

Hello again.

Summer came and went in the twinkling of an eye. The much talked about heat wave was over in a couple of days. With the temperatures well into the 30s tar started melting on the roads; trains ran slowly to avoid damaging the rails; people were advised to remain indoors. What on Earth has become of us? Is age playing tricks with my memory, or do I remember having to clean splashes of melted tar off the car with white spirit, or earlier still, scooping up blobs of the stuff from the road with a stick on the way home from school? We rejoiced as the mercury climbed through what we used to call the 80s. Our under-invested antiquated railways didn't seem to run any more slowly than was usual; people were not carried insensate from their homes and rushed to hospital with heat exhaustion.



And all this in the days before air conditioning. Ah well, that's progress, I suppose!

To be fair, June was a promising start to the summer which July and August spectacularly failed to live up to. So I'm writing this on a wet and dismal Bank Holiday when I should be at the Pershore Plum Festival in my classic car. In spite of all that we did get away for a



rather damp week in July to the Dorset coast where I found these two magnificent Cadillacs: a 59 Coupe de Ville and a 64 De Ville convertible. The later vehicle has a 420 cu.in. (7.2 litre) General Motors V8. As new it was capable of 125mph and returned 10-15mpg. This car is immense – it measures 18ft 7ins (5.7 metres)

The Ferret Scout Car, manufactured by Alvis was spotted at the Army Flight Museum in the wonderfully named Middle Wallop . This particular example is a Mark II and in service it would have carried a .30 Browning machine gun mounted in the turret. The Ferret had a two man crew, featured permanent four wheel drive, and was powered by a rear mounted

Rolls Royce 6 cylinder B60 engine (the same unit that powered the Princess R?) Its armour was proof against small arms fire and, to some extent, against mines. For further protection it ran on run-flat tyres.



Also in this issue are a number of pictures of Terry's cars: a 1958 Wolseley 15/50 (Terry also has the bill from Busby's for the 1971 MOT, a mere £1.25. Time you paid up, Terry!); a 1966 Bedford J-Type; a 1963 Ford Zephyr 4; a 1966 Mini (actually this one was Brenda's) with a 1967 Wolseley 6.110 in the background.

CHINA TO IMPORT CLASSICS?

FROM THE FBHVC NEWSLETTER

Why the world's biggest car market wants to join the historic vehicle movement

China will discuss lifting a longstanding ban on importing historic vehicles – opening up the world's biggest car market to classic cars – this September, writes David Simister. The Classic Vehicle Union of China said it will hold meetings with representatives of the Chinese government to discuss revoking regulations preventing the imports of older vehicles.

Guian Zong, executive president, said: "The impact could be huge, because the appetite for historic vehicles in China is dramatic. There is a huge demand, so allowing cars to be imported would definitely have a global influence on prices.

As we all know, China is a very big market – there are currently 0.14 billion cars on the country's roads, and that number increases by 24 million every year. The popularity and awareness of historic vehicles has increased dramatically over the past decades, but while the interest has grown, at the moment the law still prohibits these vehicles being imported."



He added that wealthy Chinese enthusiasts currently use the few classic vehicles already in the country before the law was enacted, or keep their collections abroad, noting one collector who keeps 100 of his cars in London.

The union said that while the Chinese market had a particular appetite for US cars and



well-known British brands including Rolls-Royce and Bentley, it added that the import restrictions meant the wider Chinese population is not as aware of historic vehicles as their European and American counterparts.

Mr Zong – who has just concluded a visit to the UK to investigate the British historic vehicle movement, including attending this year's Goodwood Members' Meeting - has discussed the proposals with his British counterparts at the Federation of British Historic Vehicle Clubs, and in return has offered his assistance to UK clubs keen to organise events in the People's Republic.

Classic Car Weekly were invited to join some of the discussions and Communications director, Geoff Lancaster, told CCW's David Simister, "Given the way the system works in China, any change of the rules isn't going to happen overnight, but now is the time for the Chinese to look at how their infrastructure will work with historic vehicles. In particular, just as we do in the UK, there will need to be a new generation of young apprentices to learn the skills needed to maintain and restore these older vehicles.

We have pledged to help the CVUC make the social and economic case for the rules in China to be relaxed, and our chairman, David Whale will be visiting later this year to explain how the classic car scene in the UK works. In particular, we'll be showing how historic vehicles benefit the economy, as we have all the figures from previous studies for the UK. If it can add £4.2bn to the economy on a small island with 60 million people living on it, imagine what benefit it would bring to a country like China."



CONSEQUENCES OF DISCONTINUANCE OF THE TAX DISC FROM VBHVC NEWSLETTER

The issues around the tax disc rumble on, not the fact of its removal, but some of the consequences.

As some of you will have seen, some unexpected consequences have reached the national media, not least a claimed increase in clamping. We are watching that to see if it has any specific relevance to historic vehicles.



But there is one point of clarification of which we think we ought to remind members. It is clear in the explanation of the actual legislative basis we provided in the last Newsletter, but its practical effect might not be obvious.

DVLA, accurately in the vast majority of cases, has been referring to the tax ending on 'sale'. But actually the tax ends on change of keeper. Not all changes of keeper are the result of a sale.

To take one instance, if you pass on your treasured historic vehicle to your son or daughter you probably will not think of that as a sale. You will more likely think of it as a gift.

But to make it work you will have to complete the relevant parts of the V5C to provide notification of change of keeper to DVLA. When you do that, the tax ceases. It is automatic so there are no exceptions. So don't be caught out. Simply, whenever you change the keeper you need to renew the tax.

AND FINALLY

Does anyone have, or know of, a garage in Kempford or in the vicinity for the storage of a classic car? If so, please contact me on the number below

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