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MVE

MILFORD VINTAGE ENGINEERING LTD

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Welcome to our third newsletter. Following on from the 'Laying Up' and 'Servicing' articles in our previous newsletters, we continue with information on petrol, tyres and coolant, as well as our regular features 'Car of the Moment' and 'In the Workshop'.

PETROL

As you will undoubtedly have read, this is very much the topic of the moment.

We have noticed several problems arising from the ethanol content of fuel. These are becoming more frequent and, over the last year or so, range from leaking fuel hoses, solder

joints and washers failing to fuel tanks leaking at the seams.

As the UK has committed to increase the bio-fuel content of petrol to 10% over the next wee while, we are likely to see increased problems, so keep a good eye out for leaks. Check your rubber hoses and the joints at the car-

burettor on a regular basis.

We have heard a whisper that the 'Premium' type fuels *may* not contain such high levels of ethanol, although this has yet to be verified. As soon as we find out any more information we will put a note on our blog



The MVE Team

Raymond, Amanda, Ian, Sarah, Roy, Alan and Graeme

The Garage
Main Street
Kirkmichael
Perthshire
PH10 7NT
01250 881223



ianmilford@vintage-engineering.co.uk

sarah@vintage-engineering.co.uk

WORKSHOPS

We have recently been asked by several owners whether we could put on a Workshop day where people could come along with their cars and go over certain topics of interest such as oiling and greasing, ignition systems and clutch adjustment. If this would be of interest to you, please drop us a line, either by email or regular post, telling us what you would be interested in finding out more about (either those listed above or other topics) and we will be happy to put on a day or more if there is enough interest.



SHOWS

We have a number of shows planned over the summer including:

05/06/11 Thirlestane Castle

26/06/11 JEC Scottish Jaguar Day, Doune

09-10/07/11 Glamis Extravaganza

TYRES

These are an important item to check on a regular basis. A quick glance to see if there is any tread left is not good enough. You need to check for unusual wear patterns and look for cracking in the treads and side walls. Some tyres that look like new could, in fact, be 10 or more years old! This can explain the tendency of a car to wander across the road since the rubber will now be as hard as bricks. The same is true for new 'old' stock—check with your supplier that tyres are genuinely new and have not been hanging around on the shelf for ages.





FAN BELTS

We have already seen several badly damaged fan belts during servicing this season—normally the thicker-type ones fitted to Rolls-Royce and Bentley. These have appeared to be fine on visual inspection, but when removed and checked properly the under-side (the 'V') have been badly broken up. A proper check can save you getting stranded somewhere during your summer runs.



OPENING HOURS

We are open
Monday to Friday
from 8.00am to
4.30pm
Other hours by
arrangement

"If God had wanted us to walk he'd have given us pogo sticks instead of feet. Feet are made to fit car pedals."

Sir Stirling Moss

COOLANT

This needs to be in your car year-round to protect the engine from corrosion as well as frost. Water on its own will lead to corrosion in the water ways of your engine which then crumbles into rusty dust and is carried by the water, settling into your radiator. You then drain the car down for the winter and the dust dries into a hard concrete-like sediment blocking another water way in your radiator so that your car runs hotter next year, distributing more rust and so on until you give in and have an engine and radiator rebuild, or like one poor customer, your engine seizes altogether.



Corrosion to the block from using plain water

In areas with hard water, or if you have an engine with dis-similar metal in it such as Rolls-Royce, Bentley, Alvis and Lagonda, we would highly recommend using distilled water in the radiator with your antifreeze, rather than tap water. We now carry this as a stock item in 5 litre bottles and can also make up a 50/50 mix for ease of use, if required.



Website—www.vintage-engineering.co.uk

We are in the process of up-dating the gallery on our website which can now be done in-house. **We have added a 'News' Section and the 'On-going Projects' section can now hold more information** on each particular project.

We also have a blog running which can be accessed either from our website, or direct at <http://vintage-engineering.blogspot.com> which is updated with photos and information on a regular basis. If we are currently working on your car, it is a very easy way to keep up to date with photos, etc.

We have included a pen/light in this newsletter with the website information so that it is always close at hand. Please remove the plastic cap and yellow tag before pressing the bulb to turn the light on/off. The pen can be found at the opposite end under the cap.

CAR OF THE MOMENT

1902 Arrol Johnston Dogcart

This car has remained in the same family since new and still lives in the original garage that was built for it back in 1902. It is believed to be one of only thirteen dogcarts which are still in existence today. Ian has accompanied the owner twice on the London to Brighton run, as well as taking part in Arrol Johnston's centenary celebrations in Dumfries and Galloway. There is a super photo of the car on the Ballachulish ferry at the Grampian Transport Museum whilst on one of its many tours in the early twentieth century.



CURRENT PROJECTS

In the workshop at the moment we have a Jaguar SS100 engine with cracks in the block; another SS 100 for electrical work; the blue Jaguar E-type is nearing completion with just the trim to finish and then an MOT test; a Bentley S3 requiring brake repairs; a Willys jeep needing work on the brakes; as well as one or two cars needing various small tasks carried out. We also have an early Vauxhall in for some work on the handling and steering

