

Lincolnshire Automobile Club



No 004 July-August 2018



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- * Winners at Louth Classic Car Show
 - * Memories of Gaydon
 - * Caistor Market Place
 - * Technical Wiring Information
 - * Mounting Club Badges
 - * Vehicles of Historic Interest

Lincolnshire Automobile Club Officials and contacts

Chairman Tel 07891056818	Ted Stanley ted@tedstanley.uk	
Membership Secretary	Andrew Gunn gunnandrew65@gmail.com	
Magazine Editor	Roger Thompson	
Events Tel 01472 811710	Sandra & Michael Bunyan sandra.bunyan@btinternet.com	
Tel 01472 502804	Peter Penn-Smith peter.penn-smith@ntlworld.com	
Social Events	Sue Peach	
Club Secretary	Sue Peach (temporarily)	
Technical Support Tel 01472 824556	Alistair Russell alistairrobinrussell@outlook.com	
Safety & Marshalling Tel 07874027325	Terry Willey	
Fund Raising Tel 07724685868	Janet Turner	

CALENDAR OF EVENTS 2018

Date	Event	Contact
Sun 1 July	Baston Car & Bike Show	Sandra Bunyan 07751111368
Wed 4 July	Committee meeting 6.30pm	Nettleton Lodge, Moortown Road, LN7 6HX
Wed 4 July	Scunthorpe Car Club Meet 7pm	David Brown 01522595929
Sat/Sun 7/8 July	Woodhall Spa 40s Festival	
Sat/Sun 7/8 July	Winterton Agricultural Show	
Wed 11 July	Members meeting 7.30pm	Nettleton Lodge, Moortown Road, LN7 6HX
Thurs 12 July	The Willows, Glenthams 2-4pm	David Brown 01522595929
Sat 14 July	Mid Lincs Rover Club Classic Car Show	David Jackson 07970035550
Sat/Sun 14/15 July	Pink Pig Farm Emergency Services & Vintage Vehicle Weekend	Tony 07867527425
Wed 18 July	Tattershall Castle picnic lunchtime meet followed by visit to RAF Coningsby Battle of Britain Flight tour at 2.00pm	details from Sue Peach 01652 678570 peachposse@yahoo.com
Thurs 19 July	Wickenby Airfield near Wragby 1-3pm	David Brown 01522595929
Sat 21 July	Anderby Rocks (Limited to 14 vehicles)	Tony Edwards 01507 490500
Sun 22 July	Vintage Motorsport Festival Cadwell Park	Sandra Bunyan 07751111368
Sun 22 July	Stickney Auto Jumble 8am	David Brown 01522595929

Date	Event	Contact
Thurs 26 July	Woodcocks nr Lincoln 6pm	David Brown 01522595929
Sat 28 July	Hemswell Auto Jumble 8am	David Brown 01522595929
Wed 1 Aug	Scunthorpe Car Club Meet 7pm	David Brown 01522595929
Sun 5 Aug	Sleaford Family Fun Day	
Thurs 9 Aug	The Willows, Glentham 2-4pm	David Brown 01522595929
Sat/Sun 11/12 Aug	Lincoln 1940s Day in The Bailgate 9.30-4.30. Pre 1950s Classics wanted	David Brown 01522595929
Sun 12 Aug	Saltfleet Gala	Paul Bundy 07903465648
Sun 12 Aug	Classic & Vintage Rally Beehive Business Park, Wragby	Sheila Webb 01522 704792
Thurs 16 Aug	Wickenby Airfield near Wragby 1-3pm	David Brown 01522595929
Wed 22 Aug	Old Tile Works & Café, Barton on Humber	details from Sue Peach 01652 678570 peachposse@yahoo.com
Sat 25 Aug	Hemswell Auto Jumble 8am	David Brown 01522595929
Sun/Mon 26/27 Aug	North Thoresby 1940s Event	Sandra Bunyan 01472 811710
Thurs 30 Aug	Woodcocks nr Lincoln 6pm	David Brown 01522595929
Wed 5 Sept	Scunthorpe Car Club Meet 7pm	David Brown 01522595929

Date	Event	Contact
Thurs 13 Sept	The Willows, Glentham 2-4pm	David Brown 01522595929
Sat/Sun 15/16 Sept	Winterton Steam and Vintage Rally	
Sun 16 Sept	Stickney Auto Jumble 8am	David Brown 01522595929
Thurs 13 Sept	Wickenby Airfield near Wragby 1-3pm	David Brown 01522595929
Wed 26 Sept	Normanby Hall	details from Sue Peach 01652 678570 peachposse@yahoo.com
Thurs 27 Sept	Woodcocks nr Lincoln 6pm	David Brown 01522595929
Sat 29 Sept	Hemswell Auto Jumble 8am	David Brown 01522595929
Wed 3 Oct	Coach Trip to British Motor Museum, Gaydon	Peter Penn-Smith 07783558142
Wed 3 Oct	Scunthorpe Car Club Meet 7pm	David Brown 01522595929
Thurs 11 Oct	The Willows, Glentham 2-4pm	David Brown 01522595929
Sun 14 Oct	Stickney Auto Jumble 8am	David Brown 01522595929
Thurs 18 Oct	Wickenby Airfield near Wragby 1-3pm	David Brown 01522595929
Wed 24 Oct	Hemswell Antiques Cafe	details from Sue Peach 01652 678570 peachposse@yahoo.com
Thurs 25 Oct	Woodcocks nr Lincoln 6pm	David Brown 01522595929

Date	Event	Contact
Sat 27 Oct	Hemswell Auto Jumble 8am	David Brown 01522595929
Wed 7 Nov	Scunthorpe Car Club Meet 7pm	David Brown 01522595929
Sat 24 Nov	Hemswell Auto Jumble 8am	David Brown 01522595929
Thurs 29 Nov	Woodcocks nr Lincoln 6pm	David Brown 01522595929
Wed 5 Dec	Scunthorpe Car Club Meet 7pm	David Brown 01522595929
Sat 15 Dec	Hemswell Auto Jumble 8am	David Brown 01522595929
Thurs 27 Dec	Woodcocks nr Lincoln 6pm	David Brown 01522595929

**Further details / entry forms available to
download from club website
www.lincolnshireautomobileclub.com**

Winners at Louth Classic Car Show

LAC club members had great success at the Louth Classic Car show on Sunday 3rd June with both Len and Sue Peach with their Jowett Jupiter and Alistair Russell with his Riley Special winning their classes. Congratulations to you all





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UK Tel: 07972768758

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Treasure Hunt

We would just like to say 'Thank you' to Peter and Warwick for organising the Treasure Hunt around North Lincolnshire. However, we still don't know where the Medieval graffiti is at Thornton Abbey.....any ideas?. We had lunch at Waters Edge before studying the boats in for refurbishment at the boat yard, walking beneath the Humber Bridge then driving back along the Wolds.

Sue and Len Peach

Members Meeting

The 'Pick a Name' competition held at the members meeting in June was won by Mike Bunyan.

Anyone who would like to donate a Raffle prize for future draws at member's meetings please contact a committee member.

Front Cover Photo

1952 Mk 1 Jowett Jupiter
Len and Sue Peach

Vehicles of Historic Interest (VHI) Substantial Change Guidance

Most vehicles manufactured or first registered over 40 years ago will, as of 20 May 2018, be exempt from periodic testing unless they have been substantially changed.

A vehicle that has been substantially changed within the previous 30 years will have to be submitted for annual MoT testing. Whether a substantially changed vehicle requires re-registration is a separate process.

Keepers of VHIs exempt from periodic testing continue to be responsible for their vehicle's roadworthiness. Keepers of vehicles over 40 years old can voluntarily submit vehicles for testing.

Keepers of VHIs claiming an exemption from the MoT test should make a declaration when renewing their vehicle tax. The responsibility to ensure the declared vehicle is a VHI and meets the criteria, rests with the vehicle keeper as part of their due diligence. If a vehicle keeper is not sure of the status of a vehicle, they can consult a marque or historic vehicle expert, a list of whom will be available on the website of the Federation of British Historic Vehicle Clubs. If a vehicle keeper cannot determine that the vehicle has not been substantially changed, they should not claim exemption from the MoT test.

The criteria for substantial change:- A vehicle will be considered substantially changed if the technical characteristics of the main components have changed in the previous 30 years, unless the changes fall into specific categories. These main components for vehicles, other than motorcycles are:-

Chassis- (replacements of the same pattern as the original are not considered a substantial change) or Monocoque bodyshell including any sub-frames (replacements of the same pattern as the original are not considered a substantial change)

Axles and running gear– alteration of the type and or method of suspension or steering constitutes a substantial change.

Engine– alternative cubic capacities of the same basic engine and alternative original equipment engines are not considered a substantial change. If the number of cylinders in an engine is different from the original, it is likely to be, but not necessarily, the case that the current engine is not alternative original equipment.

The following are considered acceptable (not substantial) changes if they fall into these specific categories:-

- Changes that are made to preserve a vehicle, which in all cases must be when original type parts are no longer reasonably available.
- Changes of a type, that can be demonstrated to have been made when vehicles of the type were in production or in general use (within 10 years of the end of production)
- In respect of axles and running gear changes made to improve efficiency, safety or environmental performance.
- In respect of vehicles that have been commercial vehicles, changes

which can be demonstrated were being made when they were used commercially.

- In addition if a vehicle (including a motorcycle)
- Has been issued with a registration number with a 'Q' prefix: or
- Is a kit car assembled from components from different makes and model of vehicle, or
- Is a reconstructed classic vehicle as defined by DVLA guidance, or
- Is a kit conversion, where a kit of new parts is added to an existing vehicle, or
- Old parts are added to a kit of manufactured body, chassis or monocoque bodyshell changing the general appearance of the vehicle

It will be considered to have been substantially changed and will not be exempt from MoT testing.

However if any of the four above types of vehicle is taxed as an 'historic vehicle' and has not been modified during the previous 30 years, it can be considered as a VHI.

This guidance is only intended to determine the testing position of a substantially changed vehicle, not its registration.

How to declare a vehicle for the 40 year MoT exemption.

Vehicle keepers are required to ensure that their vehicles are taxed when used on a public road. From 20 May 2018, at the point of taxing a vehicle, the vehicle keeper can declare their vehicle exempt from MoT if it was constructed more than 40 years ago. When declaring an exemption, you will be required to confirm that it has not been substantially changed (as defined in the guidance). This process will be applied to pre-1960 registered vehicles, as well as newer vehicles in the historic vehicle tax class. If the vehicle does not have an MoT and you wish to continue using it on public roads, you will have either to undergo an MoT or, if you wish exemption from the MoT, to declare that the vehicle is a VHI.

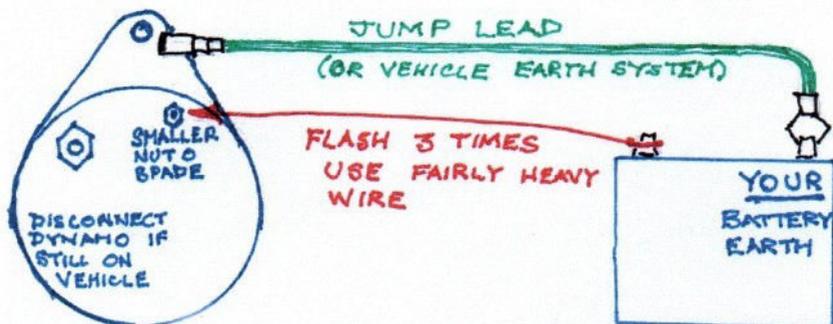
If the vehicle has a current MoT certificate but you anticipate that on expiry of that certificate you will wish exemption from future MoTs you will at the time of relicensing be required to declare that the vehicle is a VHI.

How to tax your vehicle in the historic vehicle class

Where vehicle keepers first apply for the historic vehicle class, it must be done at a Post Office. If you are declaring that your vehicle is exempt from MoT, you will need to complete a V112 declaration form, taking into consideration the substantially changed guidelines, (as defined above). Further relicensing applications, including making subsequent declarations that the vehicle does not require an MoT can be done on line.

Further advice on taxing in the historic vehicle tax class can be found via the following link:- <https://www.gov.uk/historic-vehicles>

TO REPOLARIZE OR RE-ENERGIZE DYNAMO TO SUIT YOUR VEHICLE



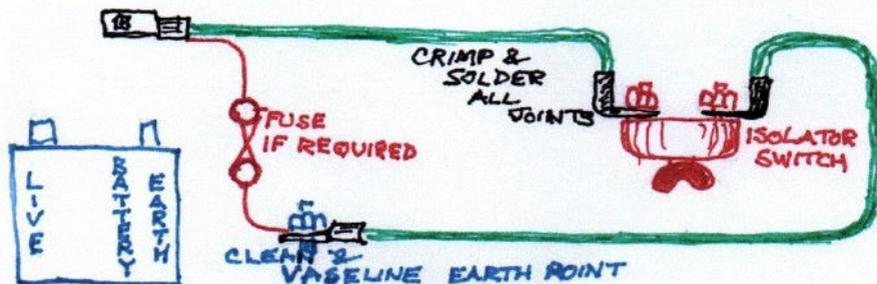
IF IN DOUBT LOOK THROUGH "WINDOW" THIS IS CONNECTED TO THE FIELD COIL

FITTING BATTERY ISOLATOR SWITCH

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To be of maximum use the switch should be accessible from the driving position. Under the dash, or the top or side of the prop shaft tunnel, preferably not easily seen.

The cable needs to be at least as heavy as the original and as short as possible to keep volt drop to a minimum.



REMEMBER RADIO CODES AND ALARMS BEFORE DISCONNECTING

A fuse bridging the isolator can cover this problem but would not stop battery drain if you already have this fault (article to follow)

Alistair Russell

Caistor Market Place Sunday 27 May

The sun shone at the Caistor Classic Car event on Bank Holiday Sunday. Loads of members turned up and had a wonderful afternoon. Several people showed an interest in joining LAC. Looking forward to doing this again next year.

Sue Peach



Gaydon

While the article concerning the British Heritage Museum at Gaydon is still fresh in members minds, I thought I might add a little more information and my personal connections with that place.

I was brought up on a small holding in South Warwickshire in a village between Banbury in Oxfordshire, and Stratford-on-Avon (one famed for a Cock Horse and the other for a fairly well known playwright). It also lay not far from the site of the Battle of Edge Hill so an area of considerable historic interest.

As youngsters my brother and I would often walk through the fields at the back of our home and climb the southern escarpment that forms Edge Hill. From this vantage point we would watch the Victor bombers taking off and landing on what was then RAF Gaydon. There being poor career prospects in that area (at the time there were only two major employers in Banbury Switchgear and Alcan, a Canadian owned aluminium factory), so, on reaching the appropriate ages both of us left home and joined the army (as boy entrants), and to my annoyance, fate dictated that we would both serve in the same regiment.

All the while I was a serving soldier I had a passion for motorcycles. I have no idea where that came from because, although my father had competed in some motorcycles trials, he never spoke about it and it as anyway well before my time.

I got a bike and a licence as soon as I could and regularly kept my bike(s) with me in the UK and Germany. One of them was the first Honda CB72 sold in Banbury back in 1963 indeed probably the first Japanese bike sold there. This very bike which had been tuned with every available 'go faster' part one could get from Japan, was almost the ultimate 'café racer' and well able to exceed the fabled 'ton'.

On leaving the army and as soon as I could afford it, I stripped the bike down and started racing it at club level. By that time unfortunately the two-strokes were beginning to dominate the racing scene and it didn't take long for me to realise that my bike (and me for that matter) were hopelessly outclassed and uncompetitive in the 250cc classes. I then turned to the 350cc class where four-strokes still dominated (briefly). My first 350 was a bored out 250 Honda in a Norton frame but although it made a great deal of noise it was not very quick. The next bike was a lovely 350cc Honda that had originally been set up to compete in the Isle of Man and Ulster GP. This was sold to me by a Peter Welfare who was the secretary of the Cheshire MRC. It had apparently shed a cam-chain at the Island and hadn't finished the race, but I think somebody (not sure who) had enjoyed some success with it in NI. It was not good on short circuits and was a 'pig' to start (we were bump starting all races in those days). I'll digress for a moment to explain that Honda had withdrawn from racing having enjoyed considerable success in the 60s. They were now about to launch a new range of bikes to succeed the CB72/77 machines with a new CB250/350

engine-well, in fact a totally different bike altogether.

As part of that promotion, they created a number of racing machines based on this new bike. Most of these went to a company called Skellerns in Worcester and some to Bill Smith Motors in Cheshire, along with some spare engines.

'My Bike' had used one of these works prepared engines in a frame especially constructed for use on road circuits such as the Isle of Man, and as such, was stronger and heavier than most short-circuit machines. It also had a very rare in-board conical hub housing a single disc front brake. This was produced by AP Racing-a branch of the company I now worked for in Banbury. I never saw such a brake before or since.

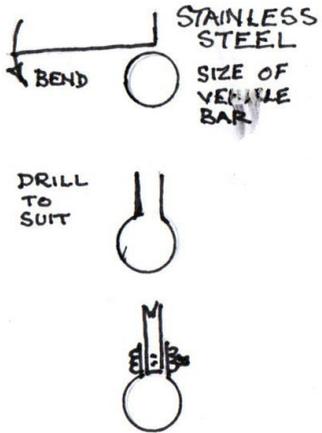
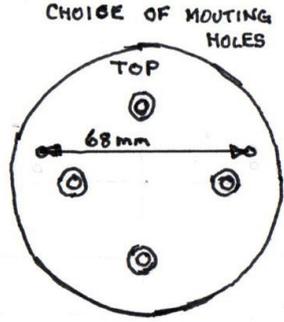
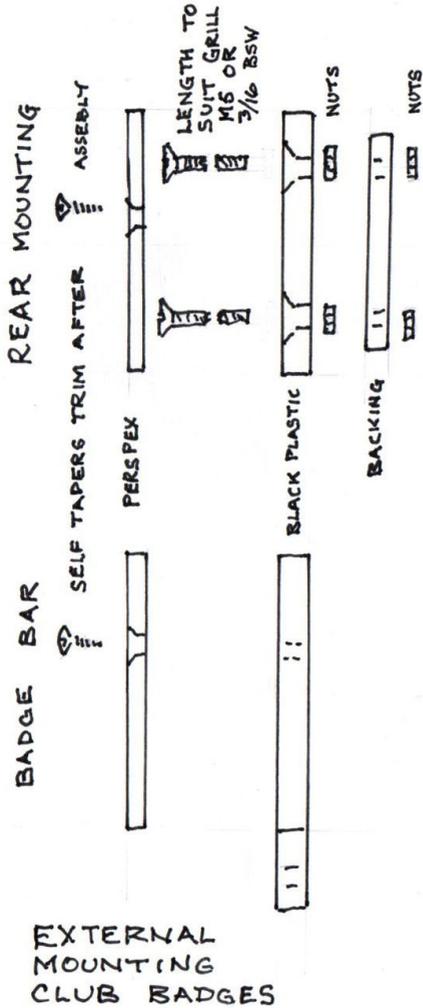
So, back to Gaydon. It was during my early racing days I found that having departed Gaydon or at least while the Air Ministry were moving off the site, the North Gloucestershire MCC and RAF Motorsports Association organised a number of race meetings on the airfield. (The RAF encouraged many of its members to engage in bike racing on its airfields in those days). In order to get as much race time I could, I had joined a number of clubs including NGMCC and so I now found myself and my bike lining up to race on the former V Bomber base with which I was so familiar.

Ordinarily, a club would organise its practice sessions so that bikes of similar capacity would practice together. For some odd reason (perhaps to save time) these meetings put everyone on the circuit at the same time regardless of capacity. So somebody who had entered a 125cc bike would be practicing with another entrant on a 1200cc machine. Consequently, nearly all of the bikes were taking different lines on the corners. I'll never forget somebody diving under my front wheel, almost at waist height, as we both negotiated a corner in what appeared , at the time to be in opposite directions! That rider may well have been George Foggarty, the father of Carl Foggarty who would eventually become a world champion and famed for riding some very fast Ducatis. That fact alone will tell you how long ago it was. Actually, I still have a programme for one of those race meetings at Gaydon dated 24th September 1972.

Eventually, that airfield was sold to BMC or BLMC as a test track and of course later the Museum was created. Aston Martin now own that land and use the test track themselves. That is one reason why I never return home-between them the M40 and Aston Martin have inflated house prices way beyond my reach!

I probably won't go with you on the tour of the museum because I have been there a number of times. I was a member of the Corrado Club GB and they held their annual meeting there, primarily because it is so central and very close to the M40.

Tony Edwards



Alistair Russell

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Model shown: MG ZS Exclusive manual with Ti-Cool pack (optional extra £995) in Dynamic Red at £16,190 OTR or £215.87 a month for a 60 month conditional sale agreement. Offer shown available on MG ZS Exclusive manual with solid paint at £15,495 OTR or £199 a month for a 60 month conditional sale agreement. OTR prices include VAT where applicable, vehicle first registration fee, delivery, number plates and 12 months "White Excess Day". Fuel consumption values shown are based on official EU test figures and are to be used as a guide for comparative purposes and may not be representative of actual driving results. Offer terms and conditions apply.

*3% APR Conditional sale, 0% APR available on all MG ZS models until 31.12.2017. A minimum deposit of 20% applies. 0% is not in conjunction with any other offer finance by MG Financial Services, a trading style of OMAC UK plc, PO Box 6666, Cardiff CF15 7YU, subject to status, availability and terms and conditions. Applicants must be aged 18 or over at participating dealers. See your local dealer or visit mg.co.uk/offers for details.

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*Available on Exotic and Exclusive models