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Banbridge Old Vehicle Club



March

2007

MAGAZINE



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Thanks to everyone who has contributed to this and other editions of our club magazine, without your help we would simply not have enough to go to print. We have had good feedback from our first attempt but we still need you, our club members, to feed us information, give us articles, short stories, jokes, pictures, letters to the editors or can you organise a crossword or maybe a little quiz!! Come on it's your club mag, what would you like to see in it every quarter, please tell us and we will try to fulfil your wishes,
Thanks from: Samuel & Harry

PLEASE NOTE INCREASE IN MEMBERSHIP SUBSCRIPTION

As we begin another year this is to remind you that the "club subscriptions were due on 1st January 2007. This year the amount payable is **£15.00.** please note the increase. If you have not already paid your renewal please complete the renewal slip from Dec Magazine and return to Roy Chambers Membership Secretary.
Telephone:- 028 9070 1806
membership@bovc.co.uk

THE CHAIRMAN'S PAGE

It is with regret that I have to refer to the deaths of two of our members who passed away since the last edition of the magazine, Jimmy Allen and Charlie Millar. Both were loyal members of the Club attending club meetings and runs on a very regular basis. Both will be sadly missed and I wish to express to their families the sympathy of the committee and members.

Many of you will have heard that Dick Graham suffered a stroke in early February and was paralysed down his left side. However I am pleased to be in a position to advise you that he has now regained the mobility of both his leg and arm and with physiotherapy will hopefully gain full strength in these two limbs. On behalf of the club I wish him a speedy recovery and hope that it will not be long before he is joining in club activities.

Now that the evenings are beginning to lengthen I am sure you are all starting to prepare for the beginning of the new season of runs. Organisers have been arranged for all of the runs however this

does not mean that volunteers would not be welcome to come along and see how runs are organised with a view to becoming involved in the actual arrangement of one of these.

Again this year we will be leaving Banbridge Rugby Club for the summer months. The committee would like to receive suggestions regarding suitable venues. If you have any ideas please let the committee members or myself know.

Our January meeting was addressed by Dr Gerry Hanna, Consultant Oncologist from the Cancer Centre, Belfast City Hospital and Colleen Shaw from the Friends of the NI Cancer Centre who both gave very interesting talks on their involvement with the charity, the help that is given to patients who suffer from the illness, the help given to their families and the work that goes into the search for a cure for cancer.

I look forward to seeing a good turn out at all the runs and would ask you to support the organisers and look forward to joining in myself.

Michael McKay.

Obituaries

Robert James (Jimmy) Allen & Charles (Charlie) Millar

2006 ended on a sad note for the club with the deaths of two valued and highly respected members Jimmy Allen and Charlie Millar.

Jimmy passed away after a brief illness and his funeral to Scarva Street Presbyterian Church, Banbridge on 24th November was well attended by club members and friends, together with a large cross section of the local community. A quiet unassuming man, with a great love for old cars, especially Morris Minors, his other passion was old clocks, with which the walls of his home was festooned. He is sadly missed by all who knew him, but especially by his devoted wife Gladys, to whom the club offer our deepest sympathy.

A scant four weeks later the Club suffered another blow when Charlie Millar lost his battle for life following major surgery for cancer some nine weeks previously. Charlie came to reside in Lurgan, from Glasgow, nearly twenty years ago, and before long joined our club to begin his involvement in the Old Vehicle movement. His first old vehicle was a Peugeot 201, but he soon reverted to his first love, Mercedes Benz, firstly with a 220S Ponton, then a 170VB and finally a W123 series saloon. As all things Charlie's cars were immaculate "TIP TOP", as Charlie would have said. He brought great credit to the club, winning many awards throughout the UK and Ireland.

A gentleman in every sense of the word, he is greatly missed from club meetings, but more so by his faithful friends John and Maureen Telford, and especially by Evelyn, his loving wife and faithful companion. To all of them the club extends its sympathy and support.

It was a pleasure and an honour to have known these men, we will all be the poorer by their passing.

BOVC Committee & Club members

MY 1963 HILLMAN SUPER MINX

This car was literally a “barn find” of the kind one reads about in car restoration magazines. Where one sees before and after pictures under



car as found

the heading “Reader’s Restorations.” The vehicle was originally purchased in Portaferry from James Elliott and co. by a farmer who lived in Killinchy



car under restoration

village he obviously only drove it for a short time before it was laid up in the barn where it remained for

about twenty years, as it had only around 12,000 miles on the clock. The barn was well ventilated and there were several bales of straw in it. These probably absorbed moisture. Several cats inhabited the barn and probably therefore ensured that rodents didn’t get a look in!. A friend of mine who farms in the area knew of the car and told me about it when we were dining at the home of a mutual friend one evening about eight years ago. This was much to the annoyance of my wife who after twenty-eight years of marriage knew what was about to follow. I purchased the car from the nephew of the original owner on the 16th February 1998. I didn’t restore it myself, as I had neither the time nor the facilities to do the job properly. It was a miracle that the car was restored at all as it really did cost a lot of money. Classic Car Marques of Raffrey did the restoration and they did a very good job. However I recall the most commonly used phrase used by them every time I enquired about the costs and. It duration of the job. --- “How long is a piece of string?” There were very few marks or dents on the bodywork and the interior was perfect so it was a good proposition for restoration only needed two very small welds on one sill. The door skins were perfect and rust free as

were the inner wings and the floorpan. Tiny specks of rust like pinpricks were on some panels and this necessitated a bare metal re-spray. All rubber hoses, brake parts



Car now

etc were replaced and a new brake servo added. The servos were only fitted as standard to the up-market Rootes cars such as the Humber Sceptre, Singer Vogue etc.

I have had no problem with spares, which are readily available from several UK suppliers for delivery within an average time of 2 days. The only non-standard fitting apart from the genuine brake servo was the addition of electronic ignition, which immediately solved the only major problem I had experienced when the points continually closed up. The car has only completed around 18,000 miles and I haven't converted to

unleaded fuel yet as the car is running well. I have really enjoyed the car and the highlight of my ownership was being able to use it for my daughter's wedding in 2004. The car won first prize on the

Hillman Owners Club stand at the Rootes Moffat Rally in Scotland in 2005.

In the eight [nearly nine] years since I bought the car my life has changed a lot. I am now retired as is my wife and as a result we have been

travelling a lot. We had around ten vacations last year mainly because our family is very widespread.

Our son lives in Canada and our daughter lives in the USA and we have other family in England, Germany and Crete.

I haven't been on one single club outing last year as dates have always clashed and I have therefore had less opportunity to enjoy the car. As this looks like the pattern for some time to come [hopefully] I am reluctantly coming to the conclusion that I will part with the car sooner rather than later.

It is MOT'd until April 2007, I have all bills and restoration 'photos as well as a comprehensive history and I am willing

to sell the car for £4,000.00. Anyone interested can contact me

Terry Aston

telephone 028 9146 8707

A BRIEF HISTORY OF HILLMAN CARS

The Hillman company was founded by William Hillman with Louis Coatalen as designer and engineer in or around 1913. The first cars were large by today's standards with a 9.76 litre 6 cylinder engine or a 6.4 litre 4. A smaller car, the 9 hp with a 1357 cc side valve 4 cylinder, was the first to sell in reasonable quantities and was re-introduced after World War 1 as the 11 hp, the engine having grown to 1600 cc. The big seller was the 14 hp introduced in 1925, and the only model made until 1928. Following the trend of the time a Straight 8 of 2.6 litres and Hillman's first use of overhead valves came in 1928 but soon gained a reputation for big end problems. In 1928 the Hillman car company was taken over by Humber and both were then taken over by Rootes in 1931. Hillman went on to become probably the most popular brand within the Rootes empire, alongside Humber, Sunbeam and Singer. The 1930's saw a return to side valves with first the 2.1

(later 2.6) litre 6 cylinder Wizard in 1931 and in 1932 the first car to carry the Minx name. This had a 1185 cc four cylinder and went through a series of updates in body style and construction until the end of World War 2. In 1934 the Wizard was replaced by the 20/70 which lasted until 1936 when the Hawk with a 2576 cc (later 3181 cc) side valve straight six. This car was later given a new body and was sold as a Humber.

After the war the Minx was reintroduced with the same 1185 cc engine. It went through a series of models given Phase numbers and the Phase VIII of 1954 saw the arrival of an overhead valve engine. The deluxe version of this model was called the "Gay" model (or the flying Minx!) which shows how words can change and led to the advertising slogan "Go gay, go Hillman". The floor pan of the smaller model known as the Husky model was later to form the basis for the Sunbeam Alpine, also being part of the Rootes Group. In 1961 Hillman introduced a new deluxe variant of its popular Minx model, the Super Minx. The Super Minx was based around the same mechanical items as the standard car, this meant a 1592cc four cylinder engine coupled with a four speed manual gearbox. The main difference between the Minx and Super Minx was the bodywork. The new car had a

much larger and more modern body design which had a distinctive full width grille and headlamps "capped" by unusual semi-circular side/indicator lamps. The Super Minx had lots of chrome trim and featured a spacious, more luxurious interior. In 1965 a final Series IV Super Minx arrived which had a more powerful 1725cc engine. A complete departure in 1963 was the Hillman Imp using a Coventry Climax all alloy, 875 cc rear engine and built in a brand new factory in Linwood, The location was chosen under government influence to bring employment to a depressed area. A fastback version, the Californian, and an estate re-using the Husky name were also made. A new car called the Hunter was introduced in 1966 with, in 1967, a smaller engine standard version using the old Minx name. These are frequently given their factory code of Arrow but this name was never officially used in marketing. Chrysler had assumed complete control of Rootes by 1967, and the first new Hillman model whose development was financed by the American giant would be the Avenger of 1970. The name Hillman is still a registered name under the control of the Peugeot Corporation

Silent Treatment

A man and his wife were having some problems at home and were giving each other the silent treatment. Suddenly, the man realized that the next day, he would need his wife to wake him at 5:00 AM for an early morning business flight.

Not wanting to be the first to break the silence (and LOSE), he wrote on a piece of paper, "Please wake me at 5:00 AM" He left it where he knew she would find it.

The next morning, the man woke up, only to discover it was 9:00 AM and he had missed his flight. Furious, he was about to go and see why his wife hadn't wakened him, when he noticed a piece of paper by the bed. The paper said, "It is 5:00 AM. Wake up."

Men are not equipped for these kinds of contests!!

CHARITY TABLE QUIZ 2007

After the evening of crack at last years table quiz it has been decided to go for it again (an extract from last years report on the quiz was "It was a new effort for the club and probably one of the best nights entertainment that the club has had, the fun, camaraderie and the sportsmanship were fantastic and as well as that we raised £1500 on the night). A well used quote comes to mind "It is not about winning it is about the taking part!!!" Aye right, everybody was there firstly to win and also enjoy themselves, there was one winner, the charity, there was certainly plenty of enjoyment and I never heard one complaint.

This years event is to be held at Lisburn Golf Club on **Monday 26th March 2007** It is our intention with the help of our club members to arrange a second annual table quiz with all proceeds being directed to **Friends of the Cancer Centre** (formerly 'Friends of Montgomery House) Charity number XN87225 Our aim will be to attract teams (tables of 6) to take part in a fun evening in which they will have the opportunity by competing against other teams to uphold the honour of their club. We intend to have, during the evening, a raffle and an auction in which we will be prepared to sell anything (within reason!). We would appreciate the help of as many club members as possible to seek out some items from shops or businesses that you think could be used for the raffle

or auction to make this an event to remember.

With your help our chosen charity will gain some funding to help in their quest to put all money received to good use in improving patient care, the purchase of vital equipment and provision of first class facilities. Under it's new name and in it's new home, Friends of the Cancer Centre has much unfinished business in continuing to contribute to the care, treatment and support of cancer patients and their families throughout Northern Ireland 'Friends' has a proud history and now, based in the heart of the new Cancer Centre, can continue to do what it does best; raise money to put directly back into projects that make a real and meaningful difference to patients and their families, 'Friends' can help to make a difference.

Please, everyone, let's try to make this years event even more successful than last years. Don't be put off by the 'quiz' bit, contrary to what I have written above it really is just about 'taking part', try to gather up a team (6 a table) and give me a ring it will be necessary to pre- book your table, where could you get a nights crack at only a fiver per head? Come on you'll enjoy it. If you are prepared to make the effort to assist with the organising, make a personal donation, or to seek out people who would be willing to make donations or even help on the night, any help, please contact:-

Samuel Spence

January club meeting

January 31st saw chairman, Michael McKay, welcome all to the meeting and as it being the first of 2007 he wished everyone a belated Happy New Year.

Special mention was made of the death in December, after a short illness, of faithful club member, Charles (Charlie) Miller, a letter from his dear wife, Evelyn, was read to the meeting.

The club business was quickly dealt with and then our guest speakers were introduced. Colleen Shaw, Fund-Raiser for **'Friends of the Cancer Centre'**, previously better known as 'Friends of Montgomery House' before the Cancer treatment centre moved from the old Belvoir Park Hospital site to it's new home in the Belfast City Hospital complex. 'Friends' is the 'clubs' chosen charity for 2007 and it is hoped that as many members as possible will give support to the various fund-raising events during the coming year, the first being the annual Table Quiz on 26th March at Lisburn Golf Club.

Colleen explained how the money raised is used, all in Northern Ireland, to purchase very much needed equipment and to alleviate some of the hardships patients and their families, who may have to travel from as far as Enniskillen, Omagh or Londonderry on a daily basis for as many as up to 40 days Radiotherapy Treatment, may encounter, bearing in mind that the 'City' is only Radiotherapy centre in Northern Ireland.

We then had a very interesting talk by Dr Gerry Hanna, a consultant in the Cancer Centre who specialises in Breast Cancer and oncology. One of the most startling facts that he put to us was that 1 in 3 people in this country will have some form of cancer in their lifetime (that is depressing, do I hear you say, I think you should look at it as enlightening as it helps us all to realise the need for charities such as 'Friends' and how important it is for us all to help them at every opportunity.

This was a very interesting meeting, which was followed as usual by a chat amongst those present over welcome cup of tea, which is still being provided with a smile by Roy Chambers and Harold Speers. Our secretary, Sheila took it upon herself during 'teatime' to organise a collection for our charity which raised a marvellous £235.00, thanks to everyone who supported this worthy cause, could we have more interesting speakers such as these talking about relevant issues PLEASE!!!

Hazel Crawford (now enjoying life with husband Noel in sunny Spain)



Where do we stand with the 11/1 ?

The following are a series of e-mails I received regarding the 11/1 form from various people

3.10pm 30th January

Peter Hain has announced today that he will be granting exemption to old vehicle events for the completion of the 11/1 Form. (Fantastic!!)

5.03pm 4th February

Looks as if we have been misled !!! by the press release on 30th January, Hain reduces bureaucracy for vintage vehicle clubs

The process of notifying the Parades Commission of proposed rallies for vintage vehicle clubs **will be simplified,**



Secretary of State

Peter Hain MP announced today.

The Government has confirmed that it will make legislative change to exempt vintage vehicles if the planned administrative reform **does not address concerns raised.**

The move is part of the Government's response to the Parades Commission report 'Parading in a Peaceful Northern Ireland: Forward View and Review of Procedures'. Peter Hain said: **"I've looked carefully at the recommendations of the Parades Commission report and have decided that it makes sense to address the concerns around vintage vehicle rallies.**

"Further work would be required to exempt vintage vehicle clubs from the legislation.

As the key concern is the bureaucracy surrounding the notification process, this will be addressed by administrative changes to the 11/1 notification form in the first instance.

Should this not resolve the issues satisfactorily, I will take forward legislation to enable full exemption." (AH ! so there is a sting in the tail)

10.21pm 4th February

Always worth waiting for the written word !!

11.25am 7th February

Paul Goggins MP has written to **Iris Robinson** to say his officials will be meeting with "vintage rally organisers" to discuss ways of simplifying the 11/1.

Will keep you informed of any further news. (moving the goalposts)

2.32pm 7th February

As you are all aware the Parades Commission Chairman recommended in his Report to The Secretary of State that we receive an exemption from having to fill in the 11/1 Form in the same manner that **Mo Mowlan** granted an exemption to The Salvation Army a few years ago - see attached.

Last week it was announced by the NIO **"The report made a number of recommendations to the Secretary of State, all of which have been accepted."** It now turns out that this statement is NOT TRUE as The Secretary of State instead of giving exemption is going to have the 11/1 modified and simplified FOR US and after using this new form it still creates

problems will he consider granting the full exemption.

Since learning this news we have been in contact with a number of MP's and Reporters to highlight this U - Turn and Fudge.

There is an article and picture of Frank McKee in today's News Letter and he will be on **BBC Radio Foyle** this afternoon at 3.30 pm. The Radio station will be contacting several AOVV Clubs in the area for a statement and no doubt you will all stress that modifying the 11/1 Form is NOT going to solve the problem and the only thing that will is the complete exemption.

It looks like we still have to carry on with all your help to press for this exemption. Will keep you all informed of any developments.

3.19pm 7th February

Have just had an official on the phone from **Ballymena Borough Council** who cannot believe in the u turn re Parades Commission exemption.

They are writing to Peter Hain on our behalf and the more Councils we get to do this the better.

12.19pm 13th February

Below is a response to a Press Release I sent last week with the title "Secretary of State misleads public". Delighted that Jeffrey along with a number of other elected representatives and reporters are taking the matter further on our behalf.

The NIO have written to **Connor Murphy SF MP** stating they will be meeting with AOVV but we have not heard anything and Parades Commission

have not (as expected) replied to the letter I sent 10 days ago. **(not surprised)**

(Extracted from E-Mail from Ald Jeffrey Donaldson MP) Thank you for sending me a copy of the recent statement issued on behalf of the Secretary of State for Northern Ireland in which it was confirmed that he would be complying with the recommendations contained within a recent report by the Parades Commission.

Clearly, it would seem that the Secretary of State does not intend to fully comply with the recommendation made by the Parades Commission in their report which envisaged an exemption for the vintage vehicle clubs in Northern Ireland. Instead, it seems that there will be some "procedural changes" made to the 11/1 notification form which will still require the organisers of vintage vehicle rallies to give due notification to the Police and the Parades Commission.

In view of your ongoing concerns and those of your colleagues in the Association of Vintage Vehicle Clubs in Northern Ireland, I am writing again to the Secretary of State to request that he fully comply with the recommendation contained within the Parades Commission report. As soon as I have received a response to my representations, I will be in contact with you again. Jeffrey.

11.33am Feb 22nd

Thank you for your email dated 31st January 2007.

As you are aware the changes needed in the Public Processions Act 1998 to enable any exemption must be legislated. The exemption programme timings

therefore are matter for the Secretary of State.

The Commission has been pleased to be able to support your application for an exemption. It advises that until any proposed changes are fully in place, the events organised by your associated clubs must continue to be notified using the 11/1 form. The Commission has always believed that some form of formal notification should be used to advise the PSNI of these events.

12.52pm 22nd February

We have had the Secretary of State do a U Turn on us and have just received this email today showing that Parades Commission are now doing a U Turn. I feel that all this is coming from Civil

Servants in NIO and Parades Commission.

Note the contradiction in the FIRST & LAST SENTENCE in the last paragraph. They are obviously just replying to my email of 31st January now to avoid us casting up on Monday that they never replied to our email.

Still no news from NIO as to what time the Monday meeting will be held.

The question was 'where do we stand with the 11/1 form?'

The answer is :- We still need to complete the 11/1 form not less than 28 days before an event to remain within the law !!!!

Banbridge Old Vehicle Club has been of a member of **FBHVC for a number of years, we get sent a copy of their magazine but unfortunately not all of our members get the opportunity to read this. It is our intention, where possible, to keep you updated on relevant issues that appear in the magazine Although it would be unviable to reprint it as a whole we shall endeavour to give you as much relevant information as possible, for those of you with internet access the full magazine can be downloaded from their website www.fbhvc.co.uk**

THE FOLLOWING EXTRACTS HAVE BEEN REPRODUCED FROM 1/2007 FBHVC NEWSLETTER

ABOUT FBHVC

The Federation of British Historic Vehicle Clubs exists to uphold the freedom to use old vehicles on the road. It does this by representing the interests of owners of such vehicles to politicians, government officials, and legislators both

in UK and (through membership of Fédération Internationale des Véhicules Anciens) in Europe. FBHVC is a company limited by guarantee, registered number 3842316, and was founded in 1988.

There are over 400 subscriber organisations representing a total membership of some 250,000 in addition to individual and trade supporters.

VOLATILE ORGANIC COMPOUNDS THE IMPLICATIONS FOR HOME SPRAYING

Statutory Instrument 2005/2773 comes into force at the beginning of 2007. This transposes the main elements of Directive 2004/42/CE limiting the levels of Volatile Organic Compounds that may be included in decorative paints and varnishes and vehicle refinishing products. It effectively bans the general sale of cellulose based vehicle refinishing products, and this has led to several 'doom and gloom' reports in the motoring press, some even suggesting that this may mean the end of home vehicle restoration. There is no reason why that should be the case, even if cellulose is no longer available, there are other suitable products, albeit requiring different skills. As a result of much work by FBHVC and FIVA three years ago, the Directive includes a derogation allowing member states to permit the continued supply of non-compliant products for certain purposes, including the correct restoration or repair to historic vehicles. The Directive and the subordinate regulations refer only to the supply of products, not to their use. In 2005, the Department of the Environment Food and Rural Affairs, which is responsible for regulations in this field, consulted 300 organisations in UK to ask if the UK should give effect to the derogation and in response DEFRA has agreed to do so, but (due to time restraints) was unable to do so within the main body of the regulations. A consultation on the detail of how the derogation may be implemented is expected imminently and it is likely that new regulations allowing the continued sale of noncompliant products will be

published sometime early in 2007 – this means that there will be a period of a few months in the new year when it will not be legal for manufacturers to sell noncompliant material, but product already in the supply chain should not be affected. The latest news from DEFRA is that they expect to consult in February on proposals for the licensing scheme to allow the continued sale of vehicle refinishing products (such as cellulose) that do not comply with new limits on volatile organic compound content.

CHERISHED TRANSFERS

Following a review of all submissions to last year's consultation, DVLA has advised us that it is not able to support the suggestion that an individual keeper should be able to make an irrevocable election to make a registration mark non-transferable. This is disappointing.

However, we understand that DVLA is instituting a mandatory inspection of *all* donor vehicles that are involved in cherished transfers and are 15 years or older. This forms part of revised crime prevention procedures (much of which remains confidential for obvious reasons) and seeks to address problems caused by some fraudulent attempts to obtain 'nice numbers' using cloned or phantom donors.

INSURANCE SALVAGE

The insurance industry has guidelines for dealing with cars and motorcycles that have been written off in accidents. In conjunction with the Vehicle Identity Check (VIC) rules that apply to cars, the guidelines are designed both to prevent the identity of vehicles that have been seriously damaged finding their way on to stolen examples of the same model and to ensure that those that are rebuilt are properly identified. Very few claims relate to historic vehicles, and even fewer concern damage that is sufficiently serious to warrant write off, so it is hardly surprising that the guidelines can cause

problems for those unlucky enough to have an historic car or bike written off.

Damaged write-offs are divided into four categories, thus:

A - Extensive damage, total burnout or flood damage with no serviceable parts. May be sold only to authorised vehicle breakers and must be crushed. DVLA must be provided with confirmation of destruction.

B - Severe damage (usually structural), beyond economic repair. May be sold only to authorised vehicle breakers, but may be broken for parts or crushed. DVLA must be provided with confirmation of destruction.

C - Repairable salvage. Vehicles with significant, but repairable, damage, where the cost of repairs exceeds book value. These may be sold by the insurer within the trade or to the public, but registration records are returned to DVLA where it is recorded as a Category C write-off. Can be returned to the road on the original identity after re-registration (cars have to pass a Vehicle Inspection Test before this can happen). The fact that the vehicle was once a Category C write off remains on record, although this will not show on the V5C after re-registration.

D - Repairable salvage. Minimal, superficial cosmetic damage, but insurer chooses not to repair, even though it might be economic to do so. Reported to DVLA before sale by insurer but does not need VIC inspection or re-registering before returning to road.

There is also a fifth category for vehicles that have been the subject of a full insurance payout, but that require minimal repair. These are often stolen vehicles that have been recovered after a claim has been settled. These may be sold without notification to DVLA.

Once a written-off vehicle has been categorised as A or B, the salvage can only be disposed off through an authorised vehicle breaker, and so cannot be made available to the insured. Most damage assessors who work for the specialist historic vehicle insurers will understand the need to avoid categorising damaged historic vehicles as A or B, but this expertise is unlikely to be there for those who

insure in the general market. Many historic vehicle policies explain how the salvage will be handled in the event of a write-off, with some specifying how much the insured would be expected to pay. Owners need to remember that it's too late to check that the arrangements are satisfactory after the event.

METRICATION

Moves to convert Britain to metric measurements started in Victorian times, with a recommendation of a House of Commons select committee that the 'metric system should be rendered legal'. Metrication was given fresh impetus in the late 1960s by the establishment of a 'Metrication Board' in the run up to decimalisation of currency in 1971.

By 1980, Britain had joined the Common Market, so when Council Directive 80/191/EEC on the 'approximation of the laws of the Member States relating to units of measurement' (repealing a 1971 Directive) called for the universal adoption of *Système Internationale* (SI) units, Britain was obliged to take note.

The pound and the pint became illegal for pre-packed items in 1995, and for loose items (save for beer) by 2000. The Directive, which allows the continued production and sale of items made to imperial units for the maintenance and repair of pre-existing equipment, and excludes aircraft, rail and marine transport items, has been amended several times as problems have arisen. The most recent change was in 1999 (Directive 99/103/EEC) that extended to the end of 2009 the period when non-SI units, such as imperial measurements, could be shown as 'supplementary units'.

If nothing is done to extend this period, it seems it will become illegal to mark products with imperial units even when those units form an essential part of the description of perfectly legal goods or products that happen to be made to imperial dimensions: tyres are, perhaps, the most obvious example of a product that has traditionally and universally used a combination of imperial and metric units.

In December 2006, the European Commission published a working document that considers the need to further amend Directive 80/191/EEC in several respects, but perhaps most importantly in respect of permitting dual marking for an indefinite period.

To understand more, it's worth visiting two websites with strong views on the subject: the British Weights and Measures Association (www.bwmaonline.com) favours imperial units while the UK Metric Association (www.metric.org.uk) takes an opposite stance.

FBHVC is raising the issue with the All Party Parliamentary Historic Vehicle Group and is now subscribing to BWMA, not because of any principled objection to the SI system, but simply because it is absurd not to be able to label a ¼ inch BSF bolt as a ¼ inch BSF bolt.

That needs to be changed - if only to avoid headaches for those implementing the provisions of the Trade Description Act.

DRIVE IT DAY

You don't have to do anything special to take part – just use your historic vehicle that day, but many clubs have taken up the idea with enthusiasm and will be organising activities to encourage historic vehicle use that day.

Remember - this year's Drive It Day will be on Sunday, 22nd April 2007. Let's all make the effort to bring our old vehicles out on that day.

A married couple in their early 60s were out celebrating their 35th wedding anniversary in a quiet, romantic little restaurant.

Suddenly, a tiny yet beautiful fairy appeared on their table and said, "For being such an exemplary married couple and for being faithful to each other for all this time, I will grant you each a wish."

"Ooh, I want to travel around the world with my darling husband" said the wife.

The fairy moved her magic stick and abracadabra! ...two tickets for the new QM2 luxury liner appeared in her hands.

Now it was the husbands turn. He thought for a moment and said:

"Well .. this is all very romantic, but an opportunity like this only occurs once in a lifetime, so, I'm sorry my love, but my wish is to have a wife 30 years younger than me".

The wife, and the fairy, were deeply disappointed ... but a wish is a wish. So the fairy made a circle with her magic stick and ... abracadabra! The husband became 92 years old.

The moral of this story Men might be ungrateful idiots, but fairies are..... FEMALE!

THE HERON RUN 14TH APRIL 2007

AS PER THE RULES OF BANBRIDGE OLD VEHICLE CLUB, ONLY VEHICLES 20 YEARS OR OVER MAY TAKE PART IN CLUB RUNS.

Those taking part in the Heron Run should assemble at *Loughbrickland Presbyterian Church hall* at 10.30am for tea/coffee and scones. Directions to the meeting point are as follows, leave the **A1** Dual-carriageway at the **B3** Grovehill Road sign-posted to Rathfriland and after $\frac{3}{4}$ mile turn unto Ballynanny Road.

After refreshments our journey we will meander through Bronte country and the surrounding area towards our picnic stop in the beautiful grounds of *Drumantine Abbey & Conference Centre*.

Leaving Drumantine we head south via Camlough Mountains and the scenic countryside of south Armagh stopping occasionally for a few photos. After crossing the border and taking in more breath-taking views we proceed to the *Granvue Hotel* for our evening meal, total distance covered will be about 75 miles.

As you are probably aware we shall be using the universal entry form for all runs this year, there are two included with this magazine and further supplies are available through the organiser or any committee member or they can be photocopied if necessary.

Please select your choice of menu from the list below and enter the requirements in the space provided on the entry form together with all other relevant information.

Menu choices:

A - Turkey & Ham

B - Roast Beef

C - Apple Crumble

D - Pavlova

E - Tea

F - Coffee

G - Any special dietary requirements

Contact **organiser**

Closing date for entries will be 1st April 2007

Entry Fee per person £15.00

Children £7.00

Please send your completed entry form together with a cheque made payable to BOVC to :-

Andrew Carson, 62, Barronstown Road, Dromore. BT25 1NT

Telephone number:- **028 9269 3756**

PLEASE DO NOT FORGET YOUR PICNIC!!!

MAY RUN SATURDAY 5TH MAY 2007

We will commence at **Hillmount nursery centre, Upper Branial Road**, Gilnahirk, Belfast from 10.00am for departure at 11.00am. Vouchers will be issued for use in the nursery cafe. On leaving the centre we will make our way through Co. Down to a picnic stop in Millisle. After lunch we will be travelling down through the Ards Peninsula to Portavogie for our evening meal.

New type entry forms included in the magazine and should be completed and returned to the organiser

Menu

A: Slow roast silverside of beef with pan gravy, market vegetables and chef's potato

B: Poached salmon on a bed of steamed vegetables, hollandaise sauce and chef's potato

C: Deep fried Portavogie haddock with lemon wedge, tartar sauce and hand-cut chips

D: Char grilled breast of Irish chicken with creamy peppercorn sauce market vegetables and chef's potato

E: Maple syrup and mustard basted gammon with grilled pineapple, steamed vegetables and chef's potato

F: Ricotta and spinach tortellini cooked in a fire roasted tomato and basil sauce topped with melted cheese

G: Any special dietary requirements; contact organiser

Chef's sweet selection

Tea or coffee

Cost of entry Adult £15.50 Children £7.00

Cheques made payable to BOVC

Numbers are restricted due to catering facilities, so book early to avoid disappointment

Entry forms returned by **Saturday 21st April** to:

Brendan Mullan
3 Norwood Drive
Belfast BT4 2EA 02890292938 mob 07724143347

Samuel Baird
11 Wandsworth Parade 02890651486 mob 07746844732
Belfast BT4 3FT

PLEASE DO NOT FORGET YOUR PICNIC

THE BRONTE RUN 9th June 2007

AS PER THE RULES OF BANBRIDGE OLD VEHICLE CLUB, ONLY VEHICLES 20 YEARS OR OVER MAY TAKE PART IN CLUB RUNS.

Those taking part in the Bronte Run should assemble at The **OUTLET CENTRE, Bridgewater Park** outside Banbridge off the main A1 Newry dual-carriageway at 10.00am. Toilet and refreshment facilities are available for anyone requiring same. We will leave The Outlet Centre and travel via *Loughbrickland, Scarva, Markethill, Keady* and into *Clastleblaney* for our Lunch Stop.

A Light lunch (soup and a roll) will be provided in *Hope Castle* in the grounds of *Lake Muckno Park*.

After lunch we will head east towards Dundalk and travel through *Cullaville, Crossmaglen, Camlough, Newry, Mayobridge*, and into *Warrenpoint* for our evening meal in *Diamonds Restaurant*. Total distance covered is around 72 miles. As you are probably aware we shall be using the universal entry form for all runs this year, there are two included with this magazine and further supplies are available through the organiser or any committee member or they can be photocopied if necessary.

Please select your choice of menu from the list below and enter the requirements in The space provided on the entry form together with all other relevant information.

MENU CHOICES:

A – Roast Beef.

B – Breast of Chicken & Stuffing

C – Breaded Cod / Chips

D – Vegetarian

E – Jam Sponge

F – Pavlova

G – Sherry Trifle

H – Ice Cream

I - Tea /Coffee

**J – Any special dietary requirements
Contact Organiser**

Closing date for entries will be 31st May 2007.

Entry Fee per person £15 .00 Children £7. 00

Please send your completed entry form together with a cheque made payable to BOVC to:-**Harry Pepper, 23 Richmond Heights Banbridge BT324HU.**

Telephone number 028 4062 3108 or mob: 077 8667 0759

THE COST OF A LIGHT LUNCH IS INCLUDED IN ENTRY FEE SO YOU WON'T NEED A PICNIC.

BANBRIDGE CAVALCADE FRIDAY 8TH JUNE 2007

Banbridge Old Vehicle Club have come to an arrangement with the management team of 'THE OUTLET' at Bridgewater Park and **Banbridge District Council**, in that the club will organise a 'Parade of old vehicles' (over 20 years old) on behalf of 'Friends of the Cancer Centre', from the car park of the new designer outlet, just off the A1, along a route into Banbridge town centre before returning to the Outlet.

It is our hope that the event will attract all types of 'old' vehicles including motorcycles, commercials, tractors and cars, there is huge parking facility at The Outlet, along with a designated parking area, we have been allocated a separate area suitable for the parking of trailers.

The assembly area will be cordoned off from the main car park from mid-afternoon to allow those who wish, to come early, park and display their vehicles while they explore the many designer shops or perhaps have a meal in one of the restaurants within the complex.

The Parade itself will begin around **7.15pm**, it will follow a route through the two new roundabouts onto Newry Road and along Newry Street to the top level of the cut at Scarva Street. At this point the vehicles will turn left along Scarva St and left onto Edenderry Road to follow the 'BANBRIDGE 100' motorcycle racing circuit of old, about 5 miles in length, taking in Ballygowan Rd, Lisnagade Rd, and return to the town on Scarva Rd over the bridge at the cut and return to the Outlet. (Tractors and slow vehicles will, when the parade reaches Scarva St for the first time, turn right over the bridge and return to the Outlet) The vehicles on the longer route should have about 8 miles to cover while the shorter route will be about 3 miles.

Entry Fee is £5.00 per vehicle, this will be collected on the evening of the event and a memento of the occasion handed to all entrants. **All** funds raised will go to our chosen charity for this year, **Friends of the Cancer Centre**.

This is a new venture for the club and we hope that it can grow to become one of the major annual events in our club calendar, if you require any further information on the event or wish to help on the night feel free to call me:-

SAMUEL SPENCE tel: 028 9269 8686 or mobile: 077 8551 0376

e-mail Samuel@spences86.wanadoo.co.uk or Samuel.spence@aovc.co.uk

Non Club page

The Classic Charity Committee Car Show

The car show took place on the last weekend in January after a lapse of two years due to the renovations to the Slieve Donard Hotel. The venue was the enlarged Shimna Suite now known as the Grand Ballroom.

The main theme of the show this year was a display of Mini's a selection of which were placed on the new stage. Approx 30 cars and 8 motorcycles were displayed on the ballroom floor, these ranged from a 1904 Peugeot which had completed The Brighton

Run successfully six times, Austins, Mercedes Sports, Ferrari Maranello to name but a few. Motorcycles included a 1904 AJS, 1931 Sunbeam to a modern James Bond BMW.

The committee would like to thank all the exhibitors, sponsors and many helpers who contributed to the success of the show and hope to see you again next year. With all the expenses paid Cancer Research will benefit by £5,600-00.

Dr M McCurdy

Castle Classic Club (Lurgan)
VINTAGE RALLY
Brownlow House
LURGAN
Saturday 9th June
10am

KENNY'S
Entertainment
for every person
Young and Old
"Music" is our first love
PARTIES, BIRTHDAYS, WEDDINGS
Country, Line Dance, 60's, 70's & Jive
For bookings telephone:
028 3833 2391 Night or Day

Hallidays Bridge Cultural Society

***Annual cavalcade of old vehicles will take place on
Thursday 14th June at 7pm
Starting at the car park of the NI Electricity on
Aughnatrist Road, Culcavey, Hillsborough
All profits in aid of Cancer Research
Further details from Robert Mitchell 07860621413***

For Sale

RENAULT 11 GTL 1984 in excellent condition

Colour Red 1400cc 50,000 miles
Telephone 028 8772 3018

1967 MGB GT blue in excellent condition complete original car with wire wheels and good registration number

Phone Billy on 028 4062 2065

1989 ROVER MONTEGO 2.0 LS

Genuine 50,000 miles, ideal for parts or restoration, car still driving
Phone Ray on 079 8008 6980

1988 MINI METRO COUNTRY has been dry stored for last 3 years and is presently on SORN grey in colour only 26,000 miles £600 ovno Phone Ivan 077 0319 2008

1937 AUS TIN 10 CAMBRIDGE for parts. Abandoned project will need to be trailered £375 o.n.o.

Phone Brendan 3026 4241 evenings

TRIUMPH TR6 Stainless Steel exhaust system in good condition

Phone Peter 028 9188 3608

MOTOR CYCLE TRAILER

Suitable for 3 bikes £120 o.n.o.

Phone Brendan 3026 4241 evenings

ITALIAN CAR PARTS Hugh range of genuine parts for Fiat- Lancia- Alfa Romeo for cars ranging from 1970 – 2005

Phone Frank on 077 6110 2851 or home 028 9265 1563 or Chris on 077 6337 4488

1974 TRIUMPH TR6 engine and gearbox it runs well Phone Peter 028 9188 3608

AUSTIN A40 Engine and gearbox

HILLMAN 10 Engine and gearbox

MGB Gearbox

MG MIDGET New wire wheel and tyre

Phone George 028 3883 1487

or mobile 077 7996 8054

ROVER P6 2 New Fibre glass rear wings

CITROEN BX Wind deflector or for a car with similar sun roof

TRIUMPH HERALD Sills, quarter panels, wooden door cappings, heater matrix.

STEREO RADIO for 80's Fiat

Phone Michael on 028 9061 5779 after 5pm Mon to Fri and all day Sat and Sun or mobile 07815435102

VW 1973 near side front guard (f/ glass)

Quantity of lamps, horns,

electrical equipment (voltage

regulators.wiper motors etc

(new) bulbs and many more goodies! Car

& Motorcycle Also Jaguar bits Eric 028

9266 4251 or

wfmccleery@utvinternet.com

1978 ROVER 2600 SDI power steering pump unused. offers for charity

Tel:- 028 9269 8686

5 JERRY CANS in good condition

BL PRINCESS 2 handbook (new) make me an offer for charity

Tel:- Samuel on 028 9269 8686

Or on 07785510376

MG MIDGET Roll bar

Tel :- 028 3887 1368

New members

Mr Richard Gregory, Newtownabbey

1986 Porsche

Mr Ian Wilson, Lislea. Co Armagh

1974 MGB

Mr Norman Gibson, Crossgar

1971 TR6

Mr John Montgomery, Connor

1973 Rover P5B

Mr Robert Patterson, Tandragee

1983 Audi Quattro

Mr Stephen Wolfe, Moira

1936 Standard 12-4

ITEMS WANTED

MORRIS 8 SERIES E A Near side
headlight dipping reflector

1972 MORRIS MARINA SUPER A
dash board or printed circuit for same.
Contact Michael McKay on 02890615779
after 5pm Mon to Fri and all day Sat and
Sun or mobile 07815435102

MINI CLUBMAN bonnet in good
condition

MINI METRO gearbox or complete
engine and gearbox in good condition
Phone Brendon 028 9029 2938

SU CARBURETTORS a pair suitable
for an MGB
Phone Ernie 077 1153 0442



New items for sale bearing the BOVC crest

Wall plaques £15.00

Metal car badges £8.50

Club Ties £5.00

**A very keen price for club
members can be had for Millers
Oils**

Millers 250ml VSP+

Unleaded additive:

Millers 500ml Diesel

Power Plus:

phone for price

**We have a variety of finishers
awards taking up space if
anyone would like to make an
offer for the lot as a donation to
our charity**

Phone for all items:-

Reg Bell

02892561079 or 07877385835

or

Samuel Spence

02892698686 or 07785510376