

A.G.M info



**The Wagon & Horses
19 Church Street
Steeple Morden, Herts,
SG8 0NJ**

National Street Van Association

Van News. September 2011



It would seem the whole world of Vannin is going retro 70's mad in the USA it is 50 years of the Econoline, In Europe, not just the UK, 1970's stuff is coming alive and it just seems to be the right time to build a van.

Inside this mag is a report on the U.S.A Nationals, a rundown on an artwork show with a few surprises and the AGM info.

One small step for me.

As most of you know I will be standing for President at this years AGM, so I thought I would make myself known to those members who I am yet to meet.

I have been a member for the last 3 years or so now, but have been involved with the NSVA for 5 or 6.

Having grown up inside the grounds of Silverstone circuit and then moving on to completing an apprenticeship with Jordan F1 team

I now run my family business in Maids Moreton as a general fabricator/welder engineer and in my spare time I make custom bits for my many disjointed projects..

Landrover, BSA mishmash, and a Model T Ford hotrod.so it's not surprising that I have become the petrol head that I am.So now I'm standing to take on another project. To possibly take the helm of the longest running van club in the UK, not a mean feat I can assure you, as I have seen Peter and the rest of the team work their magic for the last few years.

My van "vantendo" has grown to be part of me, one of my "raison d'etres" and for the moment (as I write this) the bain of my existence. Having converted it from a 2.5di to a 3.0ltr Essex V6,



its AGM time.

We've decided to move around again to try something new so were off to Hertfordshire!!!!

Camping at the rear of the pub garden is £10 per night. there is no B&B, but there are a few around the village (if you feel the need).

The village is located about 4 miles NW from the A1m Letchworth Junction.

food smells awesome! and Sunday lunch has quite a good reputation!.
the drinks not bad either :)

All NSVA Members please help us to help you by trying to attend this as it is THE place to give us your views and suggestions to improve and grow the club, plus if you are a member YOU can vote for changes and van of the year etc.

If you are not a member you're more than welcome to come as well to join in on the weekends giggles! :) but its also a good time run, no show just a good knees up as normal!

hope you all can make it. until then, drive safe!

YOUR Committee.

See back page for full address



The Webpage

The day before the A.G,M the new NSVA webpage will go live. It took me a while but I am quite happy with the way it has turned out and I hope you are all feeling the same when you take a look at it.

After doing the first web page some years ago I did realize it was not an easy task as people think it can be updated at the drop of a hat well if that was the case then why does it cost so much to have them built and maintained. It is far from easy to update web pages all the time if for no other reason that I have lots of other things to do with my life then it could be that all my computer skills are self taught and that's always a problem when trying to work out new programs in order to keep the site up to date. Having done the site ever since the first one 1997 with a small gap in the middle when Nik took it over I have got quite good at it but there are still some bits that are beyond my skills but hopefully this update will take the site a little bit nearer to what vanners think it should be.

<http://www.nsva.co.uk>



which in less than 300 miles has cost me a small fortune as I learn its weaknesses through bending valves due to timing wheel failure, the heads only being removed within an hour of writing this sentence. “Learning as I go” is the way I have taught myself to work on engines and vehicles. This being the route of thought for possibly becoming president. Having built my first engine from a box of bits as a spotty twelve year old I’ve only improved my spanner skills. Hopefully I can say this for my time in the NSVA. With many challenges ahead like the up and coming 40th anniversary, which shall be discussed at this years AGM. So for now, I have said my hello.... Hello! And maybe this time next mag I might be commenting on how happy I am that I resurrected my engine, became the president of a major uk van club and started the long haul, (albeit a fun one), that with the help of the committee and the rest of all my vanner friends. We can all work together to make this club stand up and be counted as a force to be reckoned with, a club to be admired for its heritage and an organisation to be applauded for its future path.

See you on the 23/24/25th!

Beefc
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The U.S.A Van Nationals

Took a trip across the pond to do the USA Nat's in July. 645 vans and around 1800 people I would say bands every night and loads and loads of stuff to do all week. About twenty traders and a "Show N Shine" to kill for... so big it was held over two days.

The vans in the USA just seem to be getting better and better every time I do a show with the 1970's revival kicking in big time; retro old school vans are becoming the way to go.... the same as here in the UK with over 150 pre 1978 vans at the event I came back with so many pictures it is hard to choose what one to put in the magazine. 50 years of the Econolne was big at this event with a line up of 50 vans with a van from each year making the 50 years and in fact two magazines being on site to make sure they got this picture for themselves. Not to be out done the Chevy boys then had a photo shoot with I would say around the same amount of vans quite amazing.

It always sound crap when people go on about the weather as if they do not have a dame thing to write about but this years Nat's was mega hot in the daytime



BE CAREFUL

Classic vans are bringing very good money over the last few years and we have all seen the value of our vans increase by about 500%. This has been great news for the owners as they have become savable due to the resale value and when I say that it means that 5 years ago just before the transit club cruise over the bridge for the 40th a classic Transit van found in a barn might not have been worth saving financially. If it was a Mk1 or MK2 it really does not matter money has always been a factor as parts and time can be a expensive.

This is all good news for the club but there is a bad side to rising prices where there is money there is crime and it would seem that classic vans are being cloned by using old vans removing the vin plate and vehicle number and making the van into something it is not . This has happened a lot with the 1973 to 1974 as the tax free regulation come in and it can save you money on the tax but be careful as this has become a big problem in the eyes of the DVLA and they are clamping down.

I have just come off the phone with ford security and the DVLA have been onto them for a number of cases over the last few months with two van numbers turning up on one van.. It is not my place to condemn or condone this practice of cloning. I am only interested in protecting club members who may buy one of these Vehicles as with MK1 campers or Pick-ups and Panel vans selling for thousands of pounds.... we all need to be careful. We have all seen them on e-Bay with the wrong grills and they may just be a replacement part but these people that are doing it full time and know all the tricks and the work they are doing is purely cosmetic and may not be safe. Be it a new roof on a camper or a new Bulkhead on a pick-up. It takes skill to do so make sure you take a real good look at your new classic purchase as it just might be wrong and remember M.O.Ts and other documents are not proof as they might have been with the old van that was altered to increase the value.

Be Careful



This months Toy vans



You can only get this one with a magazine subscription, Not many Mid Ford 1/34th scale vans about Ebay has them from £14 to £30 UK only worth every penny.



Hot wheels have three new vans out this month, Not sure if they will be in the UK but there are two wheels Redline and black on all of them just to make it harder. They are real nice with great custom graphic effects. The red wheel vans are known as Chase vans a bit like the treasure hunt cars we are all used to.

Peter



and very cold at night making it quite hard for me as a Brit, as around 8 at night I had to throw on warm stuff just to stay up into the middle of the night something I am not used to doing in the USA.

It was a great site for a Nat's and with that many vans and people onsite it took a lot to keep things rolling but the clubs involved did an amazing job with lots of ice in the day time and lots of great music at night and loads and loads of vans thrown in for good measure what more could a vanner ask for.
Take a look for yourself

<http://vansontherun.blogspot.com>

Next year it's the 40th one not to be missed I am sure

I have flyerspick them up at the

A.G.M

also my laptop with the picture's

Peter Lee.





Keep on Truckin'

Some interesting facts

So what's this about and where did it come from you may say it was a Trucker CB the 1970s. Well you would be wrong it is a one-page comic by Robert Crumb. It was published in the first issue of Zap Comix in 1968. A visual riff on the lyrics of the Blind Boy Fuller song "Truckin' My Blues Away", it consists of an assortment of men, drawn in Crumb's distinctive style, strutting confidently across various landscapes. The strip's drawings became iconic images of optimism during the hippie era. Crumb was offered \$100,000 by Toyota to reproduce the image for a Keep On Truckin' ad campaign, but turned it down. The copyright on this image has been repeatedly violated and images of it have been widely reproduced on T-shirts, posters, and other items. In the early 1970s, Crumb's lawyer started threatening lawsuits against anyone using the image without permission. Crumb and A.A. Sales, a producer of unlicensed Keep On Truckin' merchandise, reached a settlement of \$750 for the past usage. But A.A. continued to sell unlicensed products after the settlement without paying additional license fees. In 1973, Crumb went to the US Federal Court, and wound up in the courtroom of Justice Albert Charles Wollenberg, who had previously ruled against the Air Pirates. A.A. claimed the work was in the public domain because Crumb had not included the copyright symbol on the work, although he had in Zap #1 as a whole. The work was covered under the 1909 Copyright Act, and any omission of notice caused the work to be public domain. The drawing had appeared on the business card of Crumb's publisher without the copyright symbol. Based on that, Wollenberg granted A.A. Sales' request for summary judgment and Keep On Truckin' became public domain. In 1977, the Ninth Circuit Court reversed that decision, and it returned to copyrighted status.

The Internal Revenue Service pursued Crumb for thousands of dollars of taxes owed, as if he had been collecting royalties all along. Recently, Crumb has sued various entities to defend the copyright including Amazon.com in 2005.

So What about Keep on Vannin?



And while over the years I seem to have made some mistakes I hope that overall you all thing I did a fair job of keeping it all together.

Highlights while doing this job have been the oxford van Nat's, we had big fun there for a few years, Supervan at the Nat's in 1997 that was cool hearing it start up while shopping three miles away, CofC Brighton holding the biggest van event in Europe for a whole week with over 1000 people attending two show & Shines three bands and two Disco's and drinking the bar dry every night Amazing.

My Best memories

Best van "Evergreen"

Best Run, insanity vans bowling bash

Best Party, Smoke city wheelers Truck-in

Most drunk, Kevin Waltons after the Nat's Party

Best club Manchester Freedom vans

Best show west midland wheelers custom show 1998

Best memory Taking Debi and the kids to there first truck-in 1995 and them fitting right in straight away.

Behind every man good there is always a Debi

To all that supported me thanks to those who did not, who was it that said you can't please all the Vanners all the time. Oh thats right it was me about 23 years ago when I joined the committee.

GRIN!



A Norfolk Trip

In a caravan

Two reasons to write this bit in the news letter one is to tell you all about a good little show I attended this month the other is to make a confession.

So what bit should I do first I ask myself as I sit at my computer surrounded by my vanning collectable's and models and memories of years of vanning worried that after my confession things will never be the same for me again in the vanning world.

So with all this in mind lets do the show first as I really don't give a shit about the other bit anyway (or do I) Mmm!

My daughter Natasha over the years has always shown an artistic tendency, with drawing and making things out of paper it was always apparent to anyone that new her that she would ether become a raving looney or an airbrush artist lucky for me and Deb's she became the the artist with just a few signs of the looney thing showing up on the odd occasion. So anyway she came up with the idea of doing a lifestyle show in Norfolk that had a small custom show in attendance and a shed load of Artists some looney and some not .

So we packed the van & the "4\$&@**" and off we went.



On arrival I was amazed to see quite a few vans Escorts mainly , but a Bedford CF and a MK6 Transit and seeing as it was primarily an art based show they were all muraled and painted up like a 1970s van show, In the halls they were artists and lots of them with displays of the work they had done in the passed and were doing at the present.

A good selection of trade stands including Tatroo artests and tables full of lifestyle stuff, lots of VW items and in fact a couple of nice VW vans as well. pin stripers including Stu-Art from a few years ago Ian and Jason bud were there with the mustang and Rolls Royce and Dave watt's and a few members were at the show a few real old vanners all in all a very nice little show.

Ho the confession I slept in a Caravan not once but twice over the weekend the first time in 35 years of Vannin.

Sorry, Peter



it's been a while

It all started when some vans turned up in Hotrod magazine some years ago. I could say I went right out and got myself a van but that would be wrong as I already had one being a builder. But customising vans took off at about 1000 miles an hour and I was not going to get left behind. The next few years I was doing shows and trips in the van and enjoying the freedom of the road and so on and it seemed that everywhere I turned up there was one NSVA member or another trying to get me to join this club or that club one guy nearly got me called Vince in Southampton one time then I met a guy call Laurence in Kent while building some building houses for wimpy and before I new what had hit me I had a family and even if I did have a van I also had a business to run. I stayed with vans all time and it was not until about 1983 when I was working in a place called Hook near Epsom I heard that a truck-in was being held at Chessington Zoo, I was still doing vans and stuff the odd show did the Truck-in and I was hooked again and got my Dodge and with a baby in tow most weekend Tracey and I would be out and about.

Then in 1987 I met Kevin I think it was in a pub in Alysbury and I became a member at last, it seems a lifetime ago and here I am a longtime vanner and as most of you already know I am standing down from being president at the next AGM. I have done this before and come back to help out with stuff but now I am a man of leisure I intend to do just that be a man of leisure. I have vans to build the first one I hope you all like and I still have two more one is a 1965 Transit and the other is the last Steve Stringer van and the good news is that will be ready to come back to me soon from Ian and Jason bud who are doing the paintwork on it. I have been around a while as a committee member for over 25 years starting as south east rep then onto the Quartermaster job taking over from Steve combs the president in charge of Vice (Vice president) then onto the job of president. I will not say it's all been good but most of the time it has. The thing with running clubs is every one thinks as you have the name President that you are Mr NSVA or the ultimate vanner and that is just not true it is the members that make a good club and the committee members that have helped me over the years have been amazing. When running a club every figure head needs help and I had some of the best along the way, A few that come to mind are Nigel Bardsley, Bob & Viv Collins, Janet & Ray , and to many others to mention that's for sure.

