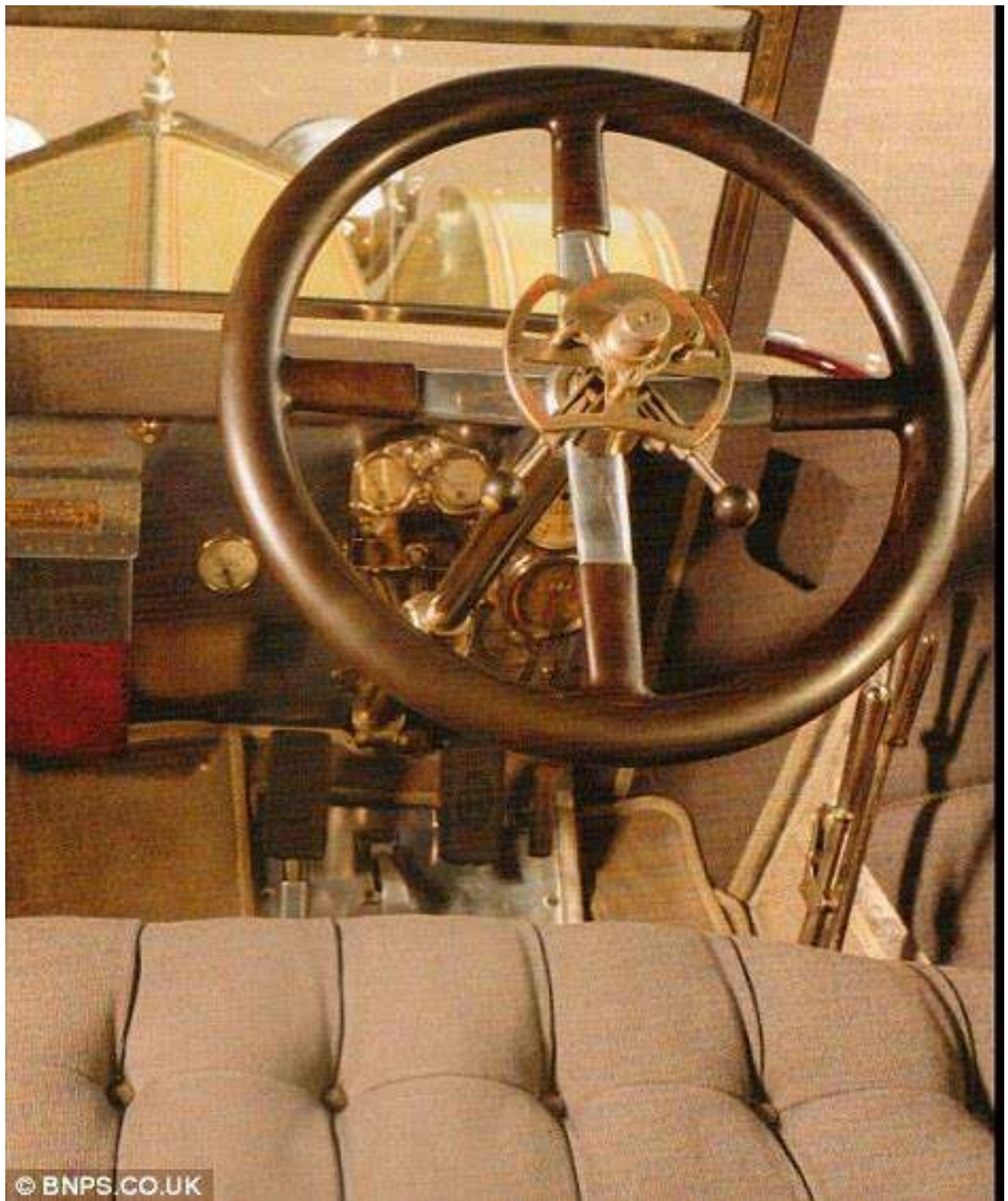
Luxurious: The elegant passenger compartment (left) complete with 29 beveled glass windows and (right) the stylish steering wheel.

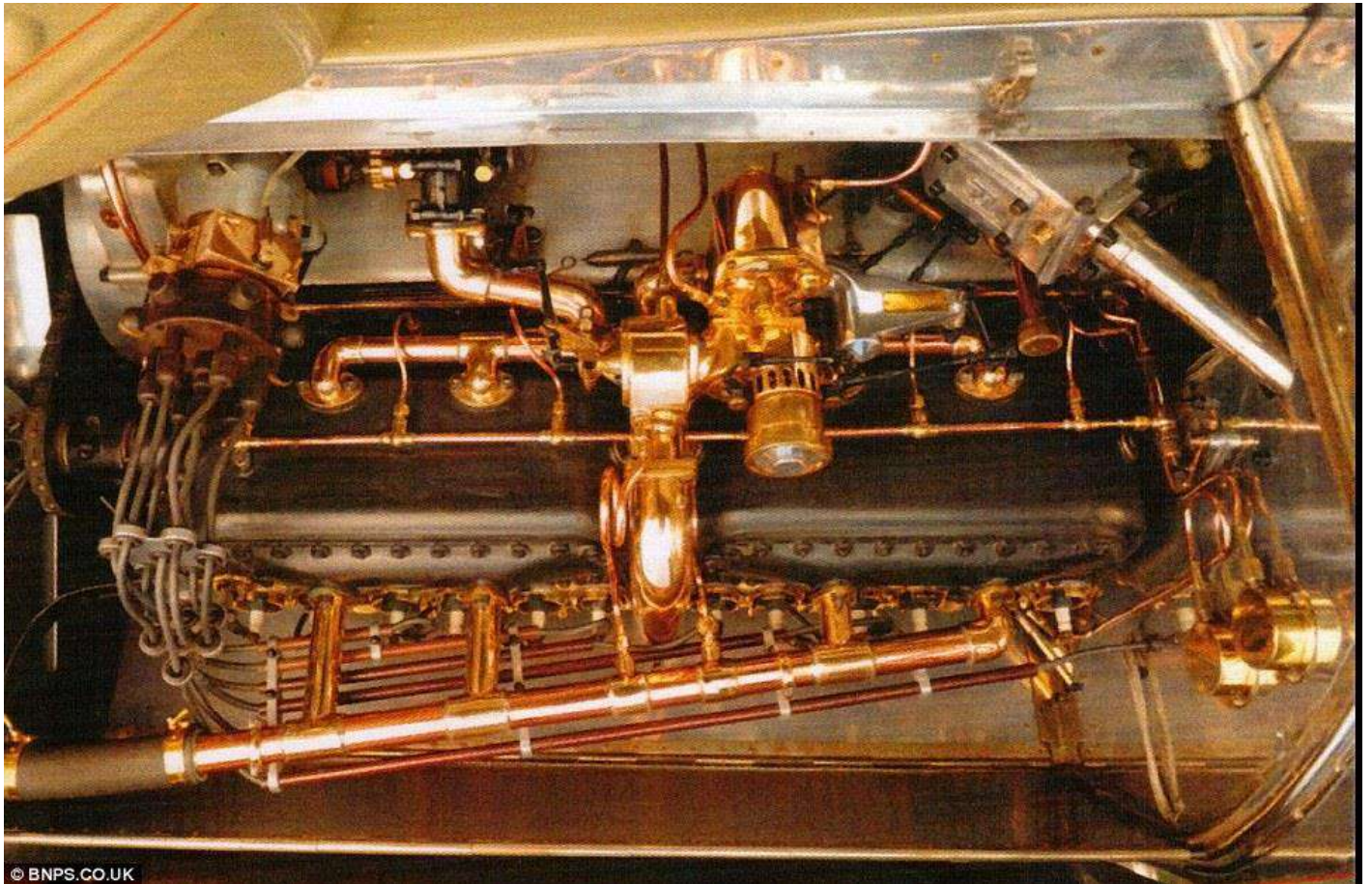
~But then another bidder entered and the bidders were dueling. It went up in increments of 50,000, and then 100,000, and then back

down to 50,000. ~It went on and on and on and was the longest car sale I have ever witnessed. It was pure theatre. Everyone was very respectful but when the price reached a milestone, like 3million, there was an intake of breath.

~The bidders were dueling and when the hammer came down there was spontaneous applause. ~It was fitting because the car is celebrating her centenary.

The car was commissioned by Rolls Royce connoisseur John M. Stephens, who also bought the first Silver Ghost the luxury car-maker produced in 1906. The body was built by former royal carriage-maker Barker's of Mayfair , which had previously built coaches for King George III and Queen Victoria.





Standing the test of time: The 7.3-litre, six-cylinder engine is still purring smoothly and is capable of doing around 15 miles to the gallon.



Classic designs: One of the car's brake lights. The Rolls- Roy ce still had its headlights, carriage lights, rear lights and inflatable tires when it went up for sale.

The car even had an early speedometer – an important addition given that a 20 mph speed limit was introduced in 1912. Unlike most car enthusiasts of his time,

Mr. Stephens, from Croydon, South London, asked the makers not to include a glass division window between the driver and the passengers as he wanted to drive it himself rather than rely on a chauffeur.

The car's distinctive cream and green design echoed the luxury ~Pullman Railway carriages of the time, and it was known as a Double Pullman Limousine. But it was nicknamed ~the Corgi Silver Ghost in the 1960s after the toy-maker based its Silver Ghost toy car on this model.

Mr. Stephens's car is believed to be the only one of its kind to survive with its full interior and bodywork, as many Rolls Royce from the era were con-

Member News

Congratulations to Olive and Jim who have just celebrated their Diamond wedding Anniversary. Tracy and Kevin took them to Moffat in Scotland for a two day break to celebrate.

It was good to see Trevor Rogers at a recent club night following his surgery. Hopefully there will be continued improvement.

Non remains in Plantation View care home, 255 Goodison Boulevard and I'm sure would appreciate any communication from car club members.

Christine Jewison is unwell at this time and has recently had a stay in D.R.I. I am sure she would appreciate your thoughts and prayers for her at this time and any cards for a return to good health.

Brian and Ivy Close continue to improve and I hope it won't be too long before we see them at a club night.

Thanks to all those members who visit and help other members who have been unwell I'm sure all your efforts are appreciated, keep up the

Nathan and Phillip Carr's latest addition to the family.



"Nathan & I came across NDM 135P a 1975 VW Beetle 1200cc whilst trawling through the listings of classic cars on ebay,when we had given up on original Beetles & Minis for the money i was prepared to spend as i knew we wouldn't get much in the way of a useful vehicle.The photos of NDM 135P didn't exactly do the car any justice as they were taken by a phone, but regardless we made some contact via emails discovering the car was only up the road at Newport Pagnell unfortunately we noticed the timing of requests of details was slow when asking for information & awaiting the replies,then the ebay listing went off from the seller as the car had been Sold.Nathan & i were both gutted even though we hadn't seen the car it was local & we missed out.The whole idea was to get something smaller engined again for Nathan since parting ways with the Lada Riva 1200L that we thought would be his first car as seen at last years Doncaster Classic Car & Bike Show when we had traveled up from Milton Keynes. After some consideration & thought i decided the car wasn't a idea car for Nathan or our household so the Lada was sold & now resides in a 1980's Classic car collection in Oxford. We started looking again for another replacement which was made even more difficult by his love of cars of the air cooled kind, plus liking all things rear engined.

Having no joy we decided to look for something for me in the short term bigger engine & then sell the daily car to find something later for Nathan in the near future. But even that backfired when a very nice Daimler xj6 i was chasing was sold. We got that fed up due to our carer duties to Denise & being restricted to times & days for viewings, so we kept missing out on vehicles due to being unable to get down quick enough before they were sold. I then decided we would look for a modern car for the household. But then we heard in the meantime about a rather nice Triumph Herald 13/60 thought it was going to be ours this time because of all the correspondence & we had made some final arrangements the day before to view, but unfortunately we were beaten to it. At that point we had then decided to chill out as we had been looking for cars for ages & knew it was going to be even more difficult the nearer we got to show season, at that point Nathan & i had been searching for weeks if not months, the trouble was i had a bad bout of shingles back end of last year & to be honest had left it rather later than i intended finding a another replacement from the last Classic car owned. So between us we agreed to take time out & if we couldn't find anything in time we wouldn't fall in the trap of buying something for the sake of it. We enjoy going shows with or without something to take as i've been there seen that & worn the t shirt regarding having show cars, trophies including write ups & just wanted to get back to my roots of enjoying a special car no matter what its year make/model or condition just like when i first was courting my wife Denise where we used to just attend a classic car gathering or show & park up. With that in mind Nathan & I had taken a backward step in looking for cars as it had driven the pair of us nut's! When out of the blue i received a email asking me if i was still interested in this blokes car? On which Nathan & I looked it up on the information we earlier had. Turned out it was the 1975 Beetle 1200cc for sale the other side of Newport Pagnell. It was out in the sticks on a farm with business units, we didn't hang about & got out there soon as possible the day & time was set, i distinctly remember saying to Nathan because of the poor photos i wasn't going to be bullied into getting a VW Beetle because of the good price it was advertised at & i knew you didn't get enough metal for your money compared to other cars of that era due to the cult following they have & so i warned Nathan not to let his heart rule his head, my famous last words as it turned out to be me not just Nathan that was smitten with the car! # Note to self don't say anything negative to teenagers when you've told them how to behave when buying a car as you throw the rule book out & turn it positive to your gain & your son never lets you forget it! Yes Gertie as we've now called her (Thanks to a great biker friend Terry in Milton Keynes after having a decision/competition for a name from everyone both nice & rude!) is quite a nice car she has her imperfections what classic car doesn't?

She did have when purchased very little history mainly all verbal. Gertie however had done about 50 miles since last mot April 2015 & 900 miles since 2006 yes you heard right 900 miles in ten years or so, i do have the mot's to prove it. Gertie has been mot'ed last four years but had done very little mileage since Tony owned her in that time. He told me the interior was redone although not the original cloth fabric, the car was replaced with Heritage vinyl interior along with new headliner some two years ago, plus very recently a new carburettor fitted. Tony purchased the car over four years ago for his ex girlfriend & was told the car was partly renovated in 2006. Gertie was sold to us to make room for one of Tony's toys he is restoring being a 1966 Chevy Impala. While at the unit we did look at a very nice Honda trike he has in his unit which is his base for his security business & toys. Nice chap to deal with & the new edition to our household was duly purchased.





Nathan & I have found out just by chance that our Gertie was a classic car for sale at Buxton in 2010 where she had her original fabric interior & looked in excellent condition there was some history gained which confirms what we were told & where it appears at some time she was cocooned for a decade before her renovation in 2006 with three owners husband & wife along with another owner it was believed at the time the mileage reading was correct in the low 32,136 which is current to our recent reading of 33,000+ .Since owning the car we've clocked up a couple of hundred miles or so, the handbrake has been taken up,she has recently sailed through her anniversary MOT (13 months) along with having the wheel bearings & brakes looked at plus overhauled,there is some small remedial paintwork to do possibly a different air box or modification needed. But Nathan & i have decided not to go overboard in the "Show" condition route as we would like to use Gertie as is with some of her faults & patina making the choice to review the situation at a later date as & when required. As a 1200cc the Beetle is rare along with being as honest & original as they come. .Nathan has 50% share in Gertie & could well land up with it eventually,at the time of writing he has applied for his provisional license & hopes to take up driving lessons soon,but he is getting on with his A levels & Btec courses Nathan had some fantastic news the other day as he has been offered a mechanics apprenticeship with Jardine Motor Group trading as Lancaster's just so happens it's a VW dealership it's only one part of all the marques they deal with worldwide,we're already proud of him with his involvement already as a crew member for the UK's first forces tribute drag racing car being a 1967 VW Beetle "Never Forgotten" with the unique number NF 456 to the fallen in Afghanistan the car & team can be viewed on this link[Never Forgotten NF456 - a tribute to the fallen](#). Anyway as our 1975 VW Beetle Gertie has not be seen for many years before at gatherings or shows, i think we're be trundling around the B roads to shows in the little 1200cc boxer engine & we might just make it up to Doncaster which should be a adventure coming from Milton Keynes.Please look out for us we're be pleased to see all our friends & members we've not seen for a while since our move down south.We've had the odd bit of coachwork rectified & now the paintwork as been painstakingly rejuvenated with a nice overall shine,but not taking away the patina or general appearance of any of her problems like all cars in use as a



More recent photos of “Gertie”
owned by Phil and Nathan Carr.

Look out for the car at the Deaf
Trust Rally on July 3rd.

A good run from Milton Keynes
and hopefully a trouble free one.

Philip and Nathan are our
furthest away members.





Dry Land Regatta & Family Fun Day



Wickersley School & Sports College

Bawtry Road, Wickersley

Saturday 9th July 2016 12:00pm – 5:30pm

Last years event footfall was over 2,000 this year we expect it to be significantly bigger. Standard pitch £25 larger areas available on request. All monies raised will be used for local good causes.

Attractions Include

Wacky Boat Races	Rotherham United NCS
Hog Roast	Stage With Live Music
Fun Fair	Anston Male Voice Choir
Beer Tent	Bramley Brass Band
Tea & Cakes	South Yorkshire Fire and Rescue
Stalls	Birds of Prey
Classic Bikes	
Safer Roads Partnership	

Any members who would like to attend the above event are most welcome

Saturday 9th July 2016

12:00pm – 5:30pm

Entrance on the Day Adults £1 Children 50p

For Sale 1994 Daimler XJ6 (XJ40)

4.0L straight 6 with ZF auto gearbox (J-gate selector for manual override). Solent Blue with oatmeal leather, burr walnut dash, door finishers, and picnic tables. Heated front seats & heated front and rear screens. Rear blinds. Factory sunroof. Air con (refurbished 2015 with new condenser/radiator). Immobiliser. Aero style alloys. 5 new tyres. FSH (stamped). Large history file during my ownership with receipts and costs. Much spent on this future classic. £3500 ovno. VGC but not concours, hence price. Call 01226 390184 after midday (S Yorks)

For Sale 1994 Daimler XJ6 (XJ40)

4.0L straight 6 with ZF auto gearbox (J-gate selector for manual override). Solent Blue with oatmeal leather, burr walnut dash, door finishers, and picnic tables. Heated front seats & heated front and rear screens. Rear blinds. Factory sunroof. Air con (refurbished 2015 with new condenser/radiator). Immobiliser. Aero style alloys. 5 new tyres. FSH (stamped). Large history file during my ownership with receipts and costs. Much spent on this future classic. £3500 ovno. VGC but not

Facebook Community and Group pages

We currently have two pages for the car club.

The main page is a public 'community' page with 305

'Likes' (www.facebook.com/TheTraditionalCarClubOfDoncaster)

Anyone can find it and click 'Like' to follow what goes on there. At the moment anyone can post on the page (though only admin posts show up on the main wall), anyone can reply to posts. Events posted by this page show as being hosted by the page/club and posts I make as admin also show as being posted by the page. This group is best for promoting the group and events that the group holds. It has a wide reach and when an event such the Doncaster Classic Car and Bike Show is shared, it can reach a very large number of people. Last year 4'286 clicked to say they were going, 1'978 were invited and a further 361 clicked to say they were interested. This means that at least 6'625 people actively engaged with the event page. Of course most events won't attract anywhere near that amount of interest, but it goes to show what a useful tool it can be.

The second group has 20 members (www.facebook.com/groups/traditionalcarclubofdoncaster).

This one is a closed group which means anyone can find it but only those who have joined the group can see the posts. Once joined anyone can post, add photos and videos. It is good for chatting and being social, affords some privacy, but is no good for promotion.

If any of you would like to join us in either or both groups, come along, the

Traditional Car Club Breakfast Meet

Baxters Arms, Fenwick

Two photographs showing some of the attendees at the recent Breakfast meet at the Baxters Arms at Fenwick.

The next one should be on April 16th. At the Red Hart at Misterton.



Forthcoming events 2016

The RAF have stated that due to 'significant security & operational risks' there will no longer be an air show at RAF Waddington. It is hoped an air show will be held at RAF Scampton from 2017.

Apr 16 Breakfast Meet, venue tbc

Apr 16 Old Hall, Gainsbro (LLMC)

Apr 23-24 Scammell Spectacular, Ackworth

Apr 24 Drive it Day (DT)

Apr 24 Tadcaster Rally (Leeds MG Club)

May 1 Ripon Spring Classic Show (MW)

May 2 Crow Nest Park, Dewsbury (YTCC)

May 2 Waltham Windmill (LLMC)

May 7 Breakfast Meet, Baxters Arms, Fenwick nr Doncaster DN6 0HA from 10.30am

May 7 Spring Car Meet, The Carding Shed near Holmfirth from 4pm

May 7-8 1940s event, Thorne nr Doncaster

May 8 Rotherham Bus Running Day, South Yorks Transport Museum, Aldwarke, Rotherham

May 22 Barnsley Branch Rally, Elsecar Heritage Centre, Barnsley (MMOC)

May 22 White Rose Classic Tour (Lindholme MC)

May 29 Thornton le Dale Spring Gala

June 5 Messingham Show

June 11 Breakfast Meet, Baxters Arms, Fenwick nr Doncaster DN6 0HA from 10.30am

June 11 Braithwell Church & Country Fair, Ruddell Centre, Doncaster Road

June 11-12 Tractorfest, Newby Hall (YVA)

June 12 Locke Park Concours, Barnsley (YTCC)

June 12 Rover Yorks Rally, Oakwell Hall, Birstall

June 14 (Tue) Wetherby Classic Car Club Concours Night, Bridge Inn, Walshford, Wetherby from 6pm

June 18-19 Vintage Vehicle & Steam Show, Doncaster Deaf Trust

June 19 Farming Museum, Murton, York (NECPWA)

June 19 Brodsworth Hall (EH)

June 19 West Yorks Branch Rally, Kirklees Light Railway, Clayton West nr Huddersfield (MMOC)

June 26 Sledmere House Rally (NECPWA)

June 26 Horbury Show

July 1 (Fri) Fleur de Lys Rally, Thornes Park, Wakefield

July 2 Tickhill Gala

July 2 Harworth Classic family day

July 2 Misterton Village Gala, Foxcovert Lane DN10 4ER 12-6pm, £2

July 10 Heath Common Transport Rally nr Wakefield
 July 10 Harley Classics & Gala near Wentworth, Rotherham
July 16 Rossington Fun Day
 July 16-17 Ackworth Steam Rally
 July 17 Crowle Show
 July 17 Newby Hall Rally (NECPWA)
 July 21 Mid season car meet, Carding Shed near Holmfirth from 4pm
 July 24 Ripon Classic Car Gathering, Ripon Racecourse (Ripon Old Cars)
July 31 Sandtoft Gathering, Trolleybus Museum
 Aug 2 Classics on the Moor, Sheffield
 Aug 7 Wentworth Castle Rally, Stainborough, Barnsley
Aug 14 Picnic at Teresa's from 11am
 Aug 14 Driffeld Vintage Rally
 Aug 14 Elsham Hall (LLMC)
 Aug 14 Locke Park Gala, Barnsley (YTCC)
Aug 20 Auckley Show, jtu
Aug 20-21 Waterside Festival, Stanilands, Thorne
 Aug 21 Burley Classic Vehicle Show
 Aug 21 Thwaite Mills Rally (NECPWA)
 Aug 27 Pocklington (NECPWA)
 Aug 28 Ripon Autumn Classic Show (MW)
Aug 29 Epworth Show
 Sept 3-4 Harewood House Steam Rally (OS)
 Sept 4 Wentworth Woodhouse (www.classicmotorshows.co.uk) **Cancelled**
 Sept 4 JEC Rally, Ripley Castle, Harrogate
 Sept 4 Kirklees Light Railway (YTCC)
 Sept 10 End of season car meet, Carding Shed near Holmfirth from 4pm
 Sept 11 South Yorks Transport Rally, South Yorks Transport Museum, Aldwarke, Rotherham
 Sept 11 Otley Vintage Transport Extravaganza
 Sept 11 Waltham Windmill (LLMC)
 Sept 17-18 Vintage Rally, Farmer Copleys, Pontefract Road, Purston (NVTEC)
 Sept 18 York Historic Vehicle Group Rally, Knavesmire, York Racecourse
Sept 18 Festival of the Plough, High Burnham, Epworth 01724 710387
 Oct 1 Sturton by Stow (LLMC)
 Oct 2 Crow Nest Park, Dewsbury (YTCC)
Oct 16 Isle of Axholme Running Day, Sandtoft Trolleybus Museum
 Nov 13 Dewsbury Bus Museum Open Day

The above list is edited – for a more comprehensive version, refer to the information folder.
 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.

Tractor Run

On Sunday 3rd April approximately 50 tractors ranging from the 1940's up to present day set off on a road run in aid of Hornsea Inshore Rescue. The drivers were representatives of the Leven Young Farmers branch. Making a stop for a break at the Inshore Rescue Centre at Hornsea there was a good opportunity to





David Brown, Massey Ferguson, were just some of the names of Tractors. It was interesting to note how much larger the modern tractors were than those of yesteryear and how many more controls there are including rear view monitor screens and a plethora of hydraulics, lights and other modern day

Necessities including huge mudguards tyres and wheels. The oldest Tractor on the run and display included this Allis Chalmers from 1944.

The first A-C Company was formed in 1901 as an amalgamation of Edward P. Allis Company (Steam engines and mill equipment) Fraser & Chalmers (mining and ore-milling equipment), the Gates Iron Works (rock and cement milling equipment) and the industrial business line of the Dickson Manufacturing Company (engines and compressors). It was re-organised in 1912 as the Allis-Chalmers Manufacturing Company.



F.B.H.V.C. News

Those of you who follow us closely through the News pages of the website (www.fbhvc.co.uk) or on Facebook (*fedbhvc*) will already be aware that with much regret and after due consideration of your Board of directors, FBHVC was forced to publicly distance itself recently from a press release put out by our international federation, FIVA. It is a feature of multi-national representative organisations that from time to time differences of opinion arise and it is usual in the spirit of cooperation that time and effort is invested to reach accommodations or compromises in the interests of the value that the influence that our unity brings.

Occasionally, however, as in this case we conclude that an issue is so disadvantageous to our national membership interest, that we must follow our prime responsibility to you, the clubs, museums, and trade and individual supporters.

The issue is complex but in essence officials of FIVA initiated an international release to the press indicating that FIVA favoured a campaign across Europe for a common approach across the community for the introduction of Low Emission Zones and in particular through this to secure commonality in the application of exemptions for historic vehicles.

This approach is not FBHVC policy and thus the release served only to confuse and confound when it was received by the UK media. Being well-briefed by our press office these journalists rightly believed that it had long been FBHVC policy and practice to lobby at a regional level for exemptions, that being the appropriate course our government having devolved application of LEZs to the regions on a decentralised basis. It would therefore be bizarre and contrary for us to appear to support a pan European approach to this issue.

Despite advising FIVA of our concerns over this press release they have ignored our requests to withdraw it. It was therefore necessary to publicly confirm our position.

We have had some success pursuing our current lobbying strategy to LEZs and in particular we have won an exemption in the case of the London LEZ. We are engaged with the authorities in the consultation over the London ULEZ (Ultra Low Emission Zone) and we will take part in the regional consultations as these come forward, optimistic that we have a well-researched and compelling case for exemptions for historic vehicles.

We are encouraged by the support we have received for this action by individual members and from our colleagues of the All Party Parliamentary Historic Vehicle Group and we understand there are other national federations that share our view.

An MoT Issue

Towards the end of last year we received a few reports of difficulty being experienced with the new MoT test online system if the chassis/frame number of the vehicle contained characters other than alpha/numeric (e.g. '/' and '-'). Whilst it took some time for DVSA to respond to our request for information they have now told us that the correct procedure is for the tester to enter the chassis/frame number omitting the non-alpha/numeric symbols. DVSA claim to have tested this procedure and confirm that it does work. Anyone still experiencing problems should check if the tester has followed the recommended procedure.

FUEL NEWS

Matthew Vincent

Mandatory Inclusion of Ethanol at 10% Volume in Spark Ignition Road Fuel (Petrol) in Belgium

Introduction

To date, the UK has avoided this situation, and in fact at the time of writing there has been no effort made to retail petrol containing 10% ethanol (E10) in the UK. However, late in 2015, documents emerging from the Kingdom of Belgium indicate that the compulsory introduction of ethanol in petrol will increase to '*at least 8.5%*' by volume from 1 January 2017. If this action is taken, all spark ignition vehicles in Belgium including historic vehicles, will be obliged to operate on this fuel. In practice this is likely to mean that all retail fuels for spark ignition engines can be considered to constitute E10. Enough work has already been done by the Federation of British Historic Vehicle Clubs (FBHVC) through contributions by oil industry experts to give a fair idea of the probable impact of the use of E10 petrol in historic vehicles. These findings are presented below.

Effects of ethanol in spark ignition engines

These may be considered under the three different headings of Compatibility, Corrosion and Combustion:

Compatibility

Some elastomers, plastics and composite materials are not compatible with petrol containing ethanol. Where problems are experienced, incompatible materials in the fuel system should be replaced with compatible alternatives.

Material	Recommended	Not recommended
Elastomers	Buna-N (hoses and gaskets) Fluorel Fluorosilicone Neoprene (hoses and gaskets) Polysulfide rubber Viton	Buna-N (seals only) Neoprene (seals only) Urethane rubber Acrylonitrile-butadiene hoses Polybutene terephthalate
Polymers	Acetal Polypropylene Polyethylene Teflon Fibreglass-reinforced plastic	Polyurethane Polymers containing alcohol groups (such as alcohol-based pipe dope) Nylon 66 Fibreglass-reinforced polyester and epoxy resins Shellac
Others	Paper Leather	Cork

Corrosion

Long-term storage of petrol-ethanol mixtures (eg over a winter period) can lead to corrosion in historic vehicle fuel systems. The mechanism of this potential corrosion lies in the falling pH values, ie greater acidification, which may occur with degradation (oxidation) of fuel-grade ethanol over time. Many historic vehicles have fuel systems containing metals such as fuel tanks made from terne plate, (lead-tin or zinc-tin coated steel), copper fuel lines and brass fittings, and

Ethanolmate from Flexolite, www.flexolite.co.uk, email: sales@flexolite.co.uk

Ethomix from Frost ART Ltd, www.frost.co.uk, email: order@frost.co.uk

VSPe Power Plus, VSPe and EPS from Millers Oils, www.millersoils.co.uk, email: enquiries@millersoils.co.uk

These products achieved an ‘A’ rating in the corrosion tests carried out, permitting each to carry an endorsement from the FBHVC. The endorsement takes the form of the FBHVC logo and the words ‘*endorsed by the FBHVC as a fuel additive for protection against corrosion in metals*’.

In the absence of effective inhibitors, corrosion in historic vehicle fuel systems can result where fuel grade ethanol is included in petrol at 5% volume. The risk of corrosion is greater where 10% volume ethanol is added to petrol. However, these additives will provide effective protection with 10% ethanol.

Combustion

There is no evidence that the addition of ethanol to petrol directly affects combustion adversely, but ethanol does have a leaning effect; fuel mixture strength becomes slightly weaker, and this is particularly true for higher ethanol blends. Whereas the inclusion of 5% volume ethanol in petrol leans the air-fuel mixture by 1.8%, which may be regarded as negligible, the addition of 10% ethanol would result in a mixture-leaning effect equivalent to 3.6%, which may be felt as a power loss, but also could contribute to slightly hotter running. Adjusting mixture strength (enrichment) to counter this problem may prove beneficial. There is a further secondary effect on engine operation from the addition of ethanol to petrol, in that it adversely affects fuel boiling characteristics by increasing volatility at lower temperatures, and so could exacerbate vapour lock problems.

Boiling characteristics (fuel volatility)

The volatility of spark ignition fuels has increased significantly in most European countries since historic vehicles were initially produced. This can lead to operational difficulties, and a significant number of members have experienced vapour-lock related problems, such as overheating, power loss, poor hot starting, erratic running, excessively lean or rich operation, poor acceleration, flat-spots etc. These difficulties can in many cases be traced to the formation of bubbles of vapour in the liquid-fuel metering zones of carburettors, or in fuel pumps supplying liquid fuel to carburettors. These vapour bubbles result from the proportion of fuel boiling at low temperatures (so called front-end volatility) being much greater than was the case when the vehicle was designed and first produced. Unwanted vapour formation of this kind disrupts the normal fuel metering process and produces erratic distortions in the ratio of fuel to air supplied to the engine combustion chamber. Inclusion of ethanol in petrol tends to make these observed problems worse, because of the relatively low boiling point of ethanol. As the percentage of ethanol increases, the distortion to the distillation curve becomes more marked.

The negative impact on the operation of some historic vehicles would therefore be expected to be greater with 10% ethanol than for 5% ethanol. Not all historic vehicles experience such problems, but those where the inlet and exhaust manifolds are on the same side of the combustion chamber, or where fuel pumps are placed in a location receiving a lot of exhaust heat for example, are more likely to suffer problems of this kind. If fuel mixture strength is not adjusted (made richer) when running on petrol containing 10% ethanol, the leaner operation is likely to increase any potentially negative effects of distortion of the distillation curve caused by adding 10% ethanol to the fuel.

The Federation has published detailed information about simple practical steps which can be taken to overcome problems such as vapour lock. A summary of the recommendations is given below:

Reduce the flow of (exhaust) heat to the liquid fuel supply to the engine.

Route fuel lines away from heat sources.

Locate the fuel pump (eg electric pump) away from heat sources.

Use a thermal break (eg plastic spacer) where possible for mechanical (engine-mounted) pumps.

Shield carburettor(s) from radiant exhaust heat (especially where inlet and exhaust are on the same side of the engine).

Check radiators for condition and effective dissipation of engine heat. Many old radiators may have become furred-up or partially blocked, leading to significant reduction in their ability to keep the engine cool in traffic.

Consider the use of an auxiliary electrically powered cooling fan to reduce coolant temperatures.

Often, relatively simple modifications such as these can be extremely effective in preventing the formation of unwanted vapour bubbles in the liquid fuel. Relatively minor changes need not alter the essential character of a historic vehicle, while thermal baffles and heat shields can be fitted sympathetically to provide minimal visual impact. It is accepted however, that the standard and original condition of some vehicles will be compromised by the changes described above. However, the advice given here about practical steps to counter these difficulties can produce real operational benefits.

Concluding remarks

The mandating of 10% ethanol in all spark ignition fuel to be sold in Belgium from 2017 is likely to result in operational problems for some historic vehicles. Where these vehicles have already operated satisfactorily on petrol containing 5% ethanol, the move to 10% ethanol may not result in significant adverse effects, but the majority of vehicles will benefit from mixture adjustment to counter the leaning effects of the additional ethanol content. Corrosion problems may increase, but these can be countered by use of an effective corrosion inhibitor of the type tested by the FBHVC. Compatibility issues will probably have been already encountered and resolved because of the use of 5% ethanol in petrol over recent years. Volatility-related issues are the most likely source of a greater number of operational difficulties resulting from the increase in ethanol content from 5% to 10%. Unless a source of petrol free from ethanol can be found, these problems will need to be resolved by adopting measures described in the relevant section above. It must be accepted however, that many of these measures will involve making changes to the standard and original condition of historic vehicles if normal running

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See Tracy or Kevin for further details

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The Scarborough Fair (& Transport) Collection

By Keith Kitching

I know that editors of club newsletters are always looking for articles and I hope this will fill a couple of pages.

Some members with a good memory may have read the stories of my days working (and playing) in transport in Darlington and Scarborough, as well as other bus and coach related articles which I wrote and were published in the Vintage Roadscene magazine between 2010 and 2012 (I am waiting to have them published in book form).

After donkey's years of owning and showing classic cars, for the last eleven years my wife Chris and I have enjoyed owning RHN 548 a 1952 Austin/Plaxton 14 seater Scott's Greys coach and our home is at Scarborough. Storage for an owner of any classic commercial vehicle is always a problem and after ten years of storing our little coach at a friend's farm he informed me that he was retiring and selling up. For a couple of months I was panicking and I even thought I might have to sell the Austin until I took part in a local radio appeal for a 'shed' to keep it in and a certain Mr Graham Atkinson rang me to say that I could put it in one of his farm sheds. He doesn't normally store vehicles and it was a very nice gesture. I am a transport enthusiast the same as all vintage vehicle club members are and just down the road from where I live is a privately owned museum collection which I think would have an interest for all of you. It is called the Scarborough Faire Collection and just happens to be owned by the same Graham Atkinson and those of you who have never heard of it will be surprised at what you will read about this hidden gem on the North Yorkshire coast. This unique museum once won an industry award for being a 'hidden gem' and it still is! I am trying to repay Graham's kindness to me in the only way I know how, which is to make other enthusiasts aware of his museum collection which is more or less on their own doorstep.

If you are travelling on the A165 between Scarborough and Filey, you can't fail to notice the various Caravan Sites and Holiday Parks along the seven mile route. One of the larger ones which is situated just over four miles south of Scarborough and accessed from the roundabout beside the Plough Inn and the Filey Service Station is the family owned Flower of May Holiday Park. Completely separate to it, although set in the same scenic grounds you will find The Scarborough Fair (& Transport) Collection museum and both are well signed from the main road. The Atkinsons are a local farming family who own several Holiday Parks around the area and for one

However Graham wasn't aware until a few years ago just how his affection for steam and vintage mechanical things would eventually turn into a collection which is now one of the largest of its type in Europe.

Graham Atkinson is well known throughout the world of Vintage Fairground attractions, as well as at Steam Fairs across the country for his immaculately turned out Traction Engines and Mechanical Organs. He is also known and well respected locally for his charity fundraising, using his Showman's Engines and Mechanical Organs to help raise money for a good cause. To have one of the Mechanical Organs playing carols in Scarborough's town centre at Christmas is magical.

When the opportunity to purchase the most famous Showman's Engine of them all, 'The Iron Maiden' came Graham's way this proved to be irresistible. The Scarborough Fair Collection is a name which was soon to become well known to vintage fairground enthusiasts throughout the world. Graham continued to purchase exhibits for his collection and a new storage building completely separate and away from the holiday complex was built to house them in. Soon his collection had grown to such a size with a mix of all sorts of exhibits that it could become part of a new heritage and entertainment venue in its own right. To bring the story up to date, the collection is housed in three large interconnecting buildings and is still expanding with more exhibits being added to it on a regular basis. What started out as a collection of fairground exhibits has now a feel of a 1st class Transport Museum as well. The collection is looked after by a small team of museum staff who are assisted by a band of dedicated enthusiastic volunteers.

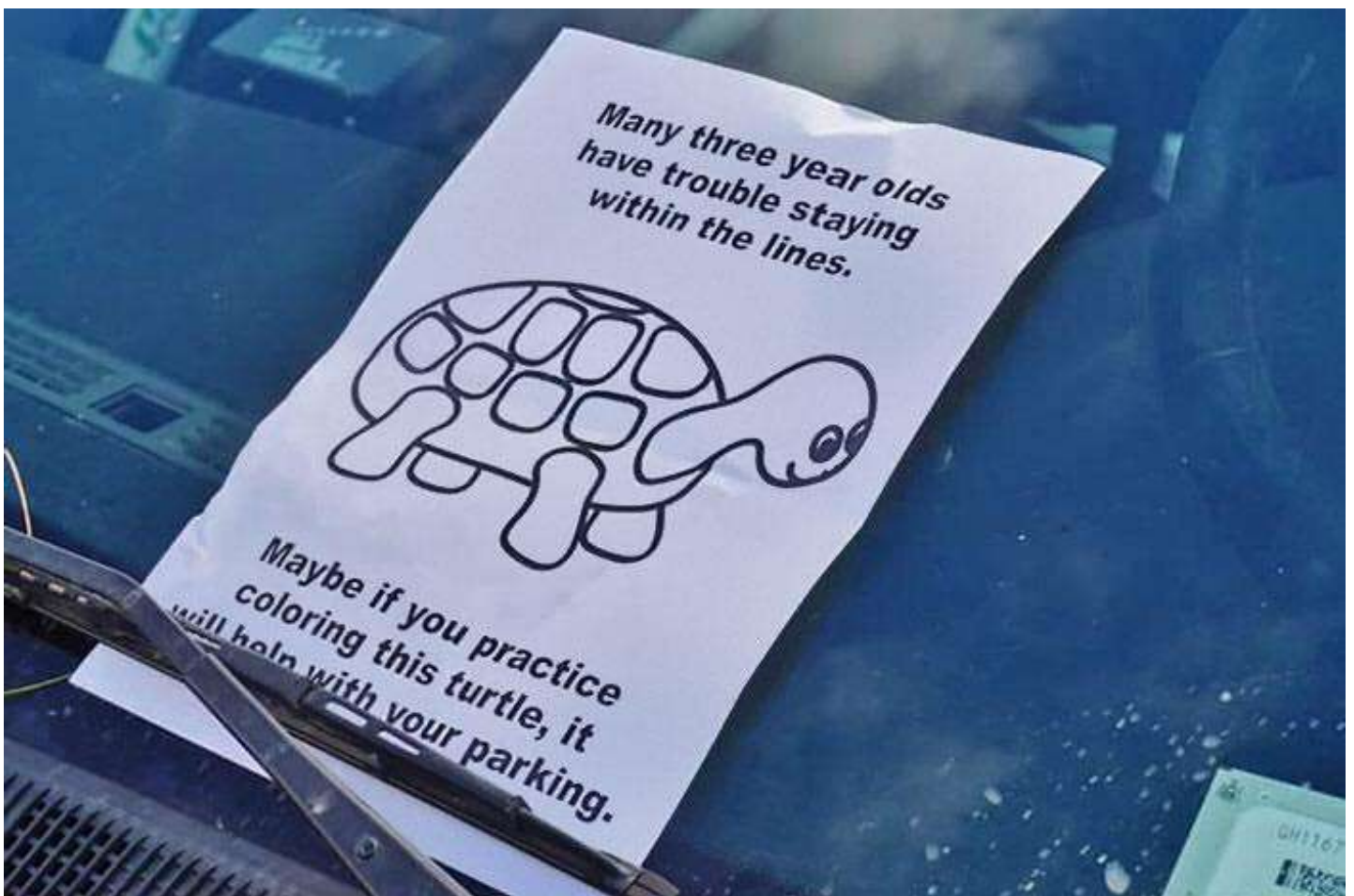
Graham has collected and still is collecting Vintage Fairground attractions and rides, Classic and Vintage Commercial Vehicles, Tractors, Cars, Motorcycles and Motoring Memorabilia. Various size scale working models and even a Miniature Railway steam locomotive and carriages have been added to the museum's exhibits over the last couple of years. The museum's Fairground Collection consists of several Showman's Engines and Traction Engines, the 'Golden Gallopers' fairground ride of Chipperfield's Circus fame, several other vintage fairground rides, fifteen Mechanical Organs, two Wurlitzer Theatre Organs and much, much more. The majority of the transport exhibits are not permanently asleep in the museum, they are road legal and taken out on occasions.

Graham Atkinson has very generously agreed to allow a discount off the entry fee for members of Vintage and Classic Vehicle clubs and organisations who wish to visit the Scarborough Fair (& Transport) Collection and can show their 'Club' Membership Card.

Also on offer is a further concession for owners of pre-1980 Classic Cars who are visiting the area in their old vehicles. If the owner would like to park his or her classic vehicle in the area at the front of the museum while they are spending a couple of hours enjoying the exhibits and the atmosphere of The Scarborough Fair Collection, the offer is for free entrance to the museum for one adult *'but only if accompanied by another adult'*!

It would be easy to spend half a day looking at and riding on the vintage fair-ground rides and viewing the transport exhibits as well as enjoying a relaxing snack in the museums café and bar area. Sit and listen to the sounds of the Mechanical Organs and the mighty Wurlitzer Organ being played in the museum's spacious ballroom, or leave your seat and have a dance on the spacious dance floor. There is also a 'safe' area to park the little ones in.

With plenty of parking facilities the Scarborough Fair Collection is open to the public this year from Wednesday to Sunday from the 23rd of March until the end of October and is 'closed' Monday and Tuesday except for Bank holiday Mondays. There will be the odd day during the season when the museum will be closed to the public because of a 'private' function. Guided tours of the museum can be arranged and so for more information on events and forthcoming attractions at the museum either visit the website www.scarboroughfaircollection.com or ring 01723 586698.



Classic Cars a solid investment. Being a new entrant to the world of classic car auctions, Fine Classic Autos serves as a reflection of the buoyant state of the market. Business during its first three weeks was buoyant, with over half a million pounds' worth of classics sold. Fine Classics Autos offers a personal touch to car sales – with commission of just 4% and a small team of professional petrolheads who take time to get to know their clients, it stands as proof that larger, less personal auction houses aren't always what the customer wants. With consignments from across the classic car market, including everything from a Ferrari 550 to a Renault 4CV, its new approach has thus far been a hit. Classic cars are a solid investment, and Fine Classics Autos recognises that. The last 12 months has shown an 8% growth in the market, and over the past ten years a 179% swell has been recorded. That's better than shares, art, wine or jewellery, and reflects a growing interest in classic cars as an investment tool. But that isn't the sole appeal. Co-owner Philip Spani said: 'Classic cars are a passion, as well as an investment. You cannot deal with peoples' passion by herding them into large, faceless auctions; you have to take the time to learn what makes someone tick to ensure that their enthusiasm remains throughout the buying and selling process. 'Fine Classic Autos operates online, though buyers are encouraged to view vehicles prior to bidding. Bidding is continuous throughout the time the car is listed on the website, and payment is made via a segregated client escrow account to help ensure security. There is no fee for entering a vehicle, though a sellers' fee of 4% of the sale price +VAT is applicable once the vehicle is sold. If you are considering selling your classic car or interested in buying one, Fine Classic Autos is a fantastic way to get an excellent deal for your vehicle – what's more, there are no entry fees. As a small but dedicated team of classic car enthusiasts and professionals, they are sure to provide an enthusiastic service to both the buyer and seller. So whether you are looking to buy or sell a 1930's Alvis, a 1950's American classic, a 1960's Jaguar, or a 1980's Mercedes, Fine Classic Autos will help you reach the best buyers and will hold your hand every step of the way Entry is a simple process. Just submit the vehicle details via the online entry form. Fine Classic Autos will help provide a pre-sale estimate; reserve price and the auction start and end date prior to listing it on the website. Auctions take place continuously, with start and end times determined by the seller. It is actively encouraged that potential bidders view the vehicle beforehand in person. Clients wishing to view a vehicle can get in touch with Fine Classic Autos directly to arrange a viewing with the seller at a mutually convenient time and place. Hassle free – All buyers are vetted prior to bidding and payment is made via segregated client escrow account for the security of both parties. There is no fee for entering a vehicle. A seller's fee of 4% of the hammer price +VAT is applicable once the vehicle is sold. This simple, no-nonsense website takes the time and effort out of buying or selling a classic vehicle. Leave the worry to Classic Autos and start looking for your new classic 'love. For more information or to enter a vehicle, visit www.fineclassicautos.com Fine Classic Autos was founded by Philip Spani and Stephane Aderca, and is a UK based company. Philip Spani grew up around his family's unusual car collection which included such iconic cars as: Alfa Romeo and Lancia, Jowett, Lanchester and Bentley. In a career spanning 30 years, Philip has handled everything from affordable classics, to modern supercars like the Bugatti EB 110, to exotics such as Ferrari 250 GTO, Aston Martin DB4 Zagato, and Maserati Birdcage. Stephane Aderca is a life-long Rolls-



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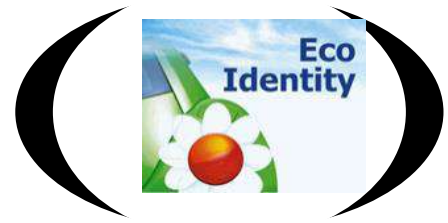
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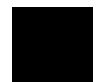
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Sunday April 24th Drive-it-day run

Wednesday April 27th

Wednesday May 11th

Wednesday May 25th

Wednesday June 8th

Wednesday June 22nd

Wednesday July 6th

Wednesday July 20th

Wednesday August 3rd

Wednesday August 17th

Wednesday August 31st

Wednesday September 14th

Wednesday September 28th

Wednesday October 12th

Wednesday October 26th

Wednesday November 9th

Wednesday November 23rd

Wednesday December 7th Christmas Dinner



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