

KEMPSFORD

CLASSIC CAR & MOTORCYCLE CLUB

Newsletter

Winter 2013

Hello again.

Well, it's over now but what a marvellous summer! It was just what we needed after the last couple of years. Unfortunately circumstances prevented me from participating fully in this motoring bonanza and, in the absence of any input from members, this Newsletter is a short one.

There are a couple of up-dates on Vehicle Excise Duty (VED): with effect from 14 April next year the VED exemption for vehicles will be extended to include vehicles first registered before 1st January 1974. The regulations concerning SORN have also been changed to make SORNs open ended and will not have to be renewed every year.



All but one of the photos in this edition are from our visit to Gaydon Heritage Motor Museum on Drive It Day in April. Any of you who have not been there should go at the very first opportunity. Gaydon is home to the largest collection of British historic vehicles in the World. The scope of the museum is huge, from the very earliest attempts at motorised transport to the Land Rover Defender from the opening sequence of Skyfall, the latest Bond film.

The car above is the immediately recognisable Alvis TE21. This beautiful car has a body by the Swiss firm Graber and a 3 litre straight-six power unit. I have included this partly because it's a great favourite of mine and one of the most elegant of the post-war generation of British cars, but also because it is emblematic of the failure of the British motor industry. Renowned for its proud sporting credentials, advanced engineering and what is today called build quality, Alvis could not find its place in the post-war market and in 1965 the company was taken over by Rover. Two years later it produced its last motor car. It continued to make fine military vehicles. We all know what happened to Rover



Left is the magnificent Sunbeam Mystery which dwarfs everything around it. Although nicknamed 'The Slug' because of its shape it was certainly no sluggard, and was the first car ever exceed 200mph. which it did in 1927 at Daytona Beach, Florida with Henry Seagrave at the wheel. The enormous size of the car was due largely to it being powered by no less than two 22.4 litre Sunbeam Matabele V12 aero engines which between them developed 900 bhp (not quite the 1000 claimed). In spite of the engine blocks and body

panels being made of aluminium the 'Slug' weighed 5 tonnes. At the end of its 203,793 mph World record run Seagrave had to drive into the waters edge to slow the vehicle and cool the brakes. Drive was transmitted to the wheels via chains and the wheel arches were lined with armour plate to protect against one of them breaking. These were the days before the Health & Safety Police!

Why is this Austin Seven sporting a BMW badge? In 1926 Fahrzeugfabrik Eisenach (Dixi-Werke) entered into an agreement with Austin to build cars under licence in Germany. Two years later the company was bought by BMW. The British designed Dixi was BMW's first car. Not many people know that!



The car below must be one of the most famous and iconic pre-war sports cars. It is the 1938 2½ litre SS Jaguar 100. A mere 191 of these were built, and even fewer of its 3½ litre successor but they established Jaguar's reputation for performance which it retains today. After the war, and for obvious reasons, Jaguar dropped the SS from their name. The initials originally stood for Swallow Sidecar which was the original name of the company.

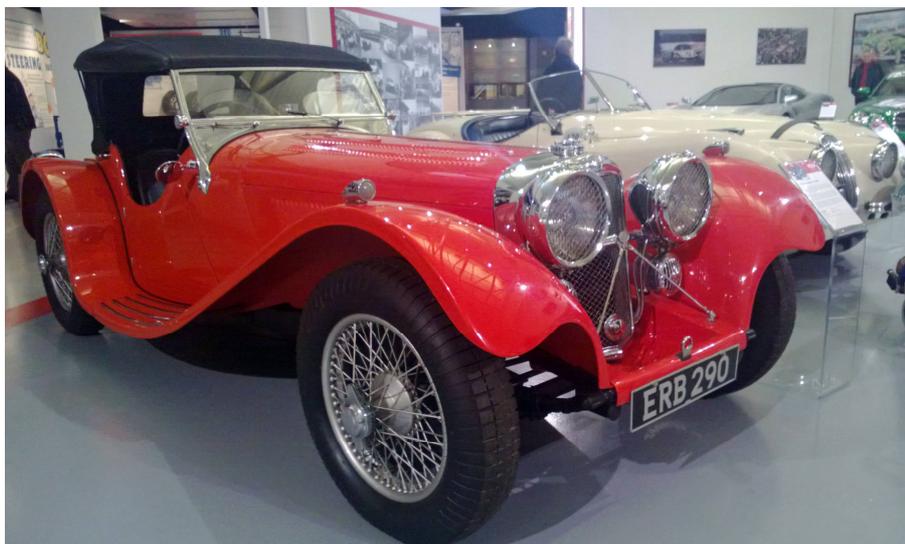
On the next page are a couple of interesting but hugely different vehicles. The first looking like something out of Trumpton, is the Peel P50 from 1964. This is doubly unique as it is the only car to be built on the Isle of Man, and at 52¼ x 39 inches it is the smallest car ever to make it into production. Everything about this single seater saloon was tiny. The price tag was a mere £149 and the engine was a 49cc single cylinder producing 4bhp, with performance to match. Top speed was just 40mph. The Peel P50 had no reverse gear but could be lifted up and turned round using the handle provided!

Finally, I spotted this flamboyant orange Studebaker at Wheel Nuts, well it would be hard not to! All I can tell you about this car is that the strange contraption mounted at the top of the driver's door is in fact a rudimentary form of air conditioning. The cylinder contains an absorbent material which was soaked in water. Air was forced in through the intake at the front and was cooled by evaporation as it passed over the moist wick and in through the driver's window.

FUEL NEWS FROM THE FBHVC

At the beginning of May the Federation wrote to Norman Baker MP, Parliamentary under Secretary of State for Transport, about historic the current requirement that petrol with an ethanol content of not more than 5% by volume (also called 'protection grade') must remain available in the UK is scheduled to finish at the end of 2013.

The letter stated our concerns namely there are known adverse effects when fuel containing ethanol is used in the fuel systems of historic vehicles and many of our member clubs have expressed concerns over these adverse side effects. While even a 5% level of ethanol in petrol is not entirely harm-free, it is nevertheless preferable to twice the level, as would be present in the proposed E10 fuel.



We sought an assurance that the provision of protection grade petrol, currently the super-grade petrol, containing not more than 5% ethanol, will be guaranteed in the UK beyond the end of 2013.

Mr Baker replied thus:

'The industry fuel standard for petrol (EN228) has been revised and a new version has recently been published by the British Standard Institute, which allows up to 10% ethanol content. This means that fuel suppliers are free to supply petrol containing anything from 0-10% ethanol. Ultimately any decision to supply E10 should not be introduced while there remain a significant number of vehicles which may not be compatible with this new standard. I have met with and written to fuel suppliers to encourage them to delay supplying E10 until the UK market is ready.'

With regards to the current legal requirement to supply the protection grade – petrol with maximum 5% ethanol content (E5) – we are considering whether this obligation should be extended beyond this year. I am minded to extend the requirement, but my officials will let you, and other stakeholders, know when a final decision has been taken.

Our current expectation is that E5 will – in any event – remain widely available for the foreseeable future, regardless of a legal requirement. It is also worth noting that prior to 1988 there were no limits on maximum ethanol content and petrol containing up to 25% ethanol was marketed in the UK from the late 1920s to the 1960s.

I would also like to clarify that UK legislation does not prohibit the supply of petrol with no ethanol content. The Motor Fuel (Composition and Content) Regulations 1999 set a maximum permissible ethanol content of petrol – there is no minimum content. It is therefore a commercial decision for suppliers whether to supply petrol with no ethanol content.'



PETROL PRICES

The lowest petrol price in the area at 129.9p per litre is to be found at the Esso 'On The Run' station on the A419 northbound at Cricklade. This is a reduction of 7p or just over 5% on a year ago. The runner-up is the Shell station on the Fairford – Lechlade road at 130.9. The Seven Bridges garage on the A419 is within sight of, but on the opposite carriageway to the Esso station but charges 6p more at 135.9.



CONTACT: Alistair.Kennedy@cadcouk.com tel: 01285 810440

