



September 2025 Magazine

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Welcome New Members

Mike Harris,
Paul Hilton,
Shaun Deardon,
Mark Beeby, Ian Sutcliffe

Chairman's Letter and Editorial

Welcome to LAC magazine No43. With July and August providing opportunities to take the car out every weekend and the continued near perfect weather there have been several memorable events attended in good numbers. For me the highlights have been the Wolds Railway Picnic, Sutton on Sea Carnival, the Whitby Weekend and the best of all our Annual Show at Grimsby Rugby Club.

The Annual Show deserves further mention, over 200 cars and 30 stalls, it was a tremendous success and is becoming the Premier Classic Car show in North Lincolnshire, the effort put in by Brian, the committee, and club members contributed to a great family day out well supported by the Lincolnshire Classic Car Fraternity, the Rugby Club and the general public. Full report on page 10.

Moving into the second half of August and September there is still lots to join in with and enjoy. As I write this instructions and maps have been distributed for our August Drive it Day, starting at the Heneage Arms and finishing at The North Lincolnshire Aviation Centre, joining in with their VJ celebrations. Of course when reading this the day will have passed, it would be useful however to receive some feedback on the Navigation Rally format used, kept simple as a first attempt but a format that be used next year for an extended tour of Lincolnshire.

In September highlight events include Cadwell Cult Classics, Grasby Show, and Motorbike Racing at Aby's Greenfield Track. Please get your names down with Brian, the more the better. Full details on September events can be found on pages 4,5 and 6.

Magazine contents this month center around John Berry's account of his annual pilgrimage to the Caux Retro in France, this year John ventures way down south before making his way to the festival venue, as always well written and a must read. My own contribution is an account of the recommissioning of John and Sharon's MG TD, a text book journey from resting place to running car.

A great summer to date with much more to come, lets keep enjoying those special days out.

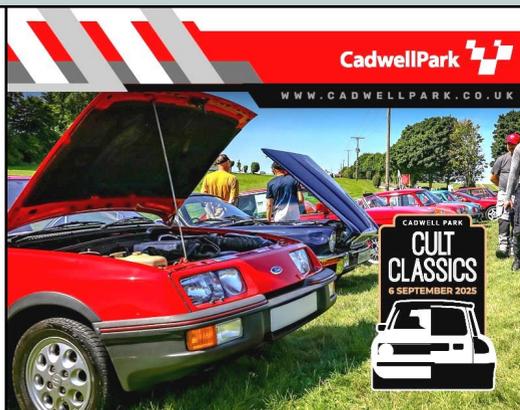
LAC September 2025 Events

Cadwell Park Cult Classics Day

Saturday 6th September

10:00 onwards
Cadwell Park, Louth,

Vehicles from the 1970s to the 2000s will be on display throughout the day, with the off-track car show acting as this event's headline attraction. From workhorse estate cars, to motorsport and rally inspired special editions, there will be a wide variety of machinery to see!



Action as an accompaniment will be an action-packed day of racing from MotorSport Vision Racing (MSVR) featuring the Miata Trophy for Mazda MX-5s, an eclectic mixture of saloons and sports cars in the MSVT Trackday Trophy and MSVT Trackday Championship, plus single-seater excitement from the Monoposto Championship.

Please let Brian know name and car details so that he can book you in

brianking2016@icloud.com

Title
Date
Time
Venue
Description

Heneage Coffee Morning

Sunday 7th September

10:00 to 12:00

Heneage Arms, Hainton, LN8 6LX

Just come along all welcome

Grasby Motor Show
Saturday 13th September
12:00 to 4:00
Grasby, DN38 6AP

Classic Show with a difference, cars parked as guests in village driveways, activities centered on the Village Hall with stalls, refreshments, burgers and ice cream. Best in Show competition and a parade of cars around the village to complete the day.

Contact Claire at
grasbymotorshow@gmail.com to book



SUNDAY SEPT. 14TH, 2025, 10AM-4PM

MINTING

CLASSIC MOTOR SHOW

**VINTAGE & CLASSIC CARS, MOTORBIKES & FARM MACHINERY
(PRE 1985)**

Minting Classic Motor Show
Sunday 14th September
10:00 to 4:00
Minting,

The ever popular Minting Village Show, lots of cars, tractors and bikes, well attended by LAC members in the past.

Please telephone 07968 698144 to book

Green Field Dirt Track Weekend

Sat 20th and Sun 21st September

10:00 to 4:00

Greenfield Dirt Track, Greenfield Lane, Aby. Alford, LN13 0EB

Two day event hosted by Paul and Roz, gazebo with hot drinks, great place to meet as a group on either or both days. Awesome racing, stalls, food and ice cream. Free entry, great days out. Come on either day or both

To get your name down contact Paul at
paulokeeffe280@btinternet.com



Title
Date
Time
Venue
Description
Information

Rock Café Wednesday Lunch

Wednesday 23rd July

11:30 for 12:00

Rock Café, Caistor, LN7 6RJ

Our monthly Wednesday light lunch or late breakfast

Just come along all welcome

LAC Events Calendar

Issue 9 (1st Sept 2025)

September	Cadwell Cult Classics	Sat 6th
	Heneage Coffee Morning	Sun 7th
	Grasby	Sat 13th
	Minting Village Classic Car Show	Sun 14th
	Greenfield Motorbike Races	20 & 21 Sat/Sun
	Rock Foundation Café	Wed 24th
October	Heneage Coffee Morning	Sun 5th
	Drive it Day	TBA
	Charity Quiz Night	Fri 17th
	Rock Foundation Café	Wed 22nd
November	2025 Events Presentation	Sun 2nd
	Fish and Chips Evening	Wed 12th
	Rock Foundation Café	Wed 26th
December	Heneage Coffee Morning	Sun 7th
	Christmas Dinner	Sun 14th

Wolds Railway Picnic - Sunday 13th July

Our annual visit to the Wolds Railway, always a popular day out for our club. Around 35 cars in attendance, plenty of attractions and the chance of a ride on the steam train. New for this year we ran a charity BBQ at £5 a head for burger, sausage, endless tea or coffee and cakes to finish. All meat, buns, tea, cakes donated free, thank you John, Dawn, Stevie, Olwen, Chris, Sharon and David. £300 raised for our charity St Barnabas Hospice. Also thanks to all who helped with cooking, gazebos etc. Last but not least thanks to Brian, impeccably organised as always.



Whitby Weekend

The weekend commenced mid morning at the Old Tile Works at Barton, seven cars gathered for a high quality breakfast. Onward to Eden Camp near Malton in North Yorkshire, lots to look round and a great place to spend a few hours, star exhibit for me a 1939 Austin 8, now I want one. Arriving mid afternoon at Whitby gave us the opportunity to settle into our respective accommodations for the weekend and simply chill. For Friday night we gathered at the Royal Hotel for evening meal, poor service and mediocre food but great company.

Early next day off to the event site, gazebo erected. Alas mid morning a gust of wind blew down the gazebo leaving a twisted frame, a complete write off. Lots of interesting cars to see, good footfall and plenty of activities at site and in Whitby itself. Saturday night Fish n Chips at Magpies great service and great meal (£11 a bit pricey for a glass of wine but it had come all the way from New Zealand.)

Day two, more cars better weather, lovely morning in the sun then early departure for a leisurely drive home, to cap off a great weekend Paul was awarded best car award, well deserved, the best car there by a large margin. Many thanks to Jason and Paul for organising the weekend. Already in the diary for 2026.



Rugby Club - Sunday 3rd August

A full year in the making starting with reflection on the 2024 event. Problems with long grass, easy access to toilets and demarcation of club areas all debated resulting in a new layout for 2025 with classic cars now adjacent to the clubhouse and club areas pre defined.

Fast forward to 2025, the weather forecast the previous week predicted heavy rain on the day, in the event the rain held off but perhaps had an effect on the numbers attending. Nonetheless a great turnout with over 220 classics massing on the two allocated fields. With over thirty stalls, bouncy castles, police, fire engine, ambulance and tombola (£100 raised for our charity St Barnabas Hospice, thanks Sue and Tom), there was lots to do for both entrants and the public, a grand family day out.

Prizes for best in show and best LAC car were presented by North Lincolnshire Deputy Mayoress. Congratulations to Tom Reveler, the winner of Best in Show and Best LAC car with his immaculate Morris Minor Traveller and to Mick Robinson awarded third place in the best in show category.

In all a great success, many thanks to all who helped, committee members, marshals all magnificent but above all thanks to Brian, a tremendous amount of work went into organising a very successful event, in American baseball parlance, Brian, “you smashed it right out of the park”. Same again next year?Count me in.





MGTD Rescue

Alan Bentham

KVL 381

KVL 381 is a 1952 MG TD in Old English White. MGTDs were produced from 1949 to 1953, production over the 4 years was just short of 30,000 cars. Most were exported to the USA to earn much needed foreign currency still essential to a Britain recovering from WW2. The TD was a traditionally styled sports car, suspension was by independent coil springs at the front, semi elliptics at the rear, rack and pinion steering and all round hydraulic drum brakes, the engine was a 1250cc 4 cylinder OHV unit producing 55bhp, the gearbox was 4 speed with synchro on the top three gears.



KVL was purchased by club member John Andersson 37 years ago, it was repatriated from Ireland and first registered in UK in 1988. At this time the car was treated to a full restoration, body off, chassis repaired, and all mechanicals refurbished, to complete the transformation a respray in Old English White was undertaken. Used and cherished by John for many years, the car was parked in his garage when he moved to his new home in Waltham some 8 years ago, with John having to give up driving the car has stood unused since then.

At the Caistor Show this year John and Sharon asked if I could recommend a garage to carry out work on the car to restore it to running condition. Enter Jerry Griffiths who runs a classic car workshop at Hillcrest Park, Caistor. We made an initial visit together to have a first look, all the problems associated with a car stood for some time were present, stale fuel, radiator sludge etc., but also the twin carburettors had been dismantled with parts missing, evidence of burnt out electric supply to coil and general ageing of paintwork and fittings.

Jerry recommended a step by step approach to give John and Sharon control of how far they wanted to go with the resurrection with work detailed for each step and estimates provided. Step one was an afternoons work to get the engine running so that a full assessment could be made.

Stage One

On a sunny afternoon in June Jerry loaded up his van with all conceivable tools and equipment that could be needed to coax KVL from its slumbers. With the bonnet assembly removed the carbs were put back in one piece with spares purchased from Rimmer Brothers, Points and plugs removed cleaned and gaps re set. Electrics hard wired from battery to coil with on off switch in circuit, fuel supply from a bottle hung from the rafters. After oil level check and hand cranking to ensure bore lubrication we were all ready to go.

Open tap from fuel supply, a bad fuel leak from pipe connecting the carbs together became evident, the rubber hose had perished. After a short trip to friends house to make up a new pipe section we returned to the task in hand. The engine fired up on two cylinders, on inspection timing was 180 degrees out and firing order incorrect.

After rectification the engine ran on all cylinders, no worrying rattles, knocks or bangs. A couple of items of note, right hand carb flooding and oil pressure low, both in need of further investigation. Groundwork established all was ready for stage two.

The Rescue

Further work and the rectification of the problems found at stage one required the car to be transported to Jerry's workshop so that tools and equipment were at hand during stage two of the re commissioning process.

With tailer attached to the works Landrover 90 it was off to Waltham to "rescue" the car from John's garage. With a bit of pulling and pushing the car was loaded and transported to Caistor Top.



Into the Daylight



Loaded & ready to go



Arrival at the Workshop

Stage Two

The next stage involved work on fuel system, electrics, cooling system and engine to produce a car that can start “on the button” and run on It’s own fuel, electrical and cooling systems, in affect progressing to a car that could then be described as a **running project**.



Fuel system work included carburettor rebuild, checking of fuel pump wiring and operation, clean out fuel tank and fuel pipes and add a fuel filter in line. Electrical work required checking of all circuits and rectification of burnt out wiring at coil and fuse box, check charging system, lights and dashboard instruments. The cooling system required radiator removal, flushing and cleaning, engine block flushing and replacement of all perished hoses, refitted with new jubilee clips.

The major work on the engine revolved around finding why oil pressure had been low when the engine was trial started, The sump was filled to over capacity with very thin oil, probably due to trying unsuccessfully to start the engine resulting in petrol contamination, with new oil to the correct level, careful repeated bleeding of the oil system resulted in a very healthy 60psi when running.

The car could now be started “on the button” allowing clutch, gearbox and axle conditions to be tested, all checked out ok. At this point it was decided to take the car to our annual show at Grimsby Rugby Club to give John a chance to be driven in the car for the first time in many years.

To get the car ready, seats, hood, front bumper and numerous fixings went back on the car. The remaining problem was brakes, all drums were removed and brakes freed off, a new master cylinder kit installed and hand-brake adjusted. Last minute bleeding of the brakes was unsuccessful, but with a good handbrake now available it was decided to go ahead with our plan to attend the Annual Show.

Show Time

At 8:00 (crack of dawn) on the day of the show I called by to help Jerry load up, just a matter of guidance on to trailer, the car of course now drivable. Off to the show and parked up in the reserved spot. John and Sharon came along at mid day, with Jerry driving John had his first ride out in eight years, a landmark event in the car's revival story



Next Steps

The immediate next step will be brake bleeding to complete stage two. Further work will be dependent on whether John wants to proceed further. Stage 3 would be to take the car to MOT standard, this would require a full brake overall with new rubber and hoses all round, suspension checks, new tyres, all lights, indicators etc working plus windscreen wipers and washers. A complete set of tyres would also be needed as the current ones are out of date. At this point the car would be ready to be used on the road, of course there is still the question of a re spray or not, personally I would use as is and love the patina. How the story ends who knows, I will keep you informed.

Conclusions

The work carried out to rescue and bring the car back to life is typical of what is required after a basically sound car has been stored unused for a long period of time, cost have been kept to a minimum due to Jerry's policy of repairing rather than replacing and a great deal of good fortune in that major components ie engine, carburettors, fuel tank and radiator have all been serviceable, something that isn't always the case. Whatever comes next the car is now a viable running project and it will no doubt be returned to the road at some point, the cost of work to date less than the increase in the cars sales value. Nice work Jerry.

Caux Retro Festival 2025

John Berry

Introduction

You may recall from the club magazine that “Marjorie Deauville” had a splendid French adventure in summer 2024 (worth a re-read?), well 2025 is halfway through and my ailments are holding up well so I thought, “sod it”, and booked Marjorie and I onto the midnight ferry from Newhaven on the last Thursday in June in order to do a bit of touring and, what is now becoming an annual visit, a couple of days at” Caux Retro Festival”.



Last year’s memorable adventure could surely not be repeated but we’d give it our best shot. As you know, I have a very understanding “better half” and I travel solo and light, I sleep where the passenger seat should be and can’t be bothered to keep putting a tent up or down. My kitchen is the wicker basket on the boot lid. Liberally supplied with instant porridge, coffee sachets and tins of (ring pull) baked beans etc, off we set to see what the world had to offer. I just think of it as a pensioner’s answer to wild camping (which I used to do when I was a tad more tender in years).

Outward Bound

Hating motorways with a passion we made our way down to Newhaven in about 9 hours, Ely is my breakfast stop and Pooh Corner for lunch, B roads and villages wherever possible. The dreaded Dartford Crossing came and went, I’d never been to Glyndebourne, so I trundled there too (but I didn’t stop for the Opera) and Newhaven turned up around 4pm. Straight up onto the cliff car park and roll onto the air bed for a snooze. Nice steak in the Admiral’s Arms before joining the queue for the midnight boat.

No high jinks on the quayside this year and we loaded easily, however, “Brexit” (a swear word to the seasoned traveller) meant that I had to offload everything so that a French official could check that I wasn’t carrying contraband or ham sandwiches or uncooked meat or petrol cans or

half empty gas canisters and other such delights, luckily my Passport passed muster and I was recognisable (but I had to remove my specs). The usual rush for the couchettes saw me successfully tucked away in the far corner and I was asleep by the time we reversed away from the dock.

Losing an hour outbound means sleep is precious so it's eye mask on, cotton wool in the ears and away into the land of nod. (Do I care if I snore? Sorry folks!). By the time the "bing-bongs" sounded I was suitably refreshed and was first in the door of the "pissoires", (got to get comfortable for the journey ahead!).

Bernard Enters The Building

I chugged down the ramp into what can only be described as a deluge, a wet welcome to France. Dieppe, like the rest of the EU, has benefitted from road "improvement" funding and the only way out is via a fast dual carriageway, uphill and then down then "properly up" for about 10kms. Marjorie hastened off the boat and began her trip south in front of the HGV's waiting patiently in the bowels of the vessel. Talk about a greyhound chasing a rabbit, by the time we'd reached the "properly up" she was being blasted past by artic after artic, all sending gallons of spray in our direction.

It was inevitable I suppose. Gradually she relinquished 301 of her 602cc and we were left in bottom cog having a spluttering struggle up the incline, waterlogged ignition, it was supposed to be sunny! Off at the first opportunity onto the D999 (or something like that) signposted to "Breakdownville" (or some other spurious village), and we managed to glide under some trees and finally conk out. It was 5.15am, hissing down and in the middle of nowhere. "Bugger"!

On with my famous rain-cape and armed with the ubiquitous "blue roll" up went the bonnet, sure enough the front mounted coil and H.T. leads were soaked. The sparks were arcing across to the metal radiator grille. A spot of vigorous drying out, a squirt of WD40 and I managed to coax her back onto both cylinders. Onwards! I knew



of a Tabac in Caudbec en Caux which opened at 7am, (I was in need of strong coffee), about 20km down the road so I thought I'd give it a go. Ok for about 5 mins then the spluttering returned, repeat Step 1, off we go again, 10 minutes this time just as I was approaching the top of Caudbec hill. Knock it out of gear and freewheeling down I reached the Seine and my tabac as Marjorie expired altogether.

Prioritising things, I waddled into bar and ordered “un café au lait grande et deux croissant s'il vous plait” (my first croissant of the trip). In strangled “Franglais” I answered the lady's questions about Marjorie when she turned over her shoulder and bellowed: “**Bernard, venez ici, maintenant!**” An unshaven pot-bellied apparition came from the back room, complete with vest and beltless trousers, was it Renee from “Allo Allo”? No, it wasn't. **Bernard had entered the building.**

Cutting a long story short, Bernard's ancestry harked back to the war and the resistance movement, coupled to the fact that they both remembered “Marjorie” from 12 months ago (complete with photographs of the loopy English in their 3 wheeler Lomax(es) and myself) plus the fact that we had been ‘customers exceptionnelle’, Bernard helped me push Marjorie under the Tabac's awning and he set to with an extension lead and his wife's hairdryer under the bonnet. More coffee and 15 minutes later “Vroom” or “rang-tang-tang-tang” and we were back on song, not only that it stopped raining and the sun came out! Tres merveilleux!

Heading South

My plan was to head south to stay with my mate Tony at his house at St Sulpice d' Emey near Bergerac as he needed help to get his “pool” ready for the summer. Tony had been on the same ferry as me but was last seen blasting past me as I struggled up the big hill, he was going to do the journey in one hop via les payage, something abhorrent to a tight-fisted Yorkshireman, my attitude is that journey is as much as – or better than the destination. I would do the trip in two days. So over the huge Pont de Brotonne we went and aimed for roads lesser known. By now the heat-wave had arrived and we had become topless, with only my straw hat for protection “Marjorie” and I steamed on well.

Conches, Vernuil, La Ferte Vidamme, La Loupe, Champonde de Gatine, Combres, Fraise, Yeveres, Chateaudun and lunch watching local tennis

down by a river. La Ferte, Charray, Moissy, Ouques, Pontijou and Villibarron were driven through as I like to usually follow signs for Centreville. All quaint places and all new to me, but by now I'd had enough for one day and I asked Google to take me to the nearest campsite. Five minutes later I arrived by the Loire at Blois (or Blowiss as Mrs Google pronounced it).

Quickly booked in and breakfast croissants ordered I parked up next to the river. The owner struggled with my booking in as he didn't know what to charge me; was it a tent? "non", was it a campervan? "....." non", what was it? After a short demonstration of my accommodation, he settled on it being a "micro-camper" and charged me as a backpacker's tent. Nice man! Baked beans on baguette for tea, a swift half at the site bar and "time for bed," said Zebedee. I slept with the hood furled such was the temperature and 10 hours later I woke up!

Grabbed my pastries, quick brew and off again for Day 3. Comeray, Contres, Couddes, St Romain sur Cher, St Aignan, Chatillon sur Indre, Azzay, Le Blanc, Le Dorat, Bellac for fuel, Jemelle, La Trimouille, Serillac, Chalus, Theiviers and Perigueux all went by, Bergerac and the final 25k to St Sulpice d'Emey, arriving at 8pm completely cream crackered. I had been sussing out nice places as I went along because, sod that for a lark, I was going back north over 3 days not 2! (Sorry Tony).

Caux Retro Awaits

Sunday, Monday, Tuesday spent helping at the ranch then 4am Wednesday morning I was off again, Marjorie being well rested. Managed to get lost through Bergerac, Perigueux city centre was an interesting maze of one-way streets and Bus Lanes, thankfully it was still well before 6.30am and I popped out back into rural France.

Lunch in the medieval town of La Dorat and then north to overnight camp at St Aignan, another ancient settlement overlooking the River Cher. Another quizzing over my sleeping arrangements followed by a swim in the site's pool saw me ready for my tea. Well, it was advertised as "Beouf Locale" et salade et frites. At 9 euro it seemed too good



to miss. I should have had an omelette! “Beouf Locale” turned out to be a very rubbery slab of meat of questionable origin and from a questionable animal too. The frites were ok though.

Up and away and into the picturesque Region du Perche, a day wandering north to my next stop near Remellarde, a cracking stopover in an orchard, bar on site and homecooked food from the kitchen. Convivial nattering with Dutch, Belgian and English holiday makers mostly about the advantages of being retired, much amusement at “Marjorie” and her many talents and some envy about the fact that I was allowed out to go wandering where I pleased!

Another early start and off again, lunch at La Ferte Vidamme (local saussicon et moutard) before pressing on to Le Mans. I was going to call off at the “Le Mans Classic” races, but on the advice of a local Boulanger (made nice croissants) I gave it a miss due to heavy traffic and visited the ancient town of La Ferte Bernard instead. Here I was accosted by local monks flogging their home brew from a stall on the market, apparently it was good stuff but these days I am restricted to anything “sans alcohol”.

(Don’t want the Pils upsetting my pills, do we?) A good feed and off again to my final stop.



I was treating myself to a gite for my last two nights, plus I was meeting up with Tony again and I found myself staying in “La Tiny House” in Ybleron, 5 km from Caux Retro. “La Tiny House” was brand new. It was a wooden edifice mounted on a trailer, about the size of a shipping container. Mezzanine bedroom, nicely appointed kitchen/living area and a shower room. Situated in a back garden, it was perfect for my purposes. I had struck lucky!

Caux Retro 2025

With Caux Retro the procedure is that you register (on-line or post) from the end of January, you turn up at 2pm on the Saturday and book in and pay your 5-euro entry fee. Then you are marshalled into groups of 20 cars then

given a route map each and a colour card. This year I was a blue card group member. Then with much revving of motorcycles your group is escorted away from the start and is led by/escorted by motorcycle outriders for a run out into the countryside (rather like Brian's Drive it Days but with outriders.... Brian take note!). The secret is to keep going and try not to get lost, which some seem to easily achieve. Nonstop for about an hour until a rest at a café or bar then off again still escorted back to Allouville-Belfosse and the start. Drinks in the local hostelry and then at leisure until Sunday. I was following a Messerschmit three wheeled 2-seater, so I was not the least powerful car in Blue Squadron!

10am Sunday registration, again at the village Mairie (town hall) then allocated a parking spot for the static display, issued with two meal vouchers per car. Live music displays of different things – from ancient tractors to radio controlled trucks, diggers etc to a huge Lego town built in the Council Chamber to model aircraft and of course the cars themselves. I counted 160 this year, anything from a 1902 De Dion Bouton via 1940's lorries to a 1976 Rolls Royce Phantom Ex Swiss Embassy car. Anything interesting with an engine welcomed. Had to demonstrate Marjorie's micro camping skills. 12.30 lunch time in the village hall, a magical repast provided for all the registered drivers and passengers. Trestle tables groaning with a 3-course meal and complimentary wine or fruit juice. All in all, bloomin good value for your 5 euros

Homeward Bound

We were sort of contracted to stay until close at 6pm then it was away again up the back lanes to Dieppe for another midnight crossing. Sunday night and everything closed in France except a new McDonalds close to the port. Coffee and cheeseburger for Sunday tea then into the queue. Again, empty the car out so they can check for "illegals", next year I'm thinking of taking a tailors dummy just to test the reaction! More sleep this time as the clock went back not forward and 5.30am Monday saw me northbound for the Dartford Tunnel and home, arriving home around 3.30pm.

Well done, Marjorie! 40 years old and 11 days on tour. 7 driving days, 1782 miles covered, no motorways, D roads only, averaging 255 miles daily, max speed 55mph, cruising speed 45mph, 32.4 gallons of E5 + additive, average mpg 55 ish. Come on team, you know you want a 2CV!

Caux Retro 2025



Members Cars For Sale

1989 Volvo 480 ES



1989 Volvo 480 ES, White, G733 AAC, 5 speed manual, 3 door.

Virtually Rust Free, Second Owner, regularly serviced, well cared for. Genuine Mileage, 48,600, Towing Bracket (detachable), MOT May 2026,.

Offers Invited - Contact: eileen.thorley@btinternet.com

Riley RME Special

Unique Riley RME

Green Fabric Weymann bodied, Hard Top, Soft Top or Open

Green enamelled RME chassis shortened by 10 inches and lowered (for better road holding)

Servo assisted dual circuit brakes, Volvo 5 Speed gearbox.

Serviceable Riley 1500 OHC engine fitted

Unused rebuilt RME 1500 engine included in sale, high compression pistons, new white metal mains, new big end shells.



Offers invited - Contact: eileen.thorley@btinternet.com

1993 Mercedes-Benz r129 320 sl

£8,495



- Driven 76,000 km
- Automatic transmission
- Exterior color: Red · Interior color: Off_white
- Fuel type: Gasoline
- Engine size: -1.0 L
- 3+ owners

Seller's description

Excellent low milage example of this iconic sport car. Hard and soft tops. 2 keys. Powerful straight 6 engine 5 speed automatic. Good service history. Recent battery. New engine wiring loom. New MOT no Advisories. Excellent tyres and alloys. Slight splitting of rear windows on soft top. Hard top stand and protection bag. Nice example. See less

Contact: paulokeeffe280@btinternet.com

2006 Jaguar XK X150 XK

A rare sea-frost green XK

Reluctant sale due to mobility issues, genuinely loved owning this vehicle

Rear tyres replaced at 110, 133 miles

Front tyres replaced at 110, 300 miles

Rear disks and pads changed Apr 2022

All alloys shot blasted and re-coated Nov 2022

Rear shock absorber and anti-roll links changed May 2023

Front wishbone upper arm changed May 2023

New Battery April 2024 (3 year warranty)

MOT until May 2026

12 Jaguar services up to purchase in 2019

Personal plate already removed and original number plate

Unable to locate rear luggage shelf

PLEASE NOTE:- Car has a six speed, not four speed box.

Asking price

£6,645

117,321 Miles

Petrol

2006

Green



Contact: rodger.foster@btinternet.com

Charity Quiz Night - Friday October 17th



**ROYAL NAVAL
ASSOCIATION**



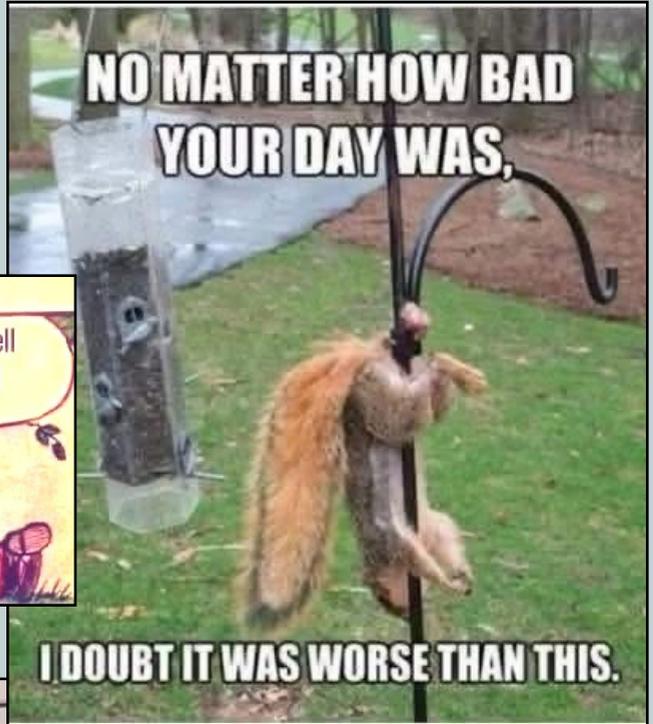
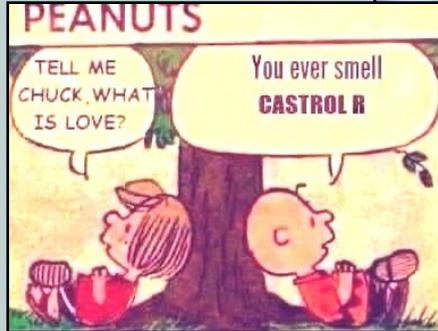
St Barnabas
Hospice · Care · Support

A joint club Charity quiz night with Buffet and Raffle
supporting St Barnabas hospice Lincoln
17 th October 2025 at 7.30 pm

Just added to our 2025 events listing is a Charity Quiz Night on Friday October 17th.. The venue is the Royal Naval Association Club, Lincoln. They have kindly offered the room free of charge. We will be putting on a buffet and of course there are full bar facilities. Cost of buffet is £10 per person, with a portion of this added into funds raised. In addition to the quiz (teams of up to six welcome) we will have a raffle draw. Please support us by coming along on the night even if quizzes aren't your thing come and enjoy the evening in the company of fellow enthusiasts, also we are collecting prizes for the raffle, please bring along to any meet and pass to Alan.

Our Charity this year is St Barnabas Hospice, Lincoln. They support over 12,000 people in Lincolnshire every year in the final stages of life, their costs are £40,000 per day with only 44% of this covered by statutory funding, with rising costs fund raising by clubs such as ours are a lifeline and essential to the continued essential service they provide. I can't think of a more worthy cause to contribute to. To date we have raised around £500 from a raffle, tombola at the annual show and the Wolds Railway picnic. Lets make it a round £1000 and make a meaningful contribution at year end.

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These figures were obtained after the battery had been fully charged. The All-New MG4 EV is a battery electric vehicle requiring mains electricity for charging. There is a new test for CO₂ and electric range figures. The electric range shown was achieved using the new test procedure. Figures shown are for comparability purposes. Only compare CO₂ and electric range figures with other cars tested to the same technical procedures. [^]The All-New MG4 EV SE Long Range with the 64kWh battery from a single charge on the WLTP combined cycle: Combined Range 281 miles (450 km); City Range: 360 miles (579 km); Combined Driving Efficiency: 3.8 miles/kWh (16.0 kWh/100km). These figures may not reflect real-life driving results, which will depend upon a number of factors including the starting charge of the battery, accessories fitted (post-registration), variations in weather, driving styles and vehicle load. [†]Up to 80,000 miles. T.C.'s apply. *Price applies to the All-New MG4 EV SE. Model shown: The All-New MG4 EV Trophy Long Range with Volcano Orange Paint £32,190 on the road.

