

MVE

MILFORD VINTAGE ENGINEERING LTD

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Welcome to the first of our newsletters. Over the next few issues we will be covering some of the burning questions you may have about your cars and how we can work together to maintain them to a high standard.

LAYING UP FOR THE WINTER

Unfortunately, due to our northern climate, we all have to lay our cars up for the winter months while the roads are covered with the dreaded salt. This is a good chance to give your car check-over before the **next season's motoring**. We would suggest you carry out the following steps before putting her away:

1. Exterior: A good wash, including under the wings. Re-apply waxoyl under the wings if a bare spot is found and use a good quality wax polish on all the paintwork and chrome.
2. Interior: Give the car a thorough clean out and vacuum. Pick up any escapee boiled sweets, etc, before the winter damp melts them into your carpets. Empty the boot and check that all your tools are present and in good working order. Jacks left on a carpet can leave a nice rusty patch which will remain forever more.
3. If possible, change the engine oil (when warm) before storing her away.

Put your car away and leave her be. Do not be tempted to go out every

week and start her up as this causes contamination of the oil and speeds up corrosion inside the engine and exhaust system.



Our own 1922 'Bullnose' is safely tucked up in her Carcoon for the winter

If you know your garage is damp, remove the spark plugs and squirt 3 to 4 pumps of engine oil down the plug holes then turn the engine over 5 or 6 times on the starter, refit the plugs and leave alone.

4. Coolant: Ensure that the cooling system has the correct anti-freeze content—we usually recommend 50/50 to give the ultimate protection. Failing that, the cooling system must be fully drained.

5. If possible put her onto axle stands to protect the tyres from flat-spots and cracking. There are tyre-wedges available for some sizes of wheels (as used for caravans, etc) or failing that, inflate the tyre higher than normal

running pressures (but **don't forget to deflate** them to the correct pressure before the new season).

6. Fuel: Unleaded fuel has a shelf life of approximately 4 to 6 weeks so will go stale in your tank. What I tend to do is to leave the tank low and pour in fresh fuel before trying to start the car up in the Spring.

7. Battery:

Battery conditioners will help your battery over the winter. If you do not have one you can use a normal charger but put your lights on before charging for a short period. Do not leave a standard charger on continuously and do not forget to disconnect the battery before charging.

8. Polished engine parts can be protected by the use of WD40 or duck oil. Apply when the engine is cold since if applied while the engine is still hot most of the oil will evaporate.



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Seasons Greetings



Club Visits

We have had several club visits over the last few years including laying on a **'Technical Day' for the Rolls-Royce Enthusiasts' Club**, a coffee-stop for the **VCC 'Perthshire Panorama'** and an evening visit by the **VSCC**, to name but a few.

If your club would be interested in taking a run up through the beautiful scenery around us and in-

cluding a stop off at MVE we would be happy to help.



This can be anything from a brief stop during one of your

organised outings, to a longer stay where Ian and the team would be happy to answer questions, deal with particular points of interest or simply discuss what we are up to at the time of your visit.

As an added incentive these visits are often accompanied by Sarah's home baking, which is always well-received!

Current projects

1933 Rolls-Royce Phantom II— on arrival for a new clutch we discovered that the wiring was in an extremely dangerous condition. The owners decided to go ahead with a full re-wire while the car was with us and this is now nearing completion

We have just finished an engine rebuild and some suspension work on a **1949 Bentley Mk VI** and it is about to go to the paintshop for work on corrosion that is starting to show on the door bottoms and sills.

A **1933 Lagonda 2 litre Continental** has major oil leaks which we are investigating

and will have a lip-seal conversion carried out.

An **Austin Healey 3000** is about to be fitted up following a total restoration and will be shipped out to its owners in Australia.

We have just stripped the engine of a **1937 Packhard Super 8** which has suffered big end failure.

The green **MGB** is just about ready to leave us following a new screen, service and gearbox and diff rebuild. Unfortunately her owner followed some friendly advice from someone 'in-the-know' that the gearbox was fed from the engine oil and

had therefore not checked the gearbox for a number of years.

A wee **Austin Seven Nippy** had a great trip round Italy this summer but unfortunately blew up her engine just after arriving back in Blighty. The engine had suffered major overheating and we are just about to carry out a rebuild.

We also have a number of services going on in between the more major projects.

If you have MOT advises or would like to book a service, please give us as much notice as possible so that we can schedule this to suit you

"While the car's with you, can you just...."

A phrase that we often hear



Car of the moment

Each newsletter we hope to feature one of the cars that we look after. If you have an interesting or funny story about your car, please let us know. **Don't forget**—our cars are a shared passion and we all 'suffer' from it.

This time we start off with **Ian's 1935 Austin Seven special**. He bought this as a chassis and running gear with some body parts back in the late 1980s. In a world

pre-children Ian made a two-seater body and we enjoyed a few outings before the arrival of Amanda. A new body was required that could accommodate a **child's safety seat as well as** all the paraphernalia which accompanies children. A quick re-shape and it was off to the New Forest for a weekend at Beaulieu. The luggage rack at the back contained the buggy and

travel cot, whilst Amanda was safely in the back under **the buggy's raincover** to keep the weather off! In 1992 Ian completed the **JOGLE** run missing **Amanda's 1st birthday!** With the arrival of three more children the car has been changed over the years but has been in dock awaiting an engine rebuild for the last couple of years—as they say **"the cobbler's bairns...."**