



WESSEX VEHICLE PRESERVATION CLUB

FOUNDED 1971

www.wvpc.org.uk



'WESSEX WAYS' AUGUST 2018

VEHICLE OF THE MONTH



This deserves to be photograph of the year! It was taken by Peter Houghton at the Bicester Flywheel event. The bike is a **1926 500cc Triumph Model P** and has been restored in its distinctive "chequered-flag" livery as a tribute to the comedy film "No Limit". This was filmed on the Isle of Man in 1935 it starred George Formby as a TT rider intent on winning the TT.

A landmark machine in the development of the motorcycle in Britain, Triumph's Model P debuted at the 1924 Motor Cycle Show. A no-frills, single cylinder sidevalve-engined model, the newcomer was priced at £42 17s 6d, at which level it undercut every other 500cc machine then on sale in the UK. The first batch manufactured was not without its faults, but once these had been sorted the Model P was a runaway success. Output from Triumph's Priory Street works was soon running at an astonishing 1,000 machines per week, and the arrival of the Model P undoubtedly hastened the demise of many a minor manufacturer. Production continued until the decade's end, by which time the Model P had spawned a number of derivatives - models N, Q and QA - and had lost penny-pinching features such as its guide-less valves and bicycle-type front brake.

IMPORTANT ANNOUNCEMENT

WARNING! WESSEX VEHICLE PRESERVATION CLUB LTD WILL BE WOUND UP IN DECEMBER 2018

That grabbed your attention didn't it? Seriously though, your Club cannot continue in the present format. We currently have only 6 Committee members and no Chairman. In November we will also be losing our Treasurer.

We are a Limited Company registered with Companies House. As such we are obliged to abide by the Articles of Association which state that The Club shall be managed by a Committee which shall include the President, Treasurer and Chairman of the Club.

YOUR CLUB NEEDS YOU!

We are very lucky to have Peter Fletcher join us this month on the Committee as a co-opted member. He realised that without help from the Club members the Club is in danger of folding. **Be like Peter, volunteer to be a Committee Member and help save your club!**

The only requirement is that you attend the AGM held in November each year. We do have monthly Committee meetings which last for about an hour and are held at Cobhams Sports and Social Club. If you are able to attend a few of these as well then you can have input into how your Club is run, events and generally how to enhance our members' enjoyment of this friendly Club.

Come along to the next Committee meeting with no obligation, to see how we operate. We meet at Cobhams at 7.30pm each month. Contact a Committee member for details of the next meeting date. See you there, PLEASE!

JULY CLUB NIGHT

The last club night was, it would appear, an overwhelming success, and the talk by ex-policeman Paul Stickler regarding the infamous A6 murder was a complete hit with everyone present. I was asked by a few members if Paul could return at a future date and give us a further talk on one of the other murders that he has studied. Those of you who have checked out his website may well have an idea for one of his talks, and if so, please let me know. If there is enough interest in having him return for another evening, I will ask the committee and let you know the outcome.

Doug.

The A6 Murder

In August 1961, a man was shot dead and a woman sexually assaulted at the side of a main road in Bedfordshire. There then unfolded an intriguing chronology of events which has remained a source of controversy to this day. This is a fascinating and absorbing story which placed the entire criminal justice system under the political microscope and allows the audience to consider the guilt or otherwise of the main characters involved.

ANNUAL CHRISTMAS DINNER

This year the meal will be held at the normal venue **The Bloxworth Village Club** on **Saturday December 15th**. The usual format will again be used, and further details will be forthcoming as soon they have all been finalised.

FBHVC NEWS - MOT EXEMPT VEHICLES by Bob Owen

By the time you read this the roll out of the new procedure will have commenced. Just a brief basic reminder: Keepers of pre-1960 vehicles which have been automatically exempt will not remain exempt after their next date for licensing unless you can and do make a declaration.

Next, a word on experts: The Department for Transport (DfT) Guidance we published in the addendum to Edition 1, and which you can also find on the DfT website, makes reference to the use of experts. However, their use is not compulsory. You may know perfectly well yourself whether or not your vehicle has been substantially changed during the past thirty years. But if you think there may be some doubt, we have posted on the Legislation pages of our website a List of Vehicle of Historic Interest Experts who may be able to advise you. They will not make your decision for you. It is up to you whether you feel able to declare entitlement to MOT exemption, but they may be able to provide peace of mind.

The List is based upon a mixture of our knowledge of the historic vehicle movement and a voluntary agreement by the organisations listed to be put on the list. So it makes no pretence at being exhaustive. Indeed, just because your own marque club has not decided to be shown on the published list doesn't mean it will not be able to advise you. DVLA is not going to be checking who, if anyone, you consulted before declaring your vehicle MOT exempt.

A problem arising as a result of the difference between the time I write this piece and when you see it, is that while I know what the Forms will say, they are not of course yet in force. The Forms V112 and V112G which follow this subject, say DRAFT, but you should now be able to ignore that. Be aware that there may be some slight revisions from September, of which I will advise you.

The Forms do not specifically make any reference to the terms 'Vehicles of Historic Interest' or 'VHI'. That is undoubtedly a good thing, as confusion would certainly have arisen if both 'historic', as a description of exemption from VED, and 'VHI', as a description of entitlement to be MOT exempt, were both formally in use. Instead the forms simply describe what a substantial change is, using words from the Guidance. I think they are self-explanatory.

One point I should clarify, though I hope most members who are directly affected are now aware of it, is that while there is a general exemption for steam powered vehicles in Form V112G, it applies only to vehicles which weigh over 3.5 tonnes. There is no other general steam exemption. We are working with the organisations in our membership who are nationally involved with steam to ascertain whether or not this creates any actual problems when compared with the position in previous years and I will, if necessary, report back on this.

It is quite clear now that it will only be a requirement to use Form V112 (or V112G), which is used at a Post Office, for vehicles which are entering the 'historic' vehicle class for the first time. Of course, licensing in the 'historic' class for the first time in a Post Office is not of itself new. Otherwise licensing, including declaration of entitlement to MOT exemption, will be able to be done online. As I understand it, it will simply be a part of the current process, usually initiated by the Form V11 reminder. At the time of writing I had not been able to view the actual way the requirement for declaration will be presented online, but must assume it will closely mirror what is in Forms V112 or V112G as the case may be.

As explained before, the exemption is actually created by Regulations, which are based upon the actual build date and condition of the vehicle. Nor do they formally require the vehicle to be entered into the 'historic' taxation class. But Government has to find a workable way not least for enforcement purposes of logging exempt vehicles. The consonance of the exemption date and the date for qualification for the 'historic' class has caused DVLA to combine the two. For administrative reasons the declaration process will, as explained in the last Edition, roll out over the year with the first declaration only being required when the vehicle comes up for licensing in the normal way.

But after initial roll out, if you make a declaration of MOT exemption when licensing the vehicle, it will be shown on the DVLA record as being exempt from taking an MOT for that year. If you do not declare, then fail to take an MOT test when it becomes due, which might easily be the date of licensing, the vehicle will show as in default. That will put you at risk of enforcement action, and additionally could also cause problems when you come to the next licensing date. If you do declare then you will either have to continue to declare in subsequent years, or else put the vehicle through an MOT test before relicensing.

One last thing. A voluntary MOT remains possible, as now for pre-1960 vehicles, even if you have declared the vehicle exempt. This has an obvious advantage of allowing taking of the MOT test at more than twelve month intervals, to take account of low mileages. But if you fail a voluntary MOT test, you will have a real fail. The newly introduced MOT procedures including allocation of categories of failure, might mean the consequences of failure are more serious than in the past. You might not be able to drive away to make repairs, for instance. And finally, a simple warning. Nothing in any of these new rules takes away the absolute obligation not to take a vehicle which is not roadworthy out on the highway. How you check out that you are not doing so is up to you.

IT'S A DOG'S LIFE!!

As I was sitting in the car having just taken one of our dogs namely Charlie for his appointment at the vets, I thought that it was nice to hear that he is well on the way back to full fitness, this plus the fact that I had paid for the vet to have his summer holiday! Such is the cost of a visit, and I did of course have to make another appointment for later in the year so he can be checked over, for which no doubt I will have to pay for the vet to go skiing.

It occurred to me as I sat there in shock, that even though I had made my will, I had not made any provision for the dogs. It goes without saying that my lovely wife has been provided for, and I know that she is very happy, amply demonstrated by her continued encouragement for me to go out on my bike during the icy conditions saying "don't bother with the helmet as you'll be fine." Suffice to say that the dogs have now been included in the will!



101 YEARS OLD AND STILL RIDING EVERY DAY! – Published in MCN: 13 September 2017

You may have stumbled across the [100 Year Old Driving School on ITV](#) last night. If you did, you'll have no doubt come across Jock, the 101 year old who still rides his scooter every day.

Have you ever got stuck behind an older driver that quite possibly should no longer be on the road? The 100 Year Old Driving School takes viewers on a journey with older drivers who are assessed by RoSPA instructors, and some of the habits are just terrifying. Jock on the other hand, gives a quite unique view of his riding. With an incredible 90 years of riding experience under his belt, he's no stranger to motorcycles, but age can slow down reaction times and modern road and traffic conditions are drastically different to what would have been the norm in the first half of the 20th century.

"If the examiner says 'no, you're not safe,' my first instinct would be to say 'get stuffed and mind your own business,' I'm going to carry on" Jock claimed in the documentary. "But I am so considerate to other people and their opinions, that I would take it on board and think very seriously if I should be driving."

His assessor, Andrew Hodson – who at 28 is only just over a quarter of Jock's age – wasn't sure what to expect, saying: "It's a new experience for myself, I've not tested or instructed anyone with an age in three figures before." The resulting ride is admirable, proving that there's still plenty of life in Jock yet. For a chap of 101 years, he's surprisingly spritely! It has to be wondered if his years on two wheels have kept him young. His riding is still okay, and Jock passed his assessment with just a few things to work on, such as his head-on approach to speed bumps and forgetting to turn his indicators off. But still, what a legend!

It's more than can be said for some of the other drivers on the programme, which sees some very questionable driving, with many not knowing anything at all about the highway code. There are more than 200 drivers over the age of 100 still on the roads in the UK. Over the age of 70, motorists must re-apply for a driving licence through the post, but they're not automatically re-tested. The 100 Year Old Driving School is a three-part series, with the other two episodes showing on 19 and 26 September at 9pm. You can [watch Jock in the first episode on the ITV player](#).

WVPC COMMITTEE MEMBERS

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

Secretary – Janet Palmer – familypalmer29@hotmail.com

Treasurer – Val Baker.

Website Co-ordinator - Dennis Stranack – wvpcweb@gmail.com and alpinecruising@gmail.com

Motorcycle Section – Colin Baker - bikes@wvpc.org.uk

Committee members - Christine Fletcher, Peter Fletcher.

PRELIMINARY CALENDER OF FORTHCOMING EVENTS

Sunday 19th August – A second cream tea run.

Tuesday September 11th - A quiz night with prizes.

Tuesday October 9th - Baked Spud Night, a bit earlier this year as last year was too close to Christmas.

Tuesday November 13th - The ever popular AGM.

Tuesday December 11th - To be decided.

Saturday December 15th – Annual Dinner at Bloxworth.

FOR SALE

Practical Classics Magazines from Edition Number 1 (May 1980) through to 1986. Believed complete but work on the basis that 2 or 3 may have gone missing over time. Just looking for a good home for them & a nominal donation to the Bournemouth Multiple Sclerosis Centre (based in West Parley). Peter Houghton 01202 897594 or e-mail peterhoughton24@hotmail.com.

AN EXTRA EVENT - CREAM TEA RUN - Sunday 19th August

As those of you who were on the cream tea run will know, Mo spoke to the café owner about doing another afternoon tea. Now all seemed ok at the time, but on reflection it was decided that for everyone having to order what type of sandwich they would want plus the cake, the whole thing could become a bit of a nightmare, so the decision was reached that it would be better if you all agreed to do another Cream Tea. You will find an application form below; the date of the event is Sunday 19th August and we hope you can give your support. Thank you.

The usual rules apply but this time the start will be at the Avon Heath Country Park, which will allow for a variation of the route. The times will remain the same, so please arrive at around 1.15pm and leave at 1.45, then a run of around an hour or so to arrive at the Courtyard Café at Lytchett Minster for a delicious cream tea the cost will be the same £5.50 per person. Mo.

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CREAM TEA RUN REQUEST FORM.

NAME _____ VEHICLE REG _____

MEMBERSHIP NO. _____ CREAM TEAS @ £5-50 _____

Please pay by cash if you see me or send a cheque to me made payable to WVPC Ltd. The cut-off date will be Tuesday August 14th.

Please post cheques to 91 Pinehurst Park, West-Moors, Dorset, BH22 0BP.
As always thanks for your support in advance. Doug.