



Can't believe its already that time of year, but here it comes again, time to fill in your tax return! Oh, and Christmas too. But never mind, it'll soon be summer again. I'll be retiring to Bar Humbug for the duration.

We are currently putting together next year's calendar of events so if any of you have ideas or suggestions for places you would like to visit the please let Tony, Mike, Martin or Deryck know and we will see if we can fit them in.

This comes with the usual plea for contributions to the newsletter, all contibutions gratefully received.

We have the Christmas Meal in the offing and also the Christmas run, this year to the Bells of Peover on the 27th, hope to see you all there. Best wishes and Merry Christmas to all our members.

WHEEL NUTS AND HUBS TO COPPER GREASE OR NOT?

I felt it may be of interest to members and may prompt further debate on the question posed by Car Mechanics Magazine: Should copper grease be applied to brake components and wheel nuts? The following is my response for articles that been updated include the comments made by other contibutors, published in the November 2016 edition of the magazine.

Before discussing the merits or otherwise of using copper grease to lubricate wheel nuts and hubs, it may be helpful to review the engineering principles employed in the design of the wheel hub assembly. The wheel stud itself is effectively a very stiff tension spring, tension being maintained by frictional resistance between the threads preventing the nut from unscrewing. The wheel stud has a single function; that of clamping the wheel to the hub and therefore must not be subjected to side loads that would induce shear stress. To eliminate shear stress three design elements are employed to redirect the loads from the wheel directly into the hub. Firstly the large vertical loads associated with the weight of the vehicle are transmitted to the hub via a stub spigot on the hub that engages with the push fit centre hole of the wheel. Secondly rotational acceleration and breaking loads are transmitted from the hub to the wheel by metal-to-metal friction between the wheel and the hub flange and thirdly, cornering loads and any remaining shear loads are redirected into tensional loads by the angle of the tapered portion on the wheel nut.

From the above it will be appreciated that for safety reasons wheel nuts must be accurately and reliably tightened to a designed working tensile stress using a torque wrench. To obtain consistency and repeatability torque wrench settings are specified for unlubricated threads. The force to overcome frictional resistance is proportional to the coefficient of friction which for unlubricated steel on steel is several magnitudes greater than that of lubricated steel on steel. Thus if lubricant is present it will cause the stud to be over tensioned. This applies to the second design feature that also relies on metal-to-metal friction between the wheel and the hub flange. Therefore with the exception of the centre spigot and taper section of the wheel nut, lubricant should not be used.

However, a factor not included in the design considerations is that the wheel hub operates in a hostile environment where bare unprotected metal surfaces corrode quickly. Clearly some form of protection is required as excessive corrosion would be as detrimental to the design as excessive lubrication. My solution is to remove any surface corrosion using a wire brush and emery cloth then apply lithium grease and wipe if off with a cloth leaving just sufficient grease to resist corrosion. On assembly the grease molecules are forced into the valleys of the surface as they do not bond chemically to the metal leaving the asperities or peaks in the surface finish to make metal-to-metal contact maintaining the integrity of the design whilst still providing some corrosion protection. Using copper grease would introduce an additional unknown that is primarily intended to prevent metal-to-metal contact and therefore should not be used in this application. The same argument also applies to engine and gear oils that use chemically bonding boundary lubricants. There is an additional risk on steel wheels that overtightening the wheel nut may cause permanent deformation of the wheel pressing allowing the wheel stud to bottom out and macro movement to occur between the wheel and stud.

The general conclusion was that metallic greases should not be used and Cara Tec brake lubricant was the preferred lubricant for components that are specified as requiring lubrication. Although more expensive, it is non-conductive and metal-free. This is particularly important as it can cause ABS systems to apply brakes during normal running. Additionally it does not become thick and sticky or go hard with heat when used on callipers and is easily cleaned off when servicing. I was able to purchase 2 tubes of Pagid Cara Tec on the internet for about £10.

Ted Roberts 23/10/2018

REAR FOG LIGHTS

For those of us who have cars made before the introduction of rear fog lights driving in said condition can be something of a worry. I know we are unlikely to venture out when it is foggy, but in our part of the world it is all too easy to get caught short, so to speak, with low cloud on the tops when all was clear and bright when we left home.

The answer, therefore is to fit rear foglamps to your classic. However, not everyone wants to have an extra lamp dangling underneath the back bumper or fitted to the rear panel.

The solution has come to my attention in the form of a new LED bulb which has both a white element and a red one contained in the same bulb. Any car then that has a reversing light built-in to the rear lights can now have built-in rear fog lights as well.

It is necessary to replace the existing reversing lamp bulb holder by one that takes a double filament bulb. The existing reversing lamp wiring is then connected to the side of the new bulb holder that lights the white filament, and a new wire run from a new switch on the dashboard to the other connection on the bulb holder which lights up the red side of the bulb, thus converting the existing reversing lights into a dual function lamp.

This also has the advantage that the existing bulb holder, which in the case of the Triumph ones are what is known in the trade as “crap,” gets replaced by a modern component.

These items are available on-line:

<https://www.classicarleds.co.uk/collections/bulb-holders/products/2x-bay15d-bulb-holder-dual-contact-offset-pin-stop-tail-brakelight-glb380-1157>

<https://www.classicarleds.co.uk/collections/fog-light-bulbs/products/bay15d-1157-red-and-white-stop-reverse-fog-combined-led-glb380-11b380-380>

At six quid for the bulb holder and a tenner for the bulb both sides can be done for thirty-two quid plus the cost of a switch and a bit of wire, which isn't a lot for the improved safety offered.

They've had “glowing reviews” from other TR owners so I'll be adding them to mine this winter. I'll keep you posted.

V.S.C.C. Welsh Trial 2018

It seems a while since I've reported on the exploits of SCARCE's Vintage Trial team – Team SCARED. For those newer members who may not be aware, Team Scared consists of two 1930 Ford Model A sedans, that's like a saloon but from America.

Mike Littlewood's is a four door, called a Fordor, and son Alistair's is a two door, called a Tudor. They're just too logical, these Yanks. The cars are entered in Class 2a for Long Wheelbase Standard cars, all cars entered having to be manufactured before the end of 1930.

Mike's car is normally crewed by Mike driving, Martin Bradbury navigating, and Deryck Pickup and Gerry Marsden bouncing in the back. Alistair drives his car, with Luke Shields navigating and Jason Brown bouncing.

This year's Welsh was based in the market town of Presteigne in the Welsh borders, over the weekend of Sat 13th & Sun 14th October. The format of this year's trial was different to the usual trials in that all the cars had to be driven to the start from a filter point about 25 miles from the start, there being three filter points, North, East and South. Presumably if you were coming from the West you would already be Welsh and therefore not on trial! The Northern filter was at Little Stretton, roughly halfway between Shrewsbury and Presteigne. We think the logic of using these filter points was to avoid the small town being engulfed by parked trailers. In the spirit of this ruling Mike and Alistair left their trailers and tow cars at great expense in a storage compound at

Shrewsbury for the weekend and drove the rest of the way. However, it appeared that they were the only ones to obey this ruling as every spare bit of space in Presteigne was occupied by a trailer for the weekend. Anyway, both cars were driven to the filter point where scrutineering took place, and then on to the start where everyone finally met up, Gerry and Deryck, and Luke having driven straight to the start.

On this trial Martin was unavailable so Deryck did the navigating leaving Gerry bouncing on his own in the back. Similarly Alistair and Luke were on their own this time. In previous years the Start Headquarters has been in the Radnorshire Arms Hotel, but this is now closed. The local garage next door therefore stepped into the breach, and had opened up their service bay for signing-on duties. The large door at the front was open and down the left-hand side was a long table for documentation, down the right was another long table selling brews and butties, and across the top was a bar with four hand pumps! We were rapidly warming to this place! The whole village was swarming with vintage cars and vintage people and the atmosphere was just incredible.

Once we had completed the formalities we were able to leave for our first hill. There were six hills to tackle on Saturday afternoon. Each entrant is told which hill to do first, and then after that the remainder may be tackled in any order. This ensures that there aren't any unmanageable queues at the first hill.



A couple of atmosphere shots



And a couple more

Our first hill was Hill 6, called Badlands. Unusually this hill was marked up to 35, the usual being 25 (each hill has a series of numbered marker flags. You have to pass to the left of each flag and each flag passed by the front wheels centre line is the score attained. Hitting a flag or passing on the wrong side results in that section being failed). Most of these hills are so muddy and slippery that a mountain goat would ask for double time, but fortunately Model A Fords are made out of sterner stuff. Mike's score was 33 and Ali's 28 on this one.

I should have said that prior to tackling each hill the rear tyre pressures are reduced to 12psi to improve traction, and then they have to be pumped up again before going back onto the public road. This ritual is done with an electric compressor connected to a spare car battery or portable power pack.

A word about bouncing. The idea is that when the wheels start to lose traction the passengers bounce up and down on their seats. When done correctly with all buttocks in unison the extra grip gained is incredible, and the whole exercise is the second most enjoyable experience of bouncing buttocks you could have.

A couple of points about the cars, whilst Mike's car was running well, the starter motor was not engaging, so for the entire event we had to either keep the engine running, push start it, roll it downhill or use the starting handle. Stalling the engine was NOT an option! Also the handbrake struggled to hold the car on steep hills, so if we had to park on a hill we blocked the wheels with pieces of timber carried in the back of the car. Ali's car had a thirst for water and had to be topped up regularly.

Our next hill was Hill 6A, "The Smatcher," which is probably the most notorious hill on the event, being a horrible slippery mudslide first used in 1939. It proved to live up to its reputation giving us what proved to be our worst scores of the event – 7 for Mike and 1 for Ali.

From here we then tackled three hills all in Radnor forest, 3; 4 & 5, and our fortunes improved. Hill 5 had an optional stop/restart halfway up. You must choose whether or not to stop and restart before you start, and if you do it successfully you get an extra 10 points. Both cars cleaned all three hills, including the optional stop/restart, so that was 25; 25 and 35 points each.

Our final hill of the day gave us 20 points and 17 points respectively before returning to the start and handing in our scorecards. That was it for the first day and we were free to head to our hotel for the night, the Castle Inn at Knucklas, about ten miles from Presteigne. Suffice to say that refreshment was then taken!

The choice of hotel proved to be fortuitous as our first hill on the Sunday morning was only three miles up the road so we were soon there. The only down side to this was that as we didn't visit the HQ we had no idea how we were doing in the event. This first hill, Hill 9, Wernygeufon farm, proved as difficult to ascend as it was to spell, 8 for Mike and 9 for Ali being the best we could do. We made up for it on the next three however, both cars getting full scores of 25 points. On one of these hills the most difficult part was the descent. After completing the ascent we had to set off again uphill on wet grass, difficult enough in itself, but then we went over the top of the hill and had to descend an incredibly steep wet field. Definitely heart-in-mouth stuff. It would have been so easy to finish up tobogganing down the field with all the wheels locked and careering through the fence at the bottom and then over a fifty foot drop into a river. Fortunately Mike kept it all together and we escaped unscathed.

We still hadn't seen any results so had no idea how we were doing, but when we got to the top of a couple of hills and the marshals said we were the first Model A they had seen all day, we suspected we may have been doing better than some of the others.

A lone hill, Hill 13, was to prove to be a source of controversy. At flag 7 there was a compulsory stop and restart. These are manned by a marshal who is entrusted with a red flag which he holds in front of the car until it has stopped, and then waves to indicate that forward movement may be resumed. In Mike's car we had no problems and scored the full 25 points on the hill. However, Ali stopped at the red flag, waited for it to be waved, nothing happened so off he goes to a cry of "Gotcher" from the jobsworth in charge of the flag, resulting in a fail for the hill and 0 points, in spite of the fact that he went on and cleared the 25 marker. This then became the subject of a protest at the finish of the event.

A long road section to the other side of Presteigne then followed for Hills 7 & 8. One of the roads on this section formed the border between England and Wales, so the driver and passenger in the same car were each in different countries!

Both cars scored 25 on Hill 7, and Hill 8 gave Mike 8 points and Ali 9. This completed the morning hills and we proceeded to Cwm Witton farm for lunch and the final three hills in the afternoon. The three final scores were 21; 19 & 17 for Mike, and 24; 19 & 17 for Ali.



Didn't get any photos of our cars on this event, so here's a photo from a previous one. Ali's is the green one, Mike's the blue.

The scorecards were handed in, and Ali's protest about the stop and restart was registered. All that remained then was to drive to Shrewsbury and load up the cars onto the trailers. Ali then drove straight home as he had work on the Monday morning.

Mike, Deryck and Gerry being members of the leisured classes chose to stay in Shrewsbury for the night and drive home the following morning.

The following week the Final Results arrived and Ali's protest had been upheld and his points re-instated. Mike finished first in Class on 318 points and Ali was Second in Class on 309 points. A SCARCE clean sweep!

Deryck

POST-SCRIPT

Three weeks after the Welsh trial our heroes were out again on the Cotswold Trial. Mike's crew was back up to full complement with Martin in the navigator's seat, and Ali accompanied by Jason Brown this time. Unfortunately this time the whitewash was SCARCE, the best result being a third in class for Mike, but it did result in this cracking video being posted on-line showing Alistair giving it seven bells on one of the tests at Prescott.

<https://www.facebook.com/simonlewistransportbooks/videos/552440778551105?sfns=1>

RAMBLINGS FROM AGOG

The other day whilst trying to answer some of the world's unanswerable questions, such as: why are Audis fitted with winkers? why do cyclists not have to stop at red lights? and what are Stortfords, and why do Bishops have them, I got to wondering about why the producers of TV documentaries think that the entire country is peopled by absolute imbeciles.

I don't know if you have noticed, but our existing systems of measurement have been discarded, without so much as a by your leave.

Our Imperial system was superseded by Metric, fair enough, but now both have been superseded by the TVPS, or the TV Producer's System.

For instance, length, formerly measured in feet and inches, or metres and millimetres is now measured in lengths of football pitches, LFPs. This measurement is also used as a measurement of area as in numbers of football pitches, NFPs, acres and hectares now being totally superfluous. Similarly the unit of volume is now the LB, the London Bus. If you have a quantity of water, whether it be a bath-full or a lake-full, it will henceforward be measured in OSSPs, Olympic Sized Swimming Pools.

These same TV Producers who think we are no longer capable of using the measurements we have used all of our lives also think that we will not believe a word spoken on TV unless the speaker is walking towards us with a poor cameraman having to somehow film him whilst walking backwards at a great rate of knots. How they never fall over I do not know. A normal conversational pose of standing still and facing the camera is apparently no longer permissible.

And don't forget that when the intrepid explorer finally reaches his goal, whether it be the farthest reaches of a hitherto unexplored cave system, or hanging out on a rope below some overhang two thousand feet (or 1.5 ESBs, Empire State Buildings) up a cliff face, there is already a cameraman there to film it!

Wouldn't want to be a cameraman.

And finally, don't forget the Golden Rule:

Thou shalt always wear a scarf, indoors or outdoors, summer or winter.

I think its time for 0.0000135 OSSP, a pint!

AGOG

- A REET GOOD DO -

Saturday 6th August saw 11 SCARCE members tackle the inaugural running of the Knowldale Car Club's Autumn Tour. The route planned by Knowldale was in the best traditions: in two halves. The full route covering 65 miles over classic road rally routes with a shorter route of 45 miles on offer. This option was chosen by Lawrence and Amanda Jones in their Jaguar XKR Convertible due to family commitments. Starting from the Turnpike Inn near Junction 22 of the M62 the route headed around Scammonden Water into Ripponden before skirting Sowerby Bridge and running over Oxenhope moors to Trawden then towards Hebden Bridge over

Widdop Moor to complete the first half. The second half went through Hebden Bridge and roadworks at Mytholmroyd then onto Ripponden Maze and over Pike End to the finish at the Turn Pike Inn.

Signing in at the Turn Pike was busy and lively, entrants meeting up with old friends and acquaintances enjoying the bacon and sausage butties on offer. The weather forecast predicted low temperatures and heavy rain in the morning. So as start time drew near, I was surprised to see all the soft tops apart from us, downing hoods and donning heavy weather clothing. The start couldn't have been better, no run-in section, left out of the car park, then 400 yds down the A640 turning right straight into good stuff. We climbed up over the M62 and as we speeded up on the main road straight section I sensed David, my navigator on his first event, becoming a bit nervous so I eased back a bit only to be caught and passed as though we were stopped by the Porsche 911 Carrera 4 of John Heppenstall. The route turned left at Deanhead onto the road round Scammonden Water where cars become a little bunched together. Together with the Austin Healey Frogeye Sprite of David Clegg and Trevor Pointon we caught up to the Porsche and the MX5 of Andy Taylor and Steph Pelmore, the pair apparently becoming inseparable right to the finish where both drivers were saying they hadn't enjoyed themselves so much for ages. We were then treated to section after section of classic rally roads plus many that



were new to me, with only one wrong slot overshooting as we descended into Ripponden. David said it was my fault because as by mistake I had zeroed the total mileage counter on the Rally Tripmeter App a few junctions earlier. We were all too quickly at the end of the first half heading down the hairpins at Mytholm to join the A6033 turning left toward Hebden Bridge.

Hebden Bridge proved somewhat difficult as we ran out of Tulip Trip mileage before reaching the Petrol Station. Again, my fault for zeroing the total mileage trip. The feeling we had got it wrong was made worse by seeing the MG Midget of Cliff Simmonds and David Bamber heading back through Hebden

Bridge. It turned out later that they had ignition problems and were limping back to Rochdale. Because the main road was so congested, we turned round and parked in the Station Car Park to sort things out. Thankfully after entering the organiser's helpful get out jail Post Codes in the Sat Nav and David's inspiration to check for local petrol stations we were soon on our way again. It turned out that there had been a problem with the Spread Sheet used to create the Tulips that had not corrected the mileages after a last-minute change was made.

As we waited in the holdup at the road works at Mytholmroyd we were pleased to see the Alvis Silver Eagle of Mike Littlewood and Martin Bradbury a few cars behind. By this time the Sun was shining and there had only been a few drops of rain during the morning which somehow made the delay more tolerable. Finally, after being released from traffic the route turned right heading towards Littleborough before the hairpin left into the Ripponden Maze. As we set off after a quick comfort break Mike and Martin had caught us up. I was very impressed with the pace of the Alvis, Mike somehow managing to keep the front wheels in the centre of the track with the rears bouncing from left to right as he apexed corners.



This reminded me of the words of the Standard Triumph Works Driver, the late Don Grimshaw when I asked for some tips on getting to grips with handling of my TR2. His simple advice was, "*You know you are getting quick when you know where it's going to let.*" Well, if Don was watching, and being a stalwart long-time member of Knowldale I am sure he was, he would have been very impressed with Mike's mastery of knowing where it's going to let.

After the Ripponden Maze we crossed the A672 onto one of my favourite roads over Pike End to the finish back at the Turn Pike Inn. Mike and Martin arrived a few minutes after us, the Alvis quickly attracted a few admirers who were most amused by Martin's contortions extracting himself from the car, then straightening his back followed by his legs.

As we booked into the finish, the room was full of that hard to describe buzz you only seem to get after a really good do with excited entrants still full of adrenaline swapping tales of the day's proceedings. We decided to round the day off with a bar meal and had an interesting chat with the 4-up crew of the black BMW 7 Series who surprised me when they said they had enjoyed the event far more than many events they had entered costing hundreds of pounds in entry fees.

So, to close, all returned safely with no bent motors to spoil the day and I feel sure that all SCARCE members will join me in thanking Knowldale Club members for all the hard work they put into creating an enjoyable and truly memorable event.

The good news is! We don't have to wait for 12 months for next one. Knowldale Car Club have just published the Regulations and Entry Form on their web site for their premier event the 2019 John Clegg Mini Miglia Tour to be held on the 19th March. It will have the same format as the Autumn Tour but with twice the mileage. Starting from NWA Auction site at Crooklands near the Kendal turn off J36 on M6 the route will take in many of the classic road rally roads of Cumbria, North Yorkshire and East Lancashire. Lunch halt will be at the Fat Lamb Country Inn near Kirby Stephen and the finish at Banny's Fish & Chip Restaurant, Boundary Mill in Colne: Fish and Chips included in the entry fee. The web address for entries is: -

https://www.knowldale.co.uk/index.php?option=com_content&view=article&id=101&Itemid=605

Ted Roberts

GALLERY

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Ted Roberts & David Stott