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MVE

MILFORD VINTAGE ENGINEERING LTD

Volume 6

December 2014

Welcome to our winter 2014 newsletter. As usual we are flat out in the workshop. Bookings are now well into April, but we do try to accommodate everyone so the more notice we have of any work you require, the better. Fortunately, break-downs are few and far between, but we can usually get you in at short-notice if this happens. Keep up-to-date on our blog (<http://vintage-engineering.blogspot.com>) and also find us on Facebook



The MVE Team

Allan, Brian, Raymond,
Roy and Ian,



ROLLS-ROYCE 20/25
engine rebuild

The Garage
Main Street
Kirkmichael
Perthshire
PH10 7NT
01250 881223

ianmilford@vintage-engineering.co.uk
sarah@vintage-engineering.co.uk

AUSTIN HEAVY 12/4



Many of you will probably remember the Val Biro books about his escapades in Gumdrop, the Austin Clifton Heavy 12/4. We completed a full restoration on a Heavy 12/4 in early July this year. The car had been given to our customer by his father when he first started driving but had been laid up in a shed for a number of years until heavy snowfall caused the roof to collapse. Fortunately there was a taller vehicle by its side and it escaped undamaged. The car arrived with us on a transporter and the restoration began. The brakes, suspension and steering were all overhauled, the engine, gearbox and axles were rebuilt and a full re-wire was carried out. While the engine was out of the car all surface corrosion was removed from the chassis and we painted it in rust-inhibiting primer and a protective top coat. The car underwent a bare metal re-spray so the interior, all wood, chrome and glass were stripped out. The chrome was sent to be re-plated and the wood was refurbished. Ian also carried out one or two repairs to the ash frame, particularly on the doors. Finally the car was put back together with new glass, rubbers, running boards, etc and the chrome and wood was refitted. It was then time for the new interior. In all 4½ cow hides were used for the seats, door trims, etc. The car was greatly admired on our stand at Glamis in July before being collected and driven the 90 or-so miles home. It has been out and about in the North over the summer and we understand it has won prizes at every show it has attended.



Changes in Vehicle Taxing Rules

Most of you will be aware of the fact that you no longer have to display a tax disc and that, as of October this year, tax discs are no longer being issued. Did you know, however, that it is now the duty of the new REGISTERED KEEPER (note that I use the word keeper not owner) to either tax the car or declare it SORN immediately at the time of transfer? (Sarah fell foul of this when transferring a car to her daughter since she needed it registered at her new flat in Perth - it wasn't until a cheque for a refund of tax arrived in the post that we realised it should have been re-taxed although it still had 11½ months left to run and was still owned by Sarah!).



2014 In the Workshop

The beginning of the year saw us finishing off some large projects including a Rover 16, both a light and a heavy Austin 12/4 and an Alvis TA21. The Alvis was collected in April for a couple of days to complete 500 miles and come back for its service following the engine rebuild. It then headed off to the continent for a tour of the First World War battlefields (a trip of almost 2,000 miles) without missing a beat. The owner is now planning another continental trip in 2015. We still have a few other larger projects on-the-go including two Rolls-Royce 20/25s and a Rolls-Royce Silver Ghost. In between these we have had our usual servicing, including the much-admired Lagonda Continental which has been winning more prizes around the shows, and a Derby Bentley which usually comes in for two services each year since it is often used for continental tours. We will be collecting the car just before we close for Christmas so that we can prepare it for a long rally in Australia in the Spring. Other smaller projects included an engine and gearbox rebuild on a Daimler V8 250, various jobs on Austin Healeys, a couple of breakdowns for foreign visitors and a trip to a film set to sort out the brakes on a Standard 12. As you probably know, Ian likes something to stretch the little grey cells. We had a WO Bentley with us earlier in the year which had suffered numerous engine seizures after having a 5.3 litre block fitted at a specialist company in the south. We had been recommended to the Dutch owners and Ian started investigations into the problem in March. It quickly became apparent that, although the bore size had been increased in the newly cast block, there had been no provision made for extra cooling capacity and, to cap it all off, the water branch had been squashed to make it fit within the confines of the block (it was made to appear as though it was still a 4½ litre engine). Having got to the root of the problem, there were various options available, but the owner decided to go back to the standard 4½ litre block and we rebuilt the engine. The car was collected in early July for a trip around Scotland before heading back to the Netherlands and we understand it is running very sweetly now. Sometimes obtaining parts causes us a number of headaches. Sarah had to dust off her French to order up engine parts for a 1923 Renault and Ian spent quite a long time on the telephone tracking down parts for a Vernon-Crossley gearbox. Next year we are looking forward to seeing our old favourite the Arrol-Johnston again. It has been experiencing problems with the higher ethanol content in the petrol these days, so we will see what can be done to alleviate the problem. We also have a Rover 75 to recommission and some work to finish off a Rolls-Royce 20HP that the owner had been restoring. We look forward to seeing you next year if you're passing the workshop and if you would like a club visit, please get in touch.

OPENING HOURS

We are open

Monday to Friday

from 8.00am to

4.30pm (with lunch
between 1 and 1.30)

Other hours by
arrangement

STOP PRESS!

The village shop next-door to us has stopped selling petrol, so please ensure you have enough if you are coming to visit.



STAFF UPDATE

We were very sorry to lose Graeme in June after 8 years with us, however we have two great new mechanics who joined us in late summer.

Brian grew up as the son of a garage owner and has an inbuilt love of classic cars. His usual mode of transport is an immaculate VW Golf from the 1980s and he is currently restoring a 1960s Triumph and also fancies getting a much older pre-war car as his next project.

Allan couldn't believe it when the opportunity came to join us as he has been looking to join a vintage car specialist since his return from a few years working in Australia where he was called on to carry out all manner of repairs to a wide variety of cars. Allan is also mad about cars, but is hoping to obtain a vintage tractor soon. Both have settled in very well and have fitted into the MVE Team without any problems.



Allan (left) and Brian (right)

We will be closed for our annual Christmas break from 19th December until 5h January. We would like to take this opportunity to thank you for your custom over the last year and wish you a very Merry Christmas.

