

CLUB EVENING CHANGED FROM TUESDAY TO MONDAY

To overcome the difficulties caused when the George darts team is playing at home on the first Tuesday of the month we are moving the club evening to the first Monday, starting on 2nd March.

Hello again.

Spring is nearly with us, although the cold February has slowed down the daffodils. It's also left us with filthy salty roads, not at all conducive to classic driving, but soon the sun will shine, the daffs and crocuses will bloom, the roads will clear and we will all be out and about in or on our classics. Well, let's hope so, anyway.

The Spring Newsletter is necessarily a bit short on news as very little in the way of classic car and bike activity takes place during the winter, but here goes...



Many of you will know that Terry has sold his Vauxhall Velox and bought a Mexico brown 1972 Rover 2000. The car has only covered a meagre 35,000 miles (less than 900 miles per year on average!) so you can imagine Terry's dismay when on its maiden drive he got no further than the George when the gear lever came off in his hand forcing him to return home in second gear!

He sold his Velox on E-Bay in 45 minutes to a dealer in Yorkshire

who transferred £7,250 into Terry's bank on the Monday and picked up the car on the Tuesday. On the Friday the car was back on E-Bay for £9,000! Again, it sold within the hour.

Not content with the Rover Terry and John have acquired a 1965 Austin Gypsy long wheel base. It is ex-Auxiliary Fire Service vehicle so it is the appropriate shade of green. It left Government service in 1995 since when it has covered only 12,000 miles and has been laid-up for the past 8 years. It needed quite a lot of welding on the side panels, and work on the brakes, front suspension and a new front



off-side wheel bearing. An interesting feature of this car is that the front suspension is by trailing arms so there are no springs.

We have a number of interesting events coming up, the first of which is Coleford Carnival of Transport which takes place as usual on Easter Monday, April 6th. If you want to go please call the organisers on 07831 456155. Drive It Day will be held this year on 26th April. This is the day when we are encouraged to take to the road to commemorate the 64 cars that left London on the first day of the Thousand Mile UK Trial that took place in April 1900. Unfortunately Wheelnuts is on the same day again this year. Those wishing to attend please contact Terry.



Later, in June, we have two more clashing events. On Saturday June 6th we have been invited to the Southrop Village Fete. Streets will be closed off, rather like Coleford, and we are requested to arrive by 11.30. There is no need to book in but space is limited so I suggest you don't arrive late. Also on that weekend but extending to the Sunday

as well is the Lechlade Vintage Rally and County Show to be held at Rough Ground Farm. Those wishing to attend should call 01993 843251 (sorry, I don't have a contact name).

Later still, on September 6th we are invited to the Tetbury Classic Motor Show at the Sir William Romney School, Tetbury. This event is in support of the charity Allsorts, details of which can be obtained from the web site www.allsortsglos.org.uk This show attracted 700 vehicles last year and is set to be even bigger this year. We will not be organising a club stand at the show but members can go as individuals. Go to the web site www.tetburyclassiccarshow.org and download the application form.

Many of you will be interested in the Practical Classics Restoration Show which will be held at the NEC on 28-29 March. Also, Beaulieu International Autojumble on 5-6 September

Here are a couple of shows you may have missed during the winter: The Classic Car Show at the NEC in November is a great event to close the season. It gets bigger every year includes just about everything you could think of in the World of classics. I'm going to show my prejudice in favour of sports cars by including this not very good picture of a



fabulous car. It is the first of the six 'continuation' lightweight E-Types currently under production at Jaguar. Fancy one? Bad luck, they're all sold to selected customers, and at a cool £1.5 million each. If you haven't been to this show I highly recommend it.

More recently, in fact last weekend, was the Race Retro Show at Stoneleigh Park. The name says it all and the emphasis was on anything and everything that goes fast. Like this 1905 Fiat-Isota-Fraschini Land Speed Car. Originally conceived to have two four cylinder 100hp engines joined together the project was never completed as this arrangement was not permitted for land speed record attempts. The car was finally built a century later using Fiat's original blueprints. It is fitted with a First World War 6 cylinder 16.5 litre aero engine rated at 250bhp. It even has a gun synchroniser take-off at the front of the engine to avoid shooting off the propeller. Top speed is 120mph, quite fast enough I should think.



Another Land Speed Record holder is this mono-motorcycle. Information is a bit hazy but the record stands at 57mph. Again, quite fast enough!

For those who prefer two wheels on their bike here is a picture of an unknown (to me) Norton. If you think the engine looks a bit unusual it's because it's a rotary Wankel unit.

FROM THE FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS NEWSLETTER

DISCONTINUANCE OF THE TAX DISC

The good news is that we are not hearing any substantial issues arising from the changes introduced to deal with the discontinuance of the tax disc, though there could still be a few curiosities out there which we will keep an eye on.

Of course the absence of the tax disc means that the Vehicle Enquiry System has become the primary route for checking on the tax status of a vehicle. It is being improved and has been running as a Beta site. It is our view that this means that a way has to be found to correct longstanding known errors in the data held by DVLA, especially as they concern historic vehicles. Ian Edmunds describes elsewhere in more detail how we are undertaking this dialogue.

We have done some research on the question of whether, if members take their cars abroad, overseas law enforcement officers will recognise the new position where keepers have no actual documentary proof of the existence of valid taxation. The position of DVLA is clear. They have notified our EU partners of the change and they think that exhausts their legal



obligations. They are probably right. So our advice to members is that it would be prudent to carry the best available evidence.

On examination, that is probably the confirmation page which appears at the conclusion of the online taxation process. It can be printed off and does carry the required information in a pretty clear format. But we know we have members who, either because they are not on-line users, or because they consider that we ought to use the Post Office service, will wish to renew their tax at a Post Office counter. In that case, despite the suggestion we had received from a few members just after the changeover, the Post Office always prints out a till receipt. That is the case even if the vehicle is exempt from VED. In that case the till receipt is Nil Value. The counter clerk should always hand the till receipt (even if Nil Value) to the applicant. We would recommend that receipt be accepted from the counter clerk and carefully retained.

Members who might be taking their vehicles abroad should really give consideration to whether in that case using the online system, with its clear A4 size final page, is preferable to the Post Office till receipt

VEHICLE EXCISE DUTY EXEMPTIONS

To repeat our heads up from Issue 6-2014, if you have a 1974 built vehicle first licensed in 1975 and the date of manufacture is not recorded in the V5C, you can apply any time to have the DVLA record corrected to show the manufacture date and ensure the vehicle is able to claim its rightful exemption from VED. Once you have succeeded, you will get exemption from VED from April without more.

But don't forget the DVLA evidence rules for this are fairly tight. In most cases you will need to produce factory or equivalent data to support the claimed date of manufacture, or DVLA will not accept your application. If you are nevertheless sure and think you have proof that your vehicle was made in 1974, do let Ian know and we will see if we can help you make a valid application.

And, again to repeat, if you have a vehicle which you know crosses a later line (1975/1976 etc.) you can go ahead at any time to get the data corrected. In fact DVLA would rather you did as it spreads their workload.

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

CONTACT: Alistair.Kennedy@cadcouk.com tel: 01285 810440

