

**September 2015**



## **MAGAZINE**

The year is passing us by once again and the dark nights are creeping upon us. Fear not, There will still be runs to go on and of course club nights to attend where we can all partake in quizzes and win exciting prizes....like chockies and bottles of wine. The weather might not have been too great but many people have taken to the roads nevertheless.

Pam Ayres was unable to attend the TV trail this year but instead she sent *Mandy* along and here's her report!!

### *An Ode to the Trail*

The weather was promising, the sun breaking through  
When we met for the start of trail 22  
As each car arrived and parked in Stokesley  
Howards obliged with coffee and tea

Reg and Babs gave out the plans  
Whilst the raffle was in Dereks capable hands  
After some chat and a butty or two  
It was time to set off and follow the route

Along unknown roads with magnificent views  
Soon time to stop for coffee and loos  
A pop-up café in Boltby Hall  
Provided the answer to natures call

Back in the car over hill under dale  
Motoring along through this beautiful vale  
Lunchtime approaching and time to eat  
Somewhere to stop was next on the beat

With perfect timing a car park in view  
The White Horse in sight and the sun was out too  
Friends on the trail were already there  
The best of picnics, one you can share

Onwards and upwards the end is in sight  
The final few miles were still a delight  
We arrive at Roots Farm where Reg waits to greet  
All those who finish, their journey complete

Check out the raffle and then compare notes  
All in agreement, the run gets our votes  
Our Owen is rewarded for his oldest car  
With a further award for one from afar

So to Reg and Babs our thanks we must send  
For an excellent trail beginning to end  
Our thoughts do now turn to the trail for next year  
Your committee will be looking for a volunteer

***We had 38 entries for this years trail with a further 5 arriving on the day.***

***The trail raised a total of £481.75 which we will round up to £500.00 and present to a representative of the Great North Air Ambulance in due course.***

at September club  
night  
—

Just to make it clear, the presentation is to be at September club night.

And from Reg. ::

Hi Graham

Just a few words on this years Trail.

This years Tees Valley Trail attracted 38 entrants, the original tally was 40 but several cancelled, however numbers were boosted back up by four non entrants turning up on the day.

The start venue was Howards in Stokesley with Babs in charge of registration and Derek selling the raffle tickets. The weather at the time was not the best with spasmodic light rain, however the forecast was for an improvement. After all the preliminaries of drinks and butties cars started to depart from about 10 o'clock, a slow drift at first then it suddenly seemed like only one or two were left. The last to leave was David Begg about 10.45 after a very leisurely bacon butty.

Babs and I then filled a bit of time in with a quick shop before setting off for Roots Farm shop. After lunch we set up the club signs and waited for cars to arrive. The first back was about 2 and the last ones about 3.20 just prior to the prize giving. Prize for the oldest car went to our own Owen Frankland in his 1937 TA . The prize for the furthest travelled had a hiccup as the winner from Aldershot left unnoticed so the prize went to Alan Cumming from Stanstead with a consolation prize to James Parker from Cheltenham, both of whom were delighted.

Since we didn't do the trail on the day I can only go by what was said ,that the weather picked up nicely and people enjoyed the day, and what was even better almost all of the locals said there was a road, or roads, that was new to them.

I am lead to believe that £500 will be going to the nominated charity The Great North Air Ambulance so a good result.

**Reg**

## **TO WAVE OR NOT TO WAVE**

I've just read an article from someone bemoaning the lack of friendship shown between drivers of 'classic' cars nowadays by the way so many don't respond to a friendly wave. It made me think. It's not unusual for classics to wave at each other as we pass on the road but it is surprising how many drivers of old cars – particularly the bigger, more expensive ones don't seem to bother.

I remember in the 60s when I was driving my Bond Minicars it was customary for drivers of other Bonds to wave as they passed each other. There were quite a lot of Bonds around in those days but they were different to 'normal' cars and the different-ness bonded (if you'll pardon the pun) the drivers together in a camaraderie which seemed to make things special. I don't remember 'proper' car drivers waving at each other.

I've noticed that when going to a show on a Sunday morning on say the A19, some drivers will acknowledge my wave as I overtake or am overtaken but there are others who just blank me as if I'm just another driver in just another car. It seems more to be the driver of the super-powered sporty job who fails to appreciate the Magnette or even the 'B' but sometimes Joe Bloggs in his 1960something saloon doesn't want to engage in a friendly wave either. So why?

Is it that the spirit of the thing is missing? Are we not like-minded people on the same journey? Are people so insular these days? Or perhaps it's a 'My car's better than your car so you don't count.' mentality.

Of course these people are fairly thin on the ground so it's not a huge problem, just a niggle. When I'm driving the modern car and meet an oncoming old car I'm never sure whether to flash my lights as a greeting. When I do, I sometimes get a response but not always. When it's happened to me that a modern car flashes, I'm never sure it's a greeting of a warning to tell me he's noticed that something's falling off.

GA

*Expert knowledge is always welcome and the following from Bob is well worth taking note of:*

If you own a heritage vehicle, no doubt it's among your most prized possessions. To you, your car is definitely a classic - but does your insurance company see it the same way?

It's hard to know, as there is no standard definition of the term 'classic car' for insurance purposes. HM Revenue & Customs rules state that you can define a car as classic if it is more than 20 years old and worth at least £15,000 - but individual insurance providers use different criteria when deciding whether to confer heritage or classic status on your car.

While a standard insurance policy may be available for your vehicle, it could be that choosing a specialist classic car insurance policy is a smarter move.

Classic car insurance policies tend to assume that drivers use their heritage vehicles less often than they would a modern car - perhaps driving it exclusively during warmer months, and not in winter. For this reason, as well as because classic cars are generally well maintained by their owners, it might be that a classic car insurance policy is cheaper for you than standard cover.

However, if your classic car insurance policy specifies an annual mileage cap, you must take care not to exceed this without contacting your insurer to arrange an extension to your existing cover. It's important to stick to the terms of any insurance policy you have purchased; if you don't, you may find yourself ineligible for a pay out should you need one.

Insurance costs will, of course, depend upon your personal circumstances and the heritage vehicle you drive.

Will a classic car insurance policy offer me the same protection as a standard fully comprehensive policy?

While there are many similarities between a classic car insurance policy and an ordinary 'fully comp' policy, there are some important differences you need to be aware of.

Assessing the value of a classic car can be far more difficult than working out what a modern car is worth. Therefore, it's a good idea to avoid buying an insurance policy that states it will simply pay out the 'market value' in the event that your heritage vehicle is stolen or written off.

If you can, agree a valuation for your classic car with your provider before buying an insurance policy. To help establish a fair figure, you could ask an industry expert or vintage car dealer to provide an expert opinion on the value of your car.

Don't forget that it's important to understand the details of the policies you're comparing, as well as to look at how much they cost. Be sure to consider the quality of cover on offer from different insurers. As there is an assumption that classic cars are generally for pleasure use, some insurers will specify social, domestic & pleasure use (S,D&P) only, if you intend to use the car for travelling to work and back, you need to ensure cover is in place for commuting also (this applies to all policies, not just classic).

**Bob**



Yorkshire folk have the lowest stress rate because they they do not understand the seriousness of most medical terminology.

<b><u>MEDICAL TERM.</u></b>	<b><u>YORKSHIRE</u></b>
<b>Artery</b>	<b>Study of painting</b>
<b>Bacteria</b>	<b>Back door of cafeteria</b>
<b>Barium</b>	<b>What doctors do when a patient dies</b>
<b>Caesarian Section</b>	<b>Neighbourhood in Rome</b>
<b>Cat scan</b>	<b>Searching for Kitty</b>
<b>Cauterize</b>	<b>Made eye contact with her</b>
<b>Colic</b>	<b>A sheep dog</b>
<b>Coma</b>	<b>A punctuation mark</b>
<b>Dilate</b>	<b>To live long</b>
<b>Enema</b>	<b>Not a friend.</b>
<b>Fester</b>	<b>Quicker than someone else</b>
<b>Fibula</b>	<b>A small lie</b>
<b>Impotent</b>	<b>Distinguished, well known</b>
<b>Labour pain</b>	<b>Getting hurt at work</b>
<b>Medical staff</b>	<b>A doctor's cane</b>
<b>Morbid</b>	<b>A higher offer</b>
<b>Nitrates</b>	<b>Rate of pay for working at night</b>
<b>Node</b>	<b>I knew it</b>
<b>Outpatient</b>	<b>Patient who has fainted</b>
<b>Pelvis</b>	<b>Second cousin of Elvis</b>

<b>Post operative</b>	<b>A Letter carrier</b>
<b>Recovery room</b>	<b>Place to do upholstery</b>
<b>Rectum</b>	<b>Nearly killed him</b>
<b>Secretion</b>	<b>Hiding place</b>
<b>Seizure</b>	<b>Roman Emperor</b>
<b>Tablet</b>	<b>Small table</b>
<b>Terminal illness</b>	<b>Getting sick at airport</b>
<b>Tumor</b>	<b>One plus one more</b>
<b>Urine</b>	<b>Opposite of 'you're out'</b>

*Many thanks to **David Begg** for this. Next time in Yorkshire we'll know how to communicate.*



*Last time I looked under my MG I didn't find one of these.*



## **Dashcam sales have been rising in the UK**

Most UK insurance companies will now accept dashboard camera footage in disputed claims - but few will offer a discount on premiums for using one.

These "dashcams" are small, forward-facing cameras that film a driver's view of the road.

Most insurers would consider using dashcam evidence in the claims process and this would be put alongside any accounts from independent witnesses if the parties involved disagreed.

It should be stressed that drivers with dashcams should still collect as much evidence as possible in a claim when there is disagreement between the parties involved, such as the details of other motorists who may have seen the collision.

Premium discounts are usually not available as insurers would generally have to write a clause into the terms and conditions of any discount to be able to demand dashcam footage be released by the owner, even if this implicated the driver as the cause of a collision! What should be remembered is that if as a result of the footage, you are found not at fault, this can protect future premiums.

Conversely, if you are at fault.....

Whilst there are many cameras available, some from as little as £20 on e-bay, the minimum criteria that should be followed is;

- Forward facing camera (obviously)!
- Hard wired
- Minimum resolution HD camera 720p
- Minimum viewing angle 120 degrees
- Night vision capability.
- Continuous loop recording.
- G Force / Impact sensor to recognise an incident and trigger auto video recording / storage (15 seconds before & after minimum).
- Audio recording.
- Minimum storage capacity (16GB)
- Time and date stamping.
- *GPS logger including accelerometer and road speed recording. .*

***BOB***

## **Another Bit about Belting Up**

There has been much talk about seat belt fitting into 'classic' cars over the years and various governments have pratted about making half hearted laws. When it was first suggested that it might be a jolly nice idea to fit them, some manufacturers made a token gesture by putting the necessary mountings into their newly built cars. Then some makers, Saab being the first in 1958, actually fitted belts as standard.

In 1965 mounting points began to be fitted into all new British cars but it still wasn't compulsory to fit belts to them, that came two years later. We waited until 1971 until the 'Clink, Click Every Trip' campaign tried to persuade us to wear them.

Then a whole twelve years (and no doubt numerous deaths) later, the government decided to flex its muscle and force the tardy driver, who until then hadn't caught on, to actually put them on-----but only in the front!! The front seat passenger had

to as well of course.

That was 1983 but another wait until 1989 when rear seat passengers were forced to belt up. But only if they were under 24 years old. Over 24s had to wait another two years until they were considered precious enough to be forced to act responsibly.

I'm writing this because I've just read an article of a 'classic' which was involved in an RTA where the lady passenger was thrown out of the car upon impact and died at the scene. The husband believes that had the car been fitted with seat belts his wife would have survived. There's no way of being sure about this of course but what does seem certain from the reading is that he'll never forgive himself for sticking to originality rather than bowing to safety.

What I don't understand is why we are not forced to fit and wear belts in our older cars. Not all cars have convenient mounting places but as the spokesman for road safety said in this article every car, no matter what, can be fitted. If the government made a law that everything had to have them, there would be no finger pointing from purist at the seatbelt wearer because the purist would also be a wearer one. This could apply to all safety features. They did it with motor bike safety helmets didn't they!!

The dates quoted above are from the magazine article so don't shoot the messenger if there are any inaccuracies.

GA

## **Tread Warily**

Talk of the proposed change to the date for a car's first MoT from 3 to 4 years is getting plenty of press coverage with new concerns being voiced all the time. The latest I've heard is not of the car's general safety, build quality seems to be of a standard where it's not expected to fall to a dangerous level of decay in four years but people are beginning to think of tyres.

Tyres, they say are likely to have fallen below the legal tread limit by the time four years have passed. Research has shown that the majority of MoT failures are due to worn out tyres. You can often 'feel' when something's not right; brakes not pulling up properly, steering vague, that sort of thing but how many people check their tyres? They can deflate slowly without notice, they can (and do) wear down.

Older classics – pre 1960 don't need and MoT so tyres can get worn down to the canvas and never noticed although the article I read acknowledges that the vast majority of classic owners will do their home maintenance often enough not to let that happen but they argue that it *could*. Modern fast reliable cars will soldier on often on long distances adding up the miles without a thought from the hapless driver. So

what will happen? Maybe if it's not practical for whatever reason to pull new cars in till they are four years old, so maybe they should introduce an annual tyre check. Let's see what develops.

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## **MG RV8 and JAGUAR E-Type S3....A Comparison.**

Summary.

At first glance it may seem to some to be an unfair comparison; I can almost hear the Jag. nuts saying “well of course the E-Type would trounce the RV8!” As someone who has been very fortunate to own both cars I can tell you that by any objective criteria a comparison really is valid, so here goes .....

The Driving Experience.

The RV8 and the E-Type both perform as you might expect from a V8 and a V12. However, despite the glorious sound of a V12 with 6 Twin Choke Webers and a straight through exhaust, the RV8 is a marginally quicker car.

The ride comfort in the E-Type, with independent suspension all round, is truly superb and is typical Jaguar “magic carpet” putting many modern cars to shame.

Not surprising in the RV8, with a solid rear axle, ride comfort is somewhat poorer in comparison [but considerably better than my MGB]. The RV8 redeems itself with, surprise surprise, much better handling and road holding.

Gear changes are good in both cars with the E-Type a little better, probably because it was fitted with an XJ6 ‘box and overdrive. Clutch action on both cars is heavy...I must be getting old!

In conclusion, the RV8 is the more comfortable car with truly superb seats combined with much easier access compared to the E-Type which has quite a high sill.

Both cars had power steering but I would say the E-Type had a more precise “feel”. The RV8 was never fitted with power steering as standard, mine having been modified with an electric power unit by Clive Wheatley. It needed it, as steering at parking speeds is very heavy.

Build Quality.

Here there is no comparison! The RV8 is truly streets ahead of the E-Type, and it shows in so many areas. Bear in mind that the RV8 was built during BMW’s ownership and the attention to detail, especially rust prevention, is excellent. Nothing like the MGB I can assure you!

Also, the paintwork on the RV8 is superb. I was extremely fortunate with my E-Type as it was Ziebart treated from new and kept in immaculate condition by the previous owner, the late Alan Ensoll. The interior of both cars, even by modern standards, is good but minor controls are poor with switches and knobs scattered around the dashboard. E-Type instruments are better than the RV8's, but the RV8 wood and leather ambience is just great!

#### Running Costs.

First, the cheap bit; insurance on both cars is very reasonable but rather surprisingly the E-Type was a bit cheaper to insure despite its much higher agreed value [ at the time E-Type £40,000 and RV8 £ 20,000 ]. Now fuel consumption! With the E-Type you might get 15 mpg on a good run [you could see the petrol pouring from the Webers on opening the throttle!]. In sharp contrast, the RV8 would rarely dip below 20 mpg and on a long run with a steady foot 32 mpg was normal. The E-Type was tax exempt whereas the RV8 cost around £190 p.a. at the time I owned it. Spares are good on both cars; the E-Type a bit more expensive, but excellent availability. The RV8 mechanics are readily available but some bod

The really good news is that values are increasing. RV8's in immaculate condition are going for up to £20K plus. E-Types prices on the other hand have just gone ballistic to the point where ordinary mortals simply cannot afford them. So the moral is that, at present, the MG RV8 offers brilliant performance combined with wonderful classic car value.

#### Final Conclusion.

Putting values aside, this is difficult! As a useable and practical classic I would...wait for it...just err on the side of the RV8. Both are lovely cars, but I have to say that in the beauty stakes the E-Type is just gorgeous! Sadly both cars have gone, but we [It's hers!] still have our lovely MGB which has been with us for nearly 30 years.

E-Type



E-Type Engine





RV8 Engine



E-Type Cockpit

Many thanks to **David Begg** for this and these photos.

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## **I Think Not!**

Which would you describe as 'A silly irrelevant old car'? Think about it for a moment and when you've formulated an answer in your head see how it compares with what *CAR* magazine said in the 80s (or it could have been in the 70s).

Did you say MGB GT? Well they did. When the magazine did their *Giant Test* and compared it to the Triumph TR7 their verdict was that the BGT was outdated. I bet there were MG owners all over the country bouncing up and down with outrage; and rightly so.

Who's had the last laugh though? The silly irrelevant old car of the 80s is now a revered classic. How many do you see on rally fields or on club runs? Too many to shake a stick at. They have stood the test of time. OK they were built in a time when body protection was a flimsy affair and there won't be many running around today without a patch or two welded here and there but their performance, good looks and sheer charm make them the favourite of many. The following they have is surely second to none. Yes by the 80s it had been around a while compared to the TR7 but so what?

'Silly'? Absolutely not! '*Irrelevant*'? Now who's being silly? 'Old'? Of course it was, if it hadn't been so good it wouldn't have been in production long enough to become old.

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