

Editorial - Geoff Lancaster

The Mail on Sunday visited a very chilly Bicester Heritage for the year's first Scramble. They were not alone. The public turned out on a bleak January Sunday in numbers... 7,000 to be exact! The paper waxed lyrical about the rude health of the historic vehicle community. Quoting profusely from FBHVC research, they noted the benefits to the economy and employment.

Interviewed for the article, Managing Director and co-founder of Bicester Heritage, Daniel Geogehan was also suitably upbeat. He talked about the rapid development of the site, the fact that demand for premises outstripped supply by a factor of ten, and that businesses on the site had grown their turnover several times over. He also talked about plans having gained permission not only to build new workshops but also a luxury hotel. I recall dining with Daniel quite soon after the acquisition of the derelict site from the MoD some 6 years ago. He laid out his vision for a 'centre of excellence', a cluster of businesses operating in a collegiate atmosphere. A place where traditional craftsmanship and skills could be taught and utilised. I was deeply impressed if a little sceptical. That he should have achieved this vision in so short a space of time is truly very impressive and not a little heart-warming.

(The Mail on Sunday article referred to in this editorial can be read on that newspaper's Money supplement website)

Legislation & Fuels Bob Owen - Environmental Issues

There tends to be a local consultation before any Low Emission Zone is introduced. But that is just the problem; the consultations are local. We have, as I mentioned in the last edition, been having some difficulty getting information about when consultations commence, and have made a number of last-minute responses which is less than ideal.

So can I emphasise the point I made last time; if any member anywhere becomes aware of a consultation commencing for a zone in their area, do not assume we already know. Please do contact Emma on secretary@fbhvs.co.uk with the information. We really would prefer to be told a hundred times about a consultation than to miss it completely! And if you happen to know exactly the link to the consultation and can pass it to us, so much the better.

As Zones progressively come into force it may be that Governmental organisations will attempt to create a common information site or sites to enable drivers around the country to know where they are and what they cover. If not, the Federation will be attempting to establish how they affect historic vehicles, when their restrictions apply (e.g. all the time or just on weekdays) and to hold a database for members of UK Zones in force.

FBHVC Vacancy Legislation Director

Our Legislation Director, Bob Owen, is retiring in October 2019 and we are now seeking applications from potential candidates who have broad, all round relevant experience.

If you would like to be considered or have questions please contact either Bob Owen at legislationdirector@fbhvc.co.uk or our Chairman, David Whale, at chairman@fbhvc.co.uk

Trade Supporter - KW Special Products - Modern methods of remanufacturing

At first glance, High performance Design and Engineering, such as that practiced by KW Special Projects (KWSP), as a means of facilitating the remanufacture of parts for classic vehicles, might not seem obvious bedfellows. What might the worlds of Lightweight Structures, professional speed skating or Braille Printers have to do with porous castings, cracked sumps or worn starter ring gears, all of which are typical projects for sister company, KW Heritage (KWH)?

The answers lie in the use of versatile and contemporary 3D Scanning technology that enables surface data or shape to be captured, CAD modelling that turns that scan data into a format from which a machine can be programmed, and 3D Printing that can be used for prototype or final fit components. In each case, the digital way of working provides the solutions, and is especially relevant to the often low volume requirements of component remanufacture for classic vehicles, complementing traditional skills and methods.

The scanner, which is metrology grade (i.e. it captures information at a very high accuracy and resolution, both positional and feature.), views the surfaces being scanned as a series of minute equilateral triangles and outputs those in the form of a high resolution .stl scan file (triangles whose sides are 0.100mm in length).

It is capable of scanning parts that sit in the palm of your hand all the way up to full vehicle size and beyond.

For more information and to view a video, please visit www.kwspecialprojects.com or <https://kwspecialprojects.com/project-details/brake-drum-scan>

Often, as in the case of rare items such as bodywork, this is where the journey ends – the slick scanning process having captured and stored the body shape for use if required in future – this is known as Digital Archiving and can be considered an insurance policy against future damage or obsolescence – “if you’ve scanned, then you’ve planned”!

When re-manufacturing, because neither drawings nor tooling exist or because spares, often of dubious quality, are exhausted, or perhaps because you want to better control the quality, supply and cost of remanufactured versions, the scan data needs to be converted into a form from which a machine can be programmed. This involves importing the .stl file into a CAD package (e.g. Solidworks) and using design software to extract the myriad of triangles from which a solid 3D model can be built.

At this point the digital world really proves it’s mettle by virtue of the ease and speed with which the model can be manipulated in order to incorporate design improvements if desired:

- Are there inherent frailties that can be addressed?
- Do obsolete features need to be removed or new ones added?
- Does a completely new version need to be considered around the packaging constraints of the original?

The approach of KWH in any project is to discuss the requirements of the customer, to advise on the method of manufacture then to go away and provide the solution, giving progress updates along the way. To this end we broadly operate on 4 different levels:

Level 1 Complete Authenticity

Level 2 Invisible enhancements

Level 3 Visible enhancements

Level 4 Complete design.

FIVA

Earlier this year, the FIVA Culture Commission (CC) invited classic vehicle enthusiasts to nominate entrants for a new series of awards to celebrate our cultural and technical mobile heritage.

FIVA (the Fédération Internationale des Véhicules Anciens or international federation of historic vehicles) announced that the Culture Awards would comprise the following three categories:

RESEARCH

DEDICATED SERVICE by INDIVIDUALS or ORGANISATIONS (CLUBS, FEDERATIONS, MUSEUMS), ETC.

EDUCATION, TRAINING and the raising of AWARENESS

The FIVA Culture Commission is now pleased to announce that the 2018 winners by category are:

Winner Research: The Federation of British Historic Vehicle Clubs with its National Historic Vehicle Survey

The CC noted not just the comprehensive quality of the Survey but how the findings indicated a wider appreciation of historic vehicles by the British population; the association of historic vehicles with other heritage organisations; plus a set of figures, such as the £5.5 billion value of the movement to the UK economy, all of which help to influence the UK government and politicians to ensure we can continue to use our historic vehicles on the road. In particular, we were impressed by the understanding of employment trends and the need to ensure that skilled resources are developed in this sector, leading to the creation of the Heritage Skills Academy.

Club News David Davies in collaboration with Kevin Cannon

The journal of the BSA Owners' Club reminds us that there has been a revision of the form V55/5. The version is now 8/18. The new form can be downloaded from the DVLA website. DVLA will no longer accept applications on the old form.

The Austin Counties Car Club magazine tells us that Leyland commercial vehicles are still manufactured in India by Ashok Leyland Limited. They are the 4th largest bus manufacturer in the world.

The Leeds and District Traction Engine Club have a Steam Apprentice Club and held a members day back in June 2018. Seven engines and a number of apprentices and members assembled for a very enjoyable day. It is wonderful to hear of Clubs embracing the younger generation and getting them involved. After all we need to keep these skills and interests alive!