



# WESSEX VEHICLE PRESERVATION CLUB

FOUNDED 1971

[www.wvpc.org.uk](http://www.wvpc.org.uk)



## 'WESSEX WAYS' DECEMBER 2017

### VEHICLE OF THE MONTH



A **1932 Austin 7 RN Saloon**. The Austin 7 was made between 1922 and 1939, with production totalling 290,000. It was manufactured in various forms, including 2 door tourers, saloons, cabriolets and coupés, and 3 door vans. All models were powered by a 747cc 4-cylinder side-valve engine producing 10hp, coupled to a three-speed gearbox (a four-speed box was available from 1932). They were licensed and copied all over the world, and the engine was used in the Mark 1 Lotus. The Sports and the Brooklands Super-sports models were introduced in 1924 and proved very successful in under 1,00cc races, the Brooklands being capable of 80mph.



1934 PD Tourer, 1938 Pearl Cabriolet, 1929 B Type Coupé, 1929 Van, 1926 Brooklands Super Sport.

## **EX-CHAIRMAN'S CHATTER (or should that be Paper Chairman's Chatter?)**

Hi everyone,

There was me thinking that all this thinking what to write was over, and here I am back again for another stint of being creative! If you are wondering why I haven't just gone away, then let me explain: the first meeting of the new committee was held in November and it was decided that the club will now be run on a 'Team Management' basis. For those of you who were not at the AGM, contact was made with Companies House and it is ok for the club to run a Limited Company in this way as long as there are three named directors. So it was agreed to keep the same three people as directors. On paper I will remain Chairman, although I will not be doing as much as I did, but I can promise you all that I will do my fair share and remain committed to the continued success of the Club. There will no doubt be a list of the committee elsewhere in the newsletter.

The Committee are working on a programme of club night events, and a full list will be available as soon as possible, although I can tell you now that the January Club Night will be a Bingo night so please come along and take part - I think the prizes could be turkey sandwiches!!!!!!!!!!

One final thing while I think of it is that there have been grumbles from the motor bike boys about the lack of motorcycle articles in the newsletter. Well lads, the answer is to send in the odd article and photos and that will sort that out. *[I endorse that comment entirely, as we do not have anyone on the staff who knows much about motorcycles! Ed.]* In the meantime Ride & Drive with care & I will see you soon. Doug

### **FORTHCOMING EVENTS**

Just thought I should remind you of the next couple of things coming up - first is the Xmas Meal at Bloxworth on the 16th December; also there is another event that may take your fancy if the weather is ok, and that is an 'Informal Drive-in' to the Holme Bush Pub on New Year's Day. All vehicles will be made welcome no matter how many wheels they have. So if you feel like something a bit different from the normal 'Cars On The Prom', then pop along. I think it will start around opening time, and I shall pop along if the weather is ok, so I hope to see a few of you there. Last but not least is the Holly Run on the first Sunday of January, which will start and finish at the Holme Bush with a lovely meal. If you want a menu then let me know. The cost, inclusive of a tea/coffee at the start, is only £13.50, and you can get hold of me anytime. Thanks. Doug

### **ANNUAL GENERAL MEETING OF THE WESSEX VEHICLE PRESERVATION CLUB LTD - 14th November 2017 (a heavily edited version and with apologies to the chairman for any errors or omissions)**

On the stroke of 8pm, and amid an attentive silence, our illustrious chairman opened the meeting and welcomed the multitude that were present. There were only 3 apologies for absence, so that meant that there was in theory a nearly 100% attendance!

Moving rapidly on, the chairman said that everyone had a copy of the last year's AGM minutes. As there were no objections or queries and he had persuaded a couple of members to propose and second them, they were duly signed. No sooner was the ink dry than the accounts were proposed and seconded for adoption by another pair of keen young members.

Next was the highlight of the evening, the chairman's cabaret: he commenced by thanking the members for their support, then told them off for not attending enough shows and runs! However, the club membership has increased, and with a proud flourish, he announced that the WVPC is one of the oldest running clubs in the area. The motorcycle section (who with gender equality laws in mind we can no longer refer to as 'hairy bikers') will be encouraged onto runs by the devising of possible secondary routes to allow for the age and fragility of both riders and machines.

Manfully keeping his emotions under check, the chairman thanked the members of his committee for putting up with him and his humour, and his wife Mo for both organising him and the raffle. Now with a tear in his eye, he broke the news that he would not be acting as Chairman next year (there was some muted cheering at this point), but would remain on the committee. The new committee members were announced as Doug Cronk, Mo Cronk, Val Baker, Colin Baker, Dennis Stranack, Christine Fletcher and Janet Palmer. As some may have noticed, there are now more ladies than men on the committee, so look out for drastic changes and beware misogynists!

The meeting agreed to have a new accountant, then a forest of hands shot up to put questions to the outgoing chairman: someone asked how the club would operate without a chairman; although in theory a new chairman could be chosen by the committee at their next meeting, it seems as though no-one wants to try and emulate Doug's incomparable leadership and humour! Members were assured that Companies House would be advised of the situation, but the whole committee would work as one to ensure the good health of the club. Another question was put forward in an effort to catch the treasurer out regarding the income from membership, but she was equal to this and confirmed that the figures were correct. At long last the (ex) chairman thanked everyone still awake for their patience, and closed the meeting at 8.30pm to tumultuous applause.

The actual script of the chairman's speech is provided at the end of the newsletter.

## **FBHVC NEWS**

### **Regulatory Position on the Use of LED Light Sources in Historic Vehicles – Shining a light on a complex problem**

The 1970s saw the emergence of lamps approved to European standards. There were two parallel sets of standards, normally technically identical but emanating from different organisations. These were ECE Regulations and EEC Directives, lamps approved to the former were identified by an approval number preceded by a capital 'E' whilst those approved to the latter bore a similar mark preceded by a lower case 'e'. These are commonly referred to as 'e/E marks'. The testing required to gain such an approval for a lamp was far more scientific than anything that had gone before and included measuring actual light output across a standard grid. Repetition of this performance can only be guaranteed by use of bulbs meeting precise standards and for this reason a similar approval regime exists for bulbs and e/E marked lamps on vehicles first used after 1st January 1986 are only permitted to be fitted with approved, and e/E marked, bulbs. Whilst today LEDs are tested and approved for use in specified lamp assemblies none bear the approval permitting them to be used in e/E marked lamps intended to employ incandescent bulbs.

#### **Background**

The use of LED light sources has been of interest to the historic vehicle community for as long as LEDs have been readily available and not surprisingly many articles have been written on the subject in both club magazines and in the specialist press. Unfortunately, not all of the information provided has been accurate and FBHVC felt it should research the subject to enable the provision of definitive guidance to its members.

In addition to research by the FBHVC Legislation Committee an opinion was also sought from Department for Transport and the Committee were gratified to find their conclusions confirmed. However, we should repeat a warning from the DfT reply – *“The guidance provided is based on the requirements of The Road Vehicle Lighting Regulations and all vehicles must comply when used on the road, ultimately interpretation of law is the sole prerogative of the courts.”*

As the title implies this article relates solely to the regulations surrounding the use of LEDs but nevertheless a brief explanation of what we mean by LED and the reason why their use can be beneficial might not come amiss. LED is an abbreviation of light emitting diode and their advantage stems from the fact that they do not generate as much heat as a conventional incandescent bulb. Thus, for a given electrical power the light output is much higher, or conversely a given light output can be achieved from a lower electrical power. This latter characteristic is of great value in early vehicles with marginal generator output. Unfortunately, the relevant regulations are quite complex and there is no simple overall yes or no answer to the question “is it legal to use LEDs in the existing lamps on my historic vehicle?” The situation is different for different lamps and also for different dates of first registration of the vehicle in question. This article will explain the background before summarising the conclusions at the end.

There is no regulation that specifically prohibits the use of LEDs in lamps first used prior to the e/E marking requirements, although there is a requirement for e/E marked lamps fitted to a vehicle first used on or after 1st April 1986 to be fitted with e/E marked bulbs. (see above) The applicable date varies for different lamps but it should be noted that these dates are such that vehicles from the end of our period will be affected. The regulations also include a requirement applicable to all lamps that they shall not cause undue dazzle or discomfort to other persons using the road. This should be borne in mind whenever a lamp is made to be brighter than it was originally designed to be.

With particular reference to headlamps, a light source of a different type and in consequence of different physical size and shape is very unlikely to work correctly with the optical design of the lamp and the risk of causing undue dazzle or discomfort becomes a very real one. Another complicating factor is that the regulations quote minimum wattages for certain lamps. For dip-beam headlamps these range from 10W for small motorcycles to 30W for four or more wheeled vehicles and similarly 15W to 30W for main beam headlamps. Stop lamps on vehicles first used after 1st January 1971 and all direction indicators require a minimum of 15W. These minimum wattage limits were undoubtedly included originally to ensure adequate brightness of the lamps in question but now they provide a barrier to the use of LEDs. This arises because of the greater efficiency of LEDs, i.e. more light from fewer watts, the result being that the LEDs are of too low a wattage to comply with the regulations even though the actual light output may be entirely adequate.



### Conclusions

Lamps where the use of LEDs is legal subject to the conditions noted earlier:-

**Front Position Lamps.** (Side lamps). Vehicles first registered before 1<sup>st</sup> January 1972 LED light sources in the original lamps are compliant.

**Rear Position Lamps.** (Tail lamps). Vehicles first registered before 1<sup>st</sup> January 1974 LED light sources in the original lamps are compliant.

**Rear Registration Plate Lamps.** Vehicles first registered before 1<sup>st</sup> April 1986 LED light sources in the original lamps are compliant.

**Stop lamps.** Vehicles first registered before 1<sup>st</sup> January 1971 LED light sources in the original lamps are compliant.

Lamps where the use of LEDs is **not** legal:

**Stop lamps.** Vehicles first registered after 1<sup>st</sup> January 1971 LED light sources in the original lamps are non-compliant. This is because LEDs will not meet the minimum wattages specified in the regulations.

**Direction Indicators.** (flashing type). LED light sources in the original lamps are non-compliant. This is because LEDs will not meet the minimum wattages specified in the regulations.

**Headlamps.** LED light sources in the original lamps are generally non-compliant. This is because LEDs will not meet the minimum wattages specified in the regulations. However, in some particular cases it may be possible to locate LED light sources of compliant wattage.

*The Road Vehicle Lighting Regulations, in addition to specifying which lamps are obligatory and the provisions they are required to meet, also permit the use of additional lamps, which are referred to as optional. These lamps are required to meet some but not all of the provisions specified for obligatory lamps with the result that there are no wattage requirements for optional headlamps, either dip or main beam.*

## **CLUB NEWS**

The **NECPWA** magazine reminds us of the need for an emissions sticker when visiting major French cities. These can be purchased on line for approximately £3.20. The fine for not having one on display is an on-the-spot fine of between £58 to £116.

A couple of observations from the Journal of the **Wolseley Register**:- "Up from the ashes of today's chaos will rise, phoenix-like, tomorrow's cock-up."

"If you take something apart often enough, you'll have enough bits left over to make another one."

**Drive it Day 2018** is to be on 22<sup>nd</sup> April.

## **SOME DREADFUL ONE-LINE JOKES**

A dad is washing the car with his son. After a while, the son asks his father, "Do you think we could use a sponge instead?"

Children in the back seats of cars cause accidents, but accidents in the back seats of cars cause children!

What's a mixed feeling? When you see your mother-in-law backing off a cliff in your classic car.

I always adjust the seat and mirrors when I drive my husband's car so he doesn't forget he's married.

I like older men because they've got used to life's disappointments, which means they're ready for me!

## **WVPC COMMITTEE MEMBERS**

Chairman – Vacant, club to be run on a 'Team Management' basis.

Secretary – Janet Palmer – [familypalmer29@hotmail.com](mailto:familypalmer29@hotmail.com)

Treasurer – Val Baker.

Website Co-ordinator – Dennis Stranack – [wvpcweb@gmail.com](mailto:wvpcweb@gmail.com) or [alpinecruising@gmail.com](mailto:alpinecruising@gmail.com)

Motorcycle Section – Colin Baker – [bikes@wvpc.org.uk](mailto:bikes@wvpc.org.uk)

Committee members – Christine Fletcher, Mo Cronk, Doug Cronk.

## **FORTHCOMING EVENTS**

**December 16<sup>th</sup>** – Christmas Dinner at Bloxworth Club.

**December 21<sup>st</sup>** – Bikes at Bloxworth.

**January 1<sup>st</sup> 2018** - 'Informal Drive-in' at the Holme Bush Pub.

**January 7<sup>th</sup>** – Holly Run from the Holme Bush Pub.

**January 9<sup>th</sup>** – Bingo night.

## **CHAIRMAN'S SPEECH AT THE WVPC AGM, 14<sup>th</sup> November 2017 (unedited version)**

"Good Evening Everyone,

First thing for me to do is to thank all of you who have turned out tonight for this AGM, we all know that this evening will not be the best meeting that we have had so I will try and keep this part of it as short as possible. This year as far as membership goes we have had I believe a small increase in members and that in itself is not a bad thing - to be honest it is very good when you consider that most clubs are finding it hard to keep their membership stable, so I take it from that we must be doing something right. Although I myself have been disappointed with the number of members taking part in the clubs annual runs, at one time if we had a run then we would almost be guaranteed to have 40 cars taking part and recently we have struggled to get to the 20 mark and the same goes for the static shows - the committee goes to the trouble to apply for club space then on the day of the show we have a club stand with 6 or 7 cars on then when walking around the event we see numerous members on other club stands; now don't get me wrong here I do not want this club to go the way of a certain other club where if you fail to turn up then you will be made unwelcome at other events and I do realise that we are all adults and we can please ourselves what we want to do and where we want to go but I do ask that if it is at all possible to support the club either on a run or at a show then please do so. Your support is vital to the continued success of this club.

Many of you know that this is one of the longest running clubs in the area and during recent years unlike other clubs we have managed to avoid any infighting within the club, now for me that means that the club is on a sound footing and long may it continue; as for me I hope that next year the motorcycle side of things becomes a little more involved in the runs - having said that I do know that some of the guys do not like the idea of riding on small country roads so I am rather hoping that they may be able to do the same event but on a different route - as for the bike membership it has increased slightly and that is a good sign.

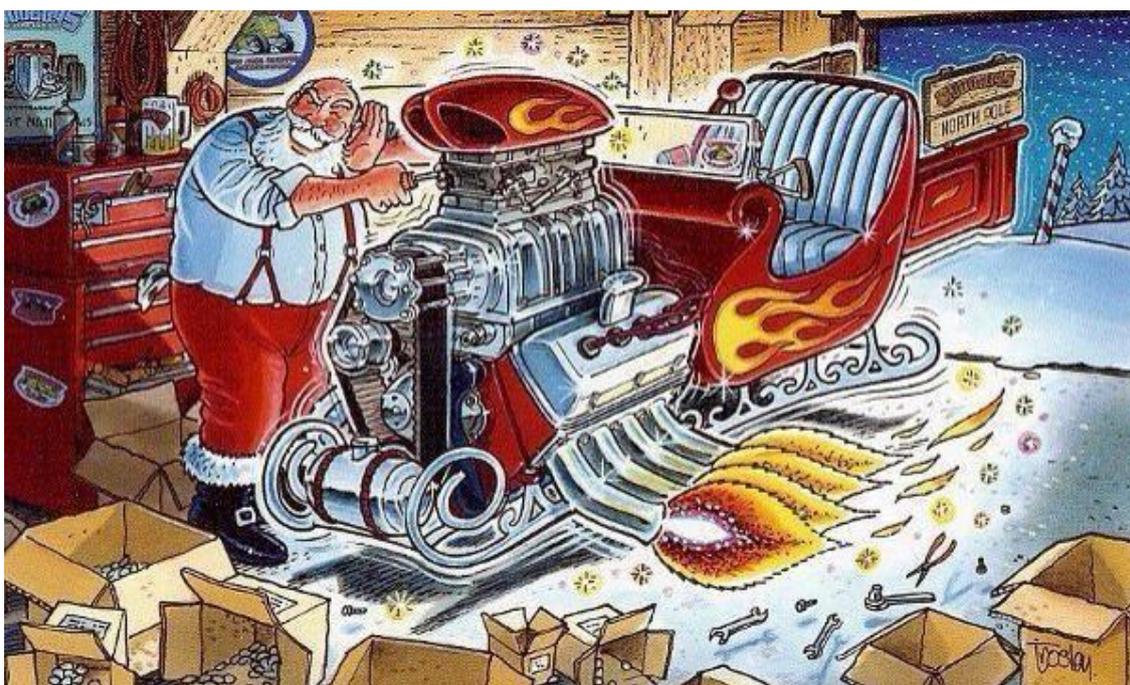
Now of course I must thank all the usual suspects who have helped me through the last year - I must say that without the whole committee's support I think I would have not seen the year out, also must thank her indoors for sorting out the raffle and even though I say it myself it has to be one of the best around. Now for my future as you all know I intend to resign as chairman; this does not mean that I will not be available for a role on the committee and I have sent in my nomination and with any luck I will be accepted. There may well be a different flavour to the running of the club in the future - who knows but I am sure that with or without me this club will continue to go from strength to strength. I have enjoyed my time as your leader and will continue to do my best to assist it any way possible and I look forward to seeing you at as many club events as you can get to in the future. Once again thank you all for your support over the last 5 years.”  
Doug.

### **SEEING THE FUNNY SIDE**

One day when driving out in the countryside, a motorist came across a car pulled off to the side of the road with a puncture. Standing by the car looking very distressed was a woman. The gallant motorist stopped and offered his help. He changed the wheel, and as he was letting down the jack the woman whispered to him “Please let it down gently - my husband is asleep in the back.”

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As she was on the way to work on a very wet morning, an elderly man stalled his car at the traffic lights, and he was having a lot of trouble getting it to start again. After a while fumbling in the engine bay in the pouring rain, his mood was not improved by the impatient van driver behind him who repeatedly sounded his horn. He stomped up to the van driver, and keeping his anger in check with some effort, said to the driver politely “I’m terribly sorry about this; I’m having a bit of a problem getting my car to start. If you’d be so kind as to go and have a look at it for me, I’ll stay here and lean on your horn.”

.....  
A wealthy Australian sheep farmer walked into a London car show-room and bought a new Rolls-Royce. As he was paying the salesman in cash, he said “I also want a glass partition fitted between the driving seat and the back.” “I’m very sorry sir,” replied the salesman, “but we don’t fit those any more as there’s no call for them.” “Listen sport,” said the Australian, “when I’m driving this car back from sales in New South Wales, I don’t want the flamin’ sheep lickin’ the back of me neck!”



**A Very Happy Christmas and an Eventful New Year to everyone!**