

CONGLETON BEARTOWN CLASSIC CAR CLUB

December 2019 Newsletter

This is the time of year when many now put our treasured vehicles somewhere warm and dry for the winter. The last of the shows have gone so we can take time to polish and shine, repair and mend so that we can to the same next year.

Christmas is coming

December Meeting

The chair opened the meeting, it was noted there was a very good attendance yet again at tonight's meeting. The first item was about the Christmas Lunch. Forms were passed out at the meeting and had been loaded on the website. Ignore the 'in by 1st November' as that had obviously passed, members were asked to send the forms along with payment to John Baker address on the bottom of the form by the end of November but at the very, very latest at the December meeting on the 2nd.December.

Sealed Bid Auction.

*The chair told members that there had been a disappointing response to the sealed bid auction, only two responses had been received and in order to encourage more people to get bids in, the closing date would be extended to next month's meeting. Come on folks the bids are for a **£500 VOUCHER from Sandbach Carpets**. So come on guys and gals see if you can bag a bargain stop making hay don't delay, get those bids in.*

New Member.

*He then announced that we had gained another member who was our **100th** member, which is the highest level for some years. **Andrew Culverwell** joins us with his **Morris Minor** and his **Hillman Super Minx**. Andrew who was present at the meeting was welcomed with a round of applause.*

BIG BIG WELCOME TO THE CLUB ANDREW.

Road Run 20th.October,2019.

The last road run of the year was attended by around 12-14 members stopping halfway round at Delamere Station for a snack break. It was good weather which held up until we got back, when a wet shower arrived. For many this would be the last outing of the year for their treasured vehicles.

NEXT SOCIAL MEETING

Next social will be a Hot Pot Social on the 17th November at Bull's Head, noon onwards.

The evening raffle raised £59.

Events

08th December CONGLETON BEARTOWN CCC CHRISTMAS LUNCH

08th December Newark Mega Autojumble, Newark oNotts. NG24 2NY

14th December ANNUAL CHARITY COLLECTION. Congleton Town Centre

ANTIFREEZE IN CLASSIC CARS

Advice from Federation of British Historic Vehicle Clubs (FBHVC)

Traditional blue ethylene glycol is a toxic but highly effective antifreeze; it contains silicates as an inhibitor to help prevent corrosion in engines with mixed metals in their make-up. Bluecol and Blue Star are well known brand names; both are declared suitable for 'classic cars' on their company websites. Halfords also sells this type of anti-freeze with its own branding.

Be aware that there are also low- or no-silicate ethylene glycol formulations (usually red) available which may not be suitable for all engines.

Propylene glycol is another well-known and less toxic antifreeze formula and usually contains silicates. However, Comma, the main manufacturer, has now discontinued it in favour of an ethylene glycol product containing 'bittering agents' to make it less palatable and minimise the risk of accidental poisoning. Both of these products use inorganic additive technology (IAT).

Recently, problems have been reported concerning the use of antifreeze mixtures using organic acid technology (OAT). OAT was introduced in the mid-1990s and the products are biodegradable, recyclable, do not contain either silicates or phosphates and are designed to be longer lasting. However, these products do seem to cause problems in older engines. Over and above the ability of antifreeze to find the smallest crevice and leak, OAT antifreezes have been accused of destroying seals and gaskets and causing a great deal of damage in 'old' engines. For this reason, the manufacturers do not recommend their use in historic vehicles. These products are usually coloured red, pink or orange.

The final category is HOAT. These products use hybrid organic acid technology in an ethylene glycol base with some silicates in the formulation alongside the organic corrosion inhibitors. The product is usually coloured green and is not recommended for use in historic vehicles.

*FBHVC is still researching this problem but its **current advice is:***

- ◆ Only use blue coloured IAT antifreeze in historic vehicles*
- ◆ Only use OAT products ('advanced' or 'long life' antifreeze) if the vehicle used it when new and if specifically directed by the vehicle's manufacturer*
- ◆ Never mix different types of antifreeze without thoroughly flushing out the system*

MERRY CHRISTMAS & A HAPPY NEW YEAR EVERYONE.