

KEMPSFORD

CLASSIC CAR & MOTORCYCLE CLUB

Newsletter
Winter 2012

Hello again. My thanks this time go to Tony Alden, Bob May and Michael Johnson, our honorary member in Canada, who have all put pen to paper, and to Terry Chesterman who presented me with a pile of Motor Show catalogues spanning the years 1964 to 1983. They make interesting if slightly repetitive reading and I have tried to pick out some of the more interesting or obscure bits. I ought also to thank the FBHVC (Federation of British Historic Vehicle Clubs) whose excellent and detailed Newsletter, issued six times a year, is a mine of information. I know many members are concerned about the effect of modern fuels on their cars and bikes so I reprint here a highly authoritative article from their June Newsletter. It is a rather lengthy article but I felt it worth quoting in full due to the potential for damage from E10 fuel which could be with us as soon as 2013, rather than 2015 as was previously thought to be the case.



Less well known is the fact that antifreeze has also undergone some technology changes which can prove dangerous for classic vehicles, so I have included an extract which I hope members will find useful.

Any merit this Newsletter may have is due to the quality and diversity of contributions from members. Now, I'm sure that all of you have tales to tell which are interesting, informative, witty and in some cases, even true! So please, follow the example of Tony, Bob and Michael, and share them with us.

Many of you will know that last month saw George Cowley's 80th birthday. His family threw a surprise party for him in the Community Centre in Fairford and eleven Car Club members went along to help them celebrate. A very good time was had by all, as you can see from the picture. We presented George with a 'goody bag' of car cleaning aids and an inscribed mug with a picture of a red MGB on it. George and his wife, Shirley have asked me to thank, by way of the Newsletter, all those members who went along.

For some members this month marks the end of the MoT test requirement for their vehicles. As from November 18th it will no longer be a legal necessity for cars built before 1960 to undergo the annual MoT test. This is a result on the Government's efforts to reduce red tape but is predictably controversial. The



case for relies on the responsibility and enthusiasm of classic car and bike owners. Pre-1960 vehicles account for 0.6% of all vehicles on the roads but only 0.03% of accidents. Opponents of the change say if classics are so well looked after what have their owners to fear from the test, and that it is an 'accident waiting to happen.'

As far as motoring news is concerned there's not much to tell. The weather has been so bad that many of us have left our classics in the garage rather than expose them to the English summer. Even some regular and well attended shows had to bow to the inevitable and put up the closed signs. One that did manage to go ahead was the South Cerney Nostalgia Show. Attendance seemed to be down on last year but enough exhibitors braved the rain squalls to make it well worthwhile. This lovely Bentley caught my eye and its owner explained its history. Originally built in

1933 as a 2 seater racer it was raced by Lord Cranworth at Brooklands. During the Second World War it was put into storage and was badly damaged in a bombing raid. After the war it was rebuilt on a Bentley Mk

VI chassis with a 4 seater touring body. The original 8 litre engine was replaced with a 41/4 litre engine. The car is registered as a 1947 Mk VI Special. I must say the car's owner had a sense of humour and saw the funny side when I told him it was rather like Trigg's broom: he'd had the same broom for 20 years with only 3 replacement heads and two new handles! He was kind enough to open up the trunk to show me the beautiful fitted luggage within.

Also worth a mention was this magnificent blue Aston Martin. No details, I'm afraid but good to look at!

Terry is organising a coach trip to Brooklands Museum on Sunday 3 February 2013. As well as the usual (or rather very *unusual*) display of cars, bikes, busses and, of course, aeroplanes, our visit coincides with a VSCC driving test. And if that were not enough, Brooklands is just a short stroll from Mercedes World where there are some truly amazing cars on display. Those who have been before will need no encouragement to go again and those who have not are in for a rare treat. Pick-up will be from the George at 9.00 and from Whelford and Fairford Market Square soon after. The cost of the coach will be £10 and admission is £11.00 (£9.90 for wrinklies). Get more information at www.brooklandsmuseum.com February may seem a long way off but we need to book the coach in good time so please ring Terry as soon as possible on 01285 810612 to book your place. Guests will be welcome.

Another survivor of the wether was the Kempford Village Fete with a good turnout of cars and bikes by both the Kempford and Fairford clubs.



ONE WAY TO BUY A CAR

Auctions are exciting places. There's no doubt but the adrenalin starts its rush as the bids mount. That sought after item is tantalisingly within your reach. Perhaps one more bid will see the other fellow off and secure the prize. Its easy to get carried away and spend more than you should, ending up with anything but a bargain. So when I went Brightwell's classic vehicle auction in Leominster last year looking for a big Farina I set a maximum budget. There were two on offer: a Wolseley with ruined woodwork and an appalling smell which ruled it out, and a nice straight Westminster with a sound interior. I worked out what I thought would be a reasonable price to pay taking the auctioneers commission into account and I stuck rigorously to it. In due course the hammer dropped and although it didn't reach the reserve I managed to work something out on the phone with the seller and I was the proud, if unsuspecting, owner of a 1965 Trafalgar Blue Austin A110 mkII Super-Deluxe with automatic transmission and power steering. A quick phone call to Lancaster's for insurance and I was ready for the 70 mile drive home. Or was I?



The exit from Brightwells is almost directly onto the A49 so there is no opportunity to potter quietly along getting to know the car's little foibles. Well I got to know them anyway and some of them were not so little. Accelerating out of the roundabout I detected a marked tendency to pull to the right. I remembered that steering on these old ladies could be a bit tentative at the best of times, but I didn't remember it being this bad. Pressure on the accelerator sent the car veering towards oncoming traffic! On the other hand taking my foot off the pedal resulted in exactly the opposite. Nor did driving at a constant speed make much difference. The car simply had a mind of its own. My progress home consisted

of a series of lurches to left and right with some very wiggly bits between. Concentrating on what for want of a better word I will call the steering, and keeping the speed to a level at which I judged any collision was unlikely to prove fatal, I did not notice that the transmission failed to engage third, i.e. top gear throughout the entire journey.

Inspection of the front suspension revealed that the bushes were worn almost completely away. Some had no rubber on them at all and were reduced to the thinnest of metal shells. Closer inspection revealed that the U-bolt securing one of the rear springs had not been tightened. It was clear that it had been in this state for a long time as it was completely rusted solid. The near-side front brake pipe was corroded and both hoses were partially blocked. All needed replacing. Well you expect to have to spend some money on a car bought from an auction. All the same, the gilt was beginning to wear off the gingerbread.

When I discovered an automatic gearbox and torque converter from a Westminster for sale near Bath for £150 I went straight down to see it. The chap selling it was a proper classic car nut. He had a fantastic collection all of which he had restored himself. He had just finished a MkII Jaguar and was working on an Austin Healey 3000 (he already had one completed and a third awaiting attention) add to this an E-Type, a Jaguar 420, a Daimler Vanden Plas rescued from the banger track and two Morris Minors. After a fascinating hour or two I bought the gearbox.



Driving back along the M4 in second gear was interesting. I'll cut a long story short and say that unbeknown to me (or Terry) they had changed the transmission just before they built my car. Yes, you've guessed: it was the wrong gearbox! Fortunately I was able to get the original gearbox fixed by a specialist for reasonable money.

E-bay offered the obvious solution for my unwanted gearbox and torque converter so on it went. It's interesting that just as competition in the auction room can set prices rocketing, lack of it will leave prices floundering. Everyone agreed that it was worth at least £150, even the man who bought it. Well he was the only bidder so he got it for £25! Ouch!

Soon it was MOT time. This necessitated new tyres. It was running on cross-plys, one of which was illegal and although the spare had good tread it was a radial. Finding suitable tyres was a challenge but I got valuable help from various members of the Farina Forum.

After all that work it couldn't fail. It failed.



The near-side rear brake was not working at all. Strangely, this did not cause the car to pull under braking. Investigation revealed that the brake pipe was squashed between the U-bolt and the rear axle and not a drop of fluid as getting through to the brake cylinder. It must have been like that for years. When I bought the car it had a three month old MOT certificate! With a new brake pipe fitted it passed the re-test.

So that's the tale of my bargain Westie. Now that it's sorted it's a good straight, solid car and in truth it doesn't owe me anything, but it's not the bargain I hoped it would be.

ANTIFREEZE. FROM THE FBHVC NEWSLETTER

Technology moves forward and new products are constantly being launched with claims to improved formulations and performance. With the recent bitterly cold weather in January antifreeze has been in the headlines, with some alarming stories which at first seem to be about the well-known tendency of antifreeze to find the tiniest hole and cause leakages – but in these cases it has led to catastrophic engine problems.

Traditional blue ethylene glycol is a toxic but highly effective antifreeze and contains silicates as an inhibitor to help prevent corrosion in an engine with mixed metals in its make-up. Bluecol and Blue Star are well known brand names and both of these are declared suitable for 'classic cars' on their company website, but this only refers to the blue products and not red Bluecol. Be aware that there are also low- or no-silicate ethylene glycol formulations (usually red) available which may not be suitable for all engines.

Propylene glycol is another well-known and less toxic antifreeze formula and usually contains silicates but Comma, the main manufacturer, have now discontinued it in favour of an ethylene glycol product containing 'bittering agents' to make it less palatable and minimise the risk of accidental poisoning.



Both of the above products use inorganic additive technology (IAT). Recently problems have been reported concerning the use of antifreeze mixtures using organic acid technology (OAT). OAT was introduced in the mid-1990s and the products are biodegradable, recyclable and do not contain either silicates or phosphates and are designed to be longer lasting. However these products do seem to cause problems in older engines; over and above the ability of antifreeze to find the smallest crevice and leak, OAT antifreezes have been accused of destroying seals and gaskets and causing a great deal of damage in 'old' engines. For this reason the manufacturers do not recommend their use in historic vehicles. These products are usually coloured red, pink or orange. Halford's sell a blue coloured product which has a label containing the phrase "Older vehicles can further benefit..." but on further examination it was discovered that this product does indeed contain OAT and therefore cannot be recommended for historic engines.



The final category is HOAT. These products use hybrid organic acid technology in an ethylene glycol base with some silicates in the formulation alongside the organic corrosion inhibitors. The product is usually coloured green and are not recommended for use in historic

vehicles.

The Federation are still researching this problem but our advice at the moment is:

- only use blue coloured IAT antifreeze in historic vehicles;
- only use OAT products ('advanced' or 'long life' antifreeze) if the vehicle used it when new and if specifically directed by the vehicle's manufacturer;
- never mix different types of antifreeze without thoroughly flushing out the system;
- always replace the coolant within the time scale specified by the antifreeze manufacturer as the corrosion inhibitors break down over time.

THE JOYS OF CONTINENTAL TOURING BY TONY ALDEN

30th July 2012. Four Austin Healey's, one 100/6, one MkI 3000, one MkII 3000 and One MkIII 3000, left Cirencester and headed for the Channel Tunnel. It was decided to avoid the motorways and Olympic Games traffic so we headed off through Wiltshire and Hampshire to get on to the A27 towards Brighton and then Folkestone. We stopped for lunch at a pub somewhere near Petworth, parked in the car park, at which point a builders van backed into the rear wing of my car so we had lunch and hit the road. Having got about five miles from Folkestone, Robs (MKI 3000) engine decided to drop dead on a dual carriageway. Luckily a suitable gateway was found as Rob drifted off the road. We diagnosed the problem to a broken low tension lead inside the distributor. Problem solved we arrived at the Premier Inn Folkestone and had a few beers.

8.00.am the following day we were whisked under the channel to Calais. After leaving Calais and heading south we stopped for a coffee in a town called Ardres. On returning to the cars Alister noticed oil under the back of his car. After rolling the car out of the way and putting my finger in the liquid I discovered it was brake fluid. Oh bummer!!! It would appear to have blown the joint between the metal swaged end and rubber pipe on the flexy rear brake pipe. A quick call to Ahead4healeys in Rugby got a new pipe sent on overnight to the garage where the breakdown truck was to recover the car to. Al's car was eventually loaded onto the breakdown truck and taken to a garage. Alister and Wendy spent the night in a hotel ----not planned.



The other three cars set off to the hotel that we had previously booked which was near Rheims. After about 150km travelling along the A26, I was doing about 70mph and overtaking a truck when the engine on my car (100/6) cut out. "Why are you slowing down" asked Ann, "I'm not the car is" I replied. All three cars pulled over onto the hard shoulder, put on our pretty yellow Hi-Viz jackets, put up the pretty red triangle and diagnosed the problem: dead coil. We had just about every spare part we thought we could need, including a spare coil which unfortunately was left at home in my garage. Breakdown truck dragged us off the motorway and we were put up in a hotel near Laon, too late to order spares so we had to wait until the following morning. Another call to Ahead4healeys got one sent overnight—am delivery of course and we sat and waited for the part to arrive. The breakdown insurance covered the towing cost, hotel cost and provided us with a loan car. Very impressive, faultless company. In the meantime Wendy and Alister were back on the road and decided to join us for a night waiting for the bits to arrive for our car.



So the two cars were now mobile and we set off the catch up with the other two at a hotel not too far from Mulhouse. The following morning we were about to set off for the Schlumphf Museum when Alister found he had no clutch. Further investigation found all the fluid had leaked out overnight through the slave cylinder. Yet another call to Ahead4healeys had a new clutch slave cylinder winging its way to eastern France. Al's car was loaded onto a breakdown truck and taken to a garage. While he and Wendy had two whole days to spend in the museum the other three cars continued on our itinerary.

I forgot to mention, when we stopped on the motorway with the failed coil Jim's starter motor on his 3000 decided to fail. We pushed started his car for the rest of the holiday. I

also forgot the mention that when we were travelling to catch up the two cars that were still on track we stopped at a service station on the A4 where Ann and I had our passports, all vehicle insurance and travel

documents stolen. So while Alister's car was towed away for the second time we spent God knows how long making a report to the Gendarmes.

I never did get to the Museum but we all met up somewhere in Germany for a few days, went across through Luxembourg, Belgium and back into France to finish back near Calais for the last two nights. Finally we set off back towards the tunnel as Alister found his clutch beginning to fail again, and the brakes were going spongy, the purchase of some brake fluid and a quick bleed got us back to the tunnel where Ann and I had to fill in some forms to get back to England with no passports while the others waited. The last problem we had then reared its ugly head, if you have a fault with your car, for Health and Safety reasons they won't let you on the train, so we kept Jim's car running until we were on the train, we managed to lurk at the back of the queue so we didn't interfere too much with other vehicles, put Jim's car in front of the other three cars so we could push start him when we got off. We said goodbye to Alister and Wendy at Folkestone as their car was loaded onto yet another breakdown truck for the journey back to Cheltenham and made our way home.



Anyway to sum up: -

Rob's distributor failure was unfortunate.

My coil was a new one in February I did not expect it to fail (silly boy)

Jim's starter motor was only three weeks old.

Alister's brake pipe problem was not foreseeable and really unlucky; however the other fluid problems were all created by some F.k.g idiot frog mechanic putting silicone brake fluid in the system which over a period of ten days almost melted every rubber in the brake and clutch system. I have, since we got back replaced all the flexible brake pipes, the clutch slave cylinder rubbers (in a new cylinder), the complete servo, two complete new front brake callipers, new brake master cylinder and re-rubbered the rear brake cylinders at a total cost of parts nearing £1000.00 . The moral of the story must be don't let frogs work on your car.... you could croak it.

Ann and I have decided, one weekend we will fly to Strasbourg, hire a car and visit the Schlumphf Museum.

FUEL NEWS BY MATTHEW VINCENT OF THE FBHVC



FBHVC has written regularly on biofuels since 2008 when our members first expressed concern about the introduction of ethanol in petrol and vegetable oils in diesel fuel. There are two key EU Directives relating to targets for biofuel uptake: firstly, the Renewable Energy Directive (RED) which requires 10% of energy used in transport to be from renewable sources by 2020 and secondly, the Fuel Quality Directive (FQD) requires fuel suppliers to reduce the greenhouse gas intensity of energy supplied for road transport by 6% by 2020. In practice the supply of biofuels is the primary means by which both targets will be met. Both Directives specify sustainability criteria that must be met by biofuels if they are to count towards either target.

Last year at Bourton-on-the-Water

Petrol

The Federation has responded robustly to all government consultations on biofuels bringing forward members concerns and we have been listened to sympathetically in the main. As a result of our input the DfT commissioned a major report from QintetiQ in 2010 on compatibility issues and carburettor icing and invited our representative to attend regular Stakeholder meetings held at the DfT. DfT also invited representatives of FBHVC member clubs to one of the recent meetings. The Federation commissioned an independent expert to report on combustion problems and undertook a lengthy and expensive testing regime for additives marketed to overcome the corrosion problem. In addition the website provides detailed information about (typically plastics) compatibility issues, for which there is no cure other than vigilance and replacement of non-compatible items.



A Sunny Day at Blenheim

The problems likely to be encountered have been summarised as corrosion, compatibility and combustion. The 2011 Conference was on just this subject and the conclusions are summarised below:

- Combustion and driveability effects: ethanol has a leaning effect and so carburettors need to be adjusted or the air/fuel ratio changes may cause driveability problems and increase exhaust temperature. Adopt measures to restrict heat transfer to carburettors by baffles, pipe routing, thermal blocks and breaks.
- Materials compatibility: replace problem materials with compatible products (FBHVC newsletter 5-2010 listed materials as does the website).
- Corrosion: ideally an aftermarket treatment should be used - added during refuelling to protect the fuel system.

The results of the test programme for suitable stability additives were received just after the last newsletter was published and is dealt with in detail below.

Additives for Use With Bio-Fuels

Additives are available to protect against the main problems likely to be encountered for petrol and diesel fuelled vehicles (corrosion inhibitors, stability improvers and biocidal products).



Locomotive 'Evening Star'

A product for use with petrol has been designed to be added to the tank when re-fuelling to prevent degradation in storage in the fuel tank. It provides excellent protection against the possible corrosion through increased acidity which can occur when petrol containing ethanol is stored for any length of time. One bottle should provide a season's protection – although this is obviously dependent on the vehicle and amount of usage.

A similar product for bio-diesel fuel (e.g. containing rapeseed methyl ester) has also been developed. There is no

corrosion issue here but one of fuel filter blockage, injector fouling etc. It is also designed to be dispensed from a plastic bottle (with graduated optic) at refuelling time.

These products existed in 2010 but did not have a commercial outlet and so through the Federation's trade supporter scheme, seven companies were introduced to a manufacturer of a corrosion inhibitor additive for petrol. At the end of April 2011 the Federation contacted all known suppliers inviting them to take part in the FBHVC test programme. The products that passed the test were entitled to carry the FBHVC logo on the packaging. This endorsement is similar to that given to the lead replacement additives that protect against valve seat recession and the products submitted were either given a 'pass' or a 'fail'; we will not grade them for effectiveness.

The biofuel test regime was different to the programme used for the lead replacement additives in that it was purely a laboratory test for corrosion.

The tests were for additives intended to provide protection for metallic components frequently encountered in the fuel systems of historic vehicles. A table was published by FBHVC showing lists of materials incompatible with ethanol in petrol. The materials listed included coated steels such as those extensively used to make petrol tanks, plus copper, zinc, and brass, together with a number of plastics (seals and gaskets) and fibreglass composite materials. The metallic materials listed were judged to be incompatible because of potential corrosion by degraded ethanol in the fuel. The additives tested are designed to protect metals only, by preventing corrosion.



1922 Ford Model T

There are no known additive solutions for incompatibility between ethanol in petrol and plastic or composite materials. As has been previously stated, where compatibility problems occur with gasket and seal materials, or with fibreglass petrol tanks, as used on some motor cycles, the only realistic course of action is to replace incompatible materials with suitable alternatives. A list of these was given in the table published by the Federation. At least one carburettor supplier can now supply components which incorporate materials compatible with ethanol in petrol.



1928 Cadillac at Fairford

The tests carried out used an accelerated aging process (details can be found in ASTM D4625 Appendix 11) in which ethanol degrades to become increasingly acidic. One week of the aging process is equivalent to one month in normal storage, so the 13 week accelerated aging process used in the test method is equivalent to one year in normal storage. This procedure increased test severity, and was felt to offer a good margin of protection to those, for example, who may lay up their cars in the autumn, and take them out on the road again in the spring, having stored fuel in the tank over the winter. Corrosion tests were carried out every two weeks to assess the effects of the aging process on the corrosiveness of the fuel. The tests compared corrosion experienced with untreated fuel against corrosion using fuel treated with corrosion inhibitor additives.

Rating of corrosion was carried out visually by trained operators, there being five performance categories, from 'A' to 'E'. To achieve an 'A' rating, the test sample must show absolutely no rust at the end of the corrosion test, whereas an 'E' rating corresponds to extensive surface rust.

The results of the tests showed worsening corrosion as the ethanol aged for the test sample where no corrosion inhibitor was employed (test sample dropped from 'D' rating to 'E'), whereas additive treated fuels continued to provide a very high standard of protection right to the end of the test ('A' rating throughout). These results should instill a high level of confidence that additives evaluated in the test programme, and endorsed by the FBHVC, will provide excellent protection from potential corrosion in fuel systems of historic vehicles, including those stored for long periods (up to and including 12 months).



The Red Arrows at Fairford

The tests used highly polished mild steel probes in accordance with oil industry practice, in a procedure developed by the National Association of Corrosion Engineers (NACE) of America. This method has been used for decades and is a recognised and widely used technique for establishing the performance of corrosion inhibitor additives. The use of mild steel as a medium in the corrosion testing is valid, on the basis that other metals in the fuel system (e.g. copper, brass) are less susceptible to acid-corrosion than mild steel. In addition, the widespread use of steel in fuel tanks in historic vehicles, creates a significant potential for corrosion damage where tanks may be up to 100 years old.



Large Organ at Fairford

The corrosion inhibitors used within the oil industry are non-metallic surfactant products, which have been proven to be a cost effective solution to the problem of metallic corrosion in the oil industry. Some candidate additive suppliers wished to be able to combine the ethanol-protection corrosion inhibitor additive with one already proven for protection against valve seat recession. This was permitted as long as the combined additive package was tested in the ethanol corrosion testing procedure. Some, but not all, additives used for valve seat protection may contain metallic components, so it is therefore possible that some dual-function additives offered for sale will contain metals. Additives sold entirely on the basis of corrosion inhibition alone will not contain metals.

Some concerns have been raised about the use of metals in fuel, but it is still permitted to sell leaded petrol in the UK for historic vehicle owners, and although the volume of sales is low, this concession to owners of historic vehicles has not been revoked by the EU, and indeed was recently endorsed for the future. In addition, at least one manufacturer sells a product containing lead alkyl additive for historic vehicle owners to dose into fuel themselves.

A limit has been placed on the permitted use of manganese in petrol by the EU, but this material has not been banned. Manganese is one metal which has been used in additive packages to prevent valve seat recession, and at least one dual-function package for use to prevent valve seat recession and ethanol corrosion was tested. The original use of the manganese containing additive to provide protection against valve seat recession was endorsed by the FBHVC in the 1999-2000 time frame after engine testing. There is no conflict in the view of the FBHVC with the renewed endorsement of dual-function additives which have been shown to perform well in both valve seat recession tests and corrosion inhibition tests, on the basis that metal may be used in the preparation. As indicated above, there is no EU ban on the use of manganese, iron or lead in fuel additives. Those who do not wish to use additive preparations containing metals can choose FBHVC-endorsed corrosion-only packages (which are non-metallic), and if desired, use a separate valve seat recession product which does not contain metal (one effective FBHVC-endorsed product uses phosphorus). Questions have also been raised about bacterial growth in fuels containing renewable fuel components. The additives tested do not offer any protection against bacterial growth, which generally requires water to flourish. The main risk of bacterial growth lies in diesel storage tanks where water is present, and fuel is stored for long periods. The solution recommended by the oil industry is to improve 'housekeeping', i.e. to ensure tanks are clean and dry internally and therefore do not contain free water. Use of biocides is not recommended, except for 'spot' treatment of severe bacterial growth. Regular use of biocides runs the risk of the bacteria involved developing immunity to the biocide employed. Furthermore, where free water has encouraged bacterial growth, and a biocide is used, the water must be treated as hazardous waste when it is disposed of. This may have significant cost implications.



1911 B-Type Motor Bus at Imperial War Museum

The stability additives that passed the test are:

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

Ethomix from Frost A R T Ltd email: order@frost.co.uk; website: www.frost.co.uk

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



Vanden Plas 4 Litre R at Fairford

These all received an 'A' rating in the research which enables all these products to carry an endorsement from the FBHVC. The endorsement is in the form of the FBHVC logo and the words: 'endorsed by the FBHVC as a fuel additive for protection against corrosion in metals'.

USE OF KEROSENE

It should be noted that the FBHVC does not advise the use of kerosene as an additive - more details are given on the website.

Kerosene (mainly for heating oil, but also with agricultural uses) is being considered for the inclusion of 30% bio-fuel component. While this has implications mainly for domestic heating, especially Aga cooking stoves, this aspect is not covered by the Federation remit. However, historic tractor owners, who use Tractor Vaporising Oil (TVO) as a fuel, may be impacted.

Labelling Regulations

The current Biofuel (Labelling) Regulations require pumps dispensing any petrol containing more than 5% ethanol or any diesel containing more than 7% fatty acid methyl ester biodiesel to be labelled. DfT consulted in the autumn of 2011 on how to implement the RED requirement that biofuel content of greater than 10% be explicitly indicated and once again the FBHVC responded. At a meeting of the British Standards Institute in March 2012 the future of fuel and its labelling in the UK was discussed. Labelling for petrol containing 10% ethanol was discussed in some detail. The chairman, Bob Saunders, had received a letter from the Government requesting the BSI PTI/2 committee to formulate the strategy for pump labelling. Two principal conclusions emerged from the discussion: the labelling format should be harmonised with EU practice; a simple form of words should accompany the indication of ethanol content.



Steam Engines at The George

It seems likely that the designation 'E10' will be used on the label, in line with French and German proposals (and in some cases current practice). It was agreed to approach the wording of the warning by listing only those vehicles which can use the fuel, rather than giving a lengthy list of those which might not be able to use the product safely. It emerged from the discussion that few pre-2006 vehicles were likely to be



Porsche 356 at Wheelnuts

guaranteed by their manufacturers as suitable for 10% ethanol petrol, and that only by 2010 were all cars manufactured as compatible with this fuel. Clearly, unless historic vehicles have been proofed against 10% ethanol petrol it would be wiser not to use it. The 'defence' grade, super premium unleaded petrol, will always contain less ethanol, and after the introduction of 10% ethanol into normal unleaded petrol, will be limited to 5% ethanol, so this could be a fall-back for the historic vehicle owner, albeit at higher cost.

The European standards committee has agreed on volatility limits for petrol containing 10% ethanol. The upshot is that the specification is eased slightly, with wider acceptable volatility limits when petrol is blended with 10% ethanol. The implications of this for Federation members are slightly negative, as in practice when 10% ethanol is blended into petrol, more volatile fuels will be permitted. This further emphasises the need for members to take the simple measures already proposed to reduce the incidence of vapour-lock type symptoms in historic vehicles. The

timetable of these changes suggests that British standards will be brought into line with Europe during 2012, with introduction of 10% ethanol fuels in Britain expected during 2015.

Distribution of Fuel in The UK

The way that fuel is distributed in the UK makes it very difficult to give an accurate and up to date picture in the newsletter about actual ethanol content in petrol at any time.

The DfT have suggested that the FBHVC be a clearing house for data from the fuel distributors so that members can have some idea of how much ethanol is in petrol in their local area. In general the premium fuel grades from all suppliers will have a lower ethanol content, and this will continue to be the case for the foreseeable future.

There are around 40 terminals distributing petrol in the UK and it should be remembered that there is not a direct link between the retail brand and the operator of the terminal so the information below does not mean that all Super retailed under Esso, Total, Conoco, Murco etc brands is ethanol free.



Triumph Vitesse at Wheelnuts

As at the end of April the situation was as follows:

- Exxonmobil – operate 5 fuel distribution terminals, ethanol is not blended into Super Unleaded at any of these
- Total – operate 4 distribution terminals (one jointly with Conoco), ethanol is not blended into Super at any of these
- ConocoPhilips – operate 3 (further) terminals, 2 don't supply Super, the third doesn't blend ethanol into Super
- Murco – operate 3 fuel distribution terminals, ethanol is not blended into Super Unleaded at any of these
- Valero – operate 6 fuel distribution terminals, ethanol is not blended into Super Unleaded at any of these
- Ineos – operate 2 fuel distribution terminals, 5% ethanol is blended into Super at these

The FBHVC intend to improve the frequency and accuracy of this information and will publish updates on the website.

TOURING IN CANADA'S WINE REGION. BY MICHAEL JOHNSON



Michael Johnson on Tour

It has been a good summer here for touring. I have put close to 4500 Kms on my 79 MGB. We have a pretty informal group that gets together to do a bit of touring. The last one was a wine tour. We live in the Okanogan valley which is the biggest wine producing area in Canada. Being a valley there are very scenic mountain roads on either side. The scenery is however only for the passengers, for as these roads wind and twist along the edge of the Mountains the local residents (Bears, Big Horn sheep, deer etc) tend to wander across the road and it pays to pay attention. I have enclosed a couple of photos of the recent runs. I have also included a couple of photos of some of my mates' cars. The TR4 belongs to a good friend, Paul Barns (From Newcastle). He has restored this car and done several mods. The head, carbs, header, camshaft have all been replaced by performance items, and since the photo he has replaced the original spoke wheels with new ones with many more spokes per wheel and what a difference that makes! Paul is also just finishing a Frog eye Sprite.

performance items, and since the photo he has replaced the original spoke wheels with new ones with many more spokes per wheel and what a difference that makes! Paul is also just finishing a Frog eye Sprite.

The Green MGB Belongs to Chris Gill, both Paul and I spent many hours last winter helping Chris build this car. Paul did a wonderful job on the paint. It has a Rover V8 and 5 speed gearbox.

My 1947 Austin Ten is waiting for attention. I have pulled the engine, and with Paul's help have disassembled the engine. Unfortunately before I can begin to rebuild I have to find two reasonably priced 40000 over pistons for it. The car sat for years with antifreeze from a blown head gasket in two of the bores and that welded those to pistons to the walls. Soon I will begin looking for gaskets, pistons and hoses for it and hopefully it will be running next summer. Hope you folks had a great summer and got lots of miles in.



Bob May's Garage

HOW TO ACHIEVE MATRIMONIAL HARMONY. BY BOB MAY

At Christmas last year the wife complained to our daughter about the difficulty of reaching the freezer in the garage because of the "junk" stored in there. The daughter, taking the side of her mother, suggested joining a car or motorcycle club to shame him into tidying up and returning the aforesaid junk into a roadworthy condition. It should be obvious by now this junk consists of a small collection of automobiles and spare parts.

No more was said until a feature appeared in the local newspaper about Kempsford Classic Car and Motorcycle Club when the subject was raised again.

The result was joining the club at the start of this year with the intention of preparing at least the MGB and one bike to a suitable level to show.



Bob May's MGB

This aim is proving to be an ambitious project as can be seen from the state of the garage. To be found in the pictures are an MGB Roadster, Matchless G2 CSR, BSA A65T Thunderbolt, BSA C11 project and an Airplay RS125.

The MGB is on the road, probably condition 2, with the intermittent misfire experienced for the last year finally cured - hopefully!

The Matchless is the current project due to a non-working electronic ignition system.

The Thunderbolt is currently on a SORN awaiting the replacement of worn rear suspension bushes. The new bushes are in the garage - somewhere.

The C11 is an on going project, since about 1968, and is in 3 major lumps, front end, rear end and engine plus boxes of bits.

The Airplay is on SORN due to lack of time.

Finally, the original problem of access to the freezer was solved when it broke down a couple of months ago but may yet make an ideal storage unit.

TWENTY YEARS OF LONDON MOTOR SHOW REVIEWS

“The past is a foreign country: they do things differently there.” Although the man who wrote those words was referring to Edwardian England, one glance at the Daily Mail Motor Show Review of 1965 confirms it. Even before you look at the cars you notice that with the exception of the outer cover it is printed entirely in black and white. Colour printing was so expensive before the technical revolution of the mid-eighties that even the adverts were in monochrome. That’s unfortunate as I would have loved to have lifted colour ad’s for say, the Mobil Economy Run (boasting of 52.76mpg in a Hillman Imp!) or perhaps the latest word in vehicle security, the Krooklok, a snip at 47/6. That was something else they did differently. Also available were Jim Clark driving gloves, John Surtees competition boots and scatter cushions (yes, really!) There were no less than 4 adverts for grease guns but only one for seat belts. 8,000 people were killed on the nation’s roads in 1965, our worst year for road deaths ever. Yes, they did things differently then. And don’t think of popping down to the show on the weekend: it was only open Monday to Friday!



Paul Barns’s TR4



Chris Gill’s MGB

But what of the cars? Well, you’ll be glad to know that I’m not going to go through the entire catalogue from AC Cobra to Wolseley 6/110. Besides, most of them will be familiar to you. Strolling down the ‘memory lane’ that these magazines represent it struck me how many British-made cars there were compared with today. Out of about 130 cars no less than 75 were made in the UK. Admittedly badge engineering was at its height at the time and this meant that many were only superficially different. Even so, there were too many marques represented at the 1965 Motor Show that no longer exist today. Short sighted

management, political interference and desperately bad industrial relations all took their toll. And not just the also-rans and perennial lame ducks of the industry, but word class industry leaders. Cars with pedigrees going back decades: Alvis, Riley, Austin, Morris, Daimler, Hillman, Humber, Jensen, Bristol, Rover, Singer, Sunbeam, Triumph, Vanden Plas, Wolseley. An entire motoring heritage squandered

