

FBHVC

news



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 5 • 2018

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The Old Workhorse

How your help could make this a real LEGO set!

Plus

Legislation & Fuels

Updates on Roadworthiness Testing

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National Motorcycle Museum Live

All the info you need ahead of this year's event

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Editorial

Geoff Lancaster

I spend a good proportion of my working days talking to journalists. This month this has involved very large quantities of alcohol! No change there then, I hear you say. But in this case the alcohol in question is not the sort you would want to ingest... not even in the meagre quantities deemed safe by our caring Government. This month's subject of choice has been Ethanol, or more strictly Bioethanol, the renewable fuel derived from distilling ethyl alcohol from agricultural crops such as sugar (cane and beet) and cereals, usually low grade feed wheat and maize.

At present in this country around 5% bioethanol is blended with petrol to reduce our dependence on fossil fuels. The proportions are higher in some parts of Europe... up to 10%, the maximum deemed technically appropriate by European automotive manufacturers. That is on modern cars, with intelligent feedback fuel injection systems and with components specifically chosen as resistant to corrosion from either the alcohol itself or the water that is hygroscopically attracted.

The reason that this long running story has suddenly come to the fore is a very recent Government consultation about which the Federation has made a detailed submission on your behalf. The Government is keen to have the petrochemical industry move up to the technically permitted limit of 10% bioethanol in road transport petroleum but it is conscious that by doing so they may deprive a large section of the population driving older cars a suitable fuel to use safely and reliably. We are not only talking here about historic vehicles, although these would be affected, the Government chief concern is the voters who rely on affordable,

older cars. A group they perceive, rightly or wrongly as nobody has the data, as 'poor'. You see the political dilemma they face.

Accordingly they propose to introduce a 'protection grade' coincident with the introduction of E10, which will be effectively the retention of the current E5. The consultation asks for opinions as to whether this 5% should be added to Regular (95 RON) or Super (97 RON). The Federation surveyed a large number of its members who voted very strongly for the 97 option. The RAC Foundation, presumably speaking on behalf of the so-called 'poor' motorists, have gone for the 95 option.

Then only days after the publication of the consultation the owners of the largest bioethanol manufacturing facility in the country suddenly announced its closure. On the face of it this seemed counter intuitive. Why would they leave the market just as the Government was applying pressure to double their sales? The answer lies in the world of fluctuating global commodity markets. This UK plant relied on feed wheat for which prices currently are relatively high. Relative to, in particular, sugar, the other principle feedstock for alcohol production. Unsurprisingly, Brazil, the world's largest producer at nearly three quarters of a billion tonnes annually, is the price leader and our Government chooses to apply tariff intervention at a lower level than nearly every EU country making the UK a preferred market for imports. It remains to be seen when E10 comes to the forecourt but when it does it will be a benefit to Brazilian imports rather than to British farmers.

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The Federation of British Historic Vehicle Clubs exists to uphold the freedom to use historic vehicles on the road. It does this by representing the interests of owners of such vehicles to politicians, government officials, and legislators both in the UK and (through membership of Fédération Internationale des Véhicules Anciens) in Europe.

There are over 500 subscriber organisations representing a total membership of over 250,000 in addition to individual and trade supporters. Details can be found at www.fbhvc.co.uk or sent on application to the secretary.

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Roadworthiness Testing

The situation is now settling down post 20 May 2018.

While not everything is quite as it should be, as Ian Edmunds explains in his section, the position is we think pretty settled for cars, light vans and motor cycles. DVLA are monitoring the substantial change question with a very light touch. The vast majority of our members who wish not to put their historic vehicles through an annual MOT, whether or not they intend to undertake a less frequent test, will be able to do so without major concerns. If you still have doubts, do please ask and we will try to set you straight.

However, there are two areas where we need to make further progress.

The first of these is steam powered vehicles.

It has proved difficult to establish exactly what was the formal

position on testing before the recent changes. But it now does seem that a number of lighter steam vehicles might be legally liable to be tested. As we continue to consider that it is unlikely that these vehicles could in fact be tested adequately or indeed safely, we will continue to work with those of our member organisations who deal with steam power to reach a satisfactory conclusion.

The second issue is HGVs. As I explained in the last issue the decision not to provide the exemption to unaltered post-1960 vehicles was taken at Ministerial level so did not form part of the Consultation. The Federation considers this decision was unsupported by evidence and should therefore be re-examined. We will be working, probably through the All Party Parliamentary Historic Vehicles Group, to get this issue back on the table with the Department for Transport.



Operator's Rules

Those who are involved with the operation of buses, coaches and Heavy Goods Vehicles on at least a partly commercial basis will be interested that the Federation responded to a couple of matters which came up in the June 2018 Review by the Traffic Commissioners of their Statutory Documents, which are issued as a guide to operation of the rules under which the Commissioners operate.

1. Statutory Document No5 as proposed to be amended incorporates advice by HMRC suggesting operators should not normally be permitted to use drivers who are on a casual, self-employed basis. We pointed out that this could raise

problems for bodies such as museums running heritage buses for purposes such as weddings and other events, for which they may hire drivers otherwise employed or indeed volunteers.

2. Statutory Document No 7 sets out a list of vehicles which are not be subject to being impounded. We pointed out that the list should include buses, coaches and HGVs which were not being used commercially (essentially that would be those in the 'historic' taxation class).

I will report on the outcome of these submissions when the Traffic Commissioners respond to the Consultation.

Environmental Matters

It is probably a sign of the times that everything else I have to report on in this Edition is concerned in some way with environmental matters.

Low Emission and Clean Air Zones

The roll out of these zones continues.

Across England cities are starting to plan and consult upon their zones. As these consultations appear we respond should we think it necessary.

And as I have mentioned before, both Scotland and Wales have issued consultations on the framework for zones within their countries. In each case we have responded, seeking a level of exemption. In England and Wales we have generally accepted that the need for efficient administration of the zones by cameras means that they should use the 'historic' tax class, which ANPR cameras can recognise. This means our exemptions apply to vehicles which are forty years old.

In Scotland they wish to use traffic exclusion zones, rather than charging zones as in England and Wales. So in Scotland, where there is no option of simply paying the charge for occasional trips within or through the zones, we have made a case for exemption of thirty year old vehicles, not least because residents might find themselves 'trapped' by such zones.

And in the case both of Wales and Scotland, we have taken steps, on which I will probably wish to say more in later issues, to make sure we have in place visible local representation so that, amongst other advantages, we do not appear to be commenting from England on devolved matters.

Street Closures

I should also mention the cases where, within very local areas, at the moment in the City of London, Shoreditch, Islington and Hackney, local authorities are imposing a peak hour ban on all except electric (and some hybrid) vehicles on some of their most polluted streets. We have at the moment decided that these restrictions are akin to pedestrianisation schemes, to which we have never objected. Given the fact that they are peak hour only and that any exercise by our members of any exemption would thus be minimal, we have chosen not to question these schemes.

I would however be happy to hear from anyone who thinks they will be adversely affected, and how this would occur. I would be happy that the Federation work with anyone so affected to reach an individual solution.

Introduction of E10 Fuel

I come lastly to a matter which is of very great importance to some at least of our members, and is of long-term significance to us all, as it bears upon the very ability to use our vehicles in the future.

Many members will have been aware that the Federation was responding to a Department for Transport (DfT) Consultation on the subject, but a short explanation is probably useful to explain some of the confusion which we know has arisen.

There has for some time been a requirement, as a climate change control measure, contained in the EU Renewable Fuel Transport Obligation (RTFO) scheme. This mandates that given percentages of transport fuels must come from non fossil-fuel sources. While of course continued compliance with this requirement will be dependent on the outcome of Brexit, it is unlikely that the attitude of the UK Government to the justification of the principles of the RTFO will be altering any time soon.

Non fossil-fuel sources means bio-fuels, which in the case of petrol driven vehicles is ethanol. The feedstocks for these fuels are varied but in the UK are mainly wheat. A significant industry has built up to support this requirement.

There are defined standards for petrol with given percentages of ethanol, primarily E5 (no more than 5% ethanol) and E10 (not more than 10% ethanol). To date no supplier in the UK has offered E10 at the pumps, though it is quite common across the Channel.

The Government has recently increased the RTFO targets and is now putting pressure on the fuel supply industry to make E10 fuel available at the pumps at least on larger forecourts. The vast majority of modern vehicles have been designed to run on this fuel with no problems.

Most of our vehicles, not having been designed to deal with the properties of ethanol in fuels systems and engines, are adversely affected by ethanol in petrol, and the adverse effects are greater the higher the percentage of ethanol the petrol

contains. Up till now, no fuel supplier has offered in the UK a petrol which exceeds a percentage of 5% ethanol, known as E5.

Quite separately, a number of our members have vehicles which can only run on petrol with a higher octane rating than the standard grade (defined as 95RON [Research Octane Number]). This need has been met by the use of what DfT refers to as the Super grade of petrol (as we know the description varies brand by brand). These fuels are defined as 97RON and have actual octane ratings between 97 and 99. These fuels also meet the E5 standard, and indeed some contain less than 5% ethanol.

From the introduction of E5 fuel until the end of 2016 there was a 'protection grade' which had to be supplied, which could not exceed 5% ethanol. But it was also set at 97RON. This position basically supported all of our members, including those with higher compression/performance engines.

In its recent Consultation, DfT makes clear it actively wishes the introduction of E10 fuel on at least the larger forecourts. DfT does recognise that this will require a re-introduction of a protection grade. However, it wishes that grade to be set at 95RON and E5.

DfT is making this recommendation primarily to protect the owners of simply incompatible old vehicles, which it defines as being over 25 years old, which are generally in use, i.e. not being preserved. It wishes to protect these owners, who it perceives as being poorer, from having to pay for a high octane fuel their vehicles do not require.

The DfT is also proposing this protection grade only lasts for two years, which the Federation believes is too short to be of any use at all.

The view of the Federation is that the constraints on tankage and petrol pumps will mean that the availability of the current Super grade may well be lost, which could make some of our members' vehicles unusable.

Therefore the Federation, while not opposing the introduction of E10 fuel as such, is arguing strongly for the protection grade to be, as before, the 97RON E5 grade. We are also arguing that the period for the protection grade continuation should be five, not two years.

I will of course revert to this issue as it develops.

I should start with a correction to the FAQs regarding the new vehicle licensing and MoT process that appeared in the last Newsletter. As always we are indebted to members who have written to us to share their experiences. From this it seems that for pre-1960 vehicles, that is vehicles which were exempt from MoT prior to May 20 this year, the licensing system will permit them to be licensed without requiring a statement of exemption from the keeper. Thus for the on-line system (EVL) the relevant page will not appear and at a Post Office the clerk will not be prompted to request a completed V112 form.

Although we are not necessarily convinced this is how the procedure was intended to work it should not be a cause for concern to the owner/keeper. If the process is completed in this manner the vehicle will be correctly licensed. This point is one of several pertaining to the new MoT regime which are the subject of ongoing

discussions between the Federation and DfT/DVLA. We are also bringing to the notice of DVLA reports we are receiving of some Post Offices being unaware of the new procedures and in one case flatly denying they exist!

It is apparent from our correspondence that in some cases there is confusion concerning the roles of DfT and its Agencies.

- DfT (Department for Transport). As the title implies this is a Government Department and has the ultimate responsibility for all transport matters. Policy and Regulations will only emanate from DfT. Subject to due process DfT makes the relevant laws.
- DVLA (Driver and Vehicle Licensing Agency). DVLA is an Executive Agency of DfT with responsibility for driving licenses and vehicle registration, tax collection and related matters. The tax

collection function is carried out on behalf of the Treasury.

- DVSA (Driver and Vehicle Standards Agency) DVSA is also an Executive Agency of DfT and has responsibility for driving tests, MoT and Goods Vehicle Tests, Individual Vehicle Approvals and related matters.

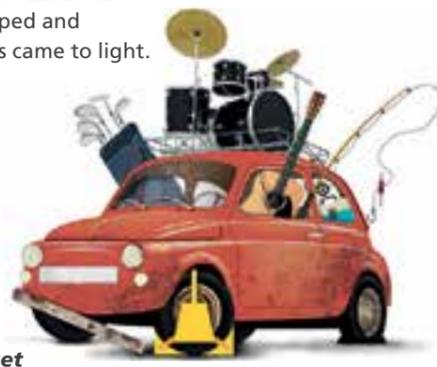
As is well known a change of tax class, generally for our vehicles into the 'historic' tax class, can only be done at a Post Office. There is no online alternative. What may not be so well understood is that this change can only be done for a vehicle which is licensed. Thus for an unlicensed vehicle it is necessary to apply for a license at the same time, although of course there will be no charge. Once that transaction is complete the vehicle can be SORNed if desired. It should be noted that under the continuous insurance regime every licensed vehicle is required to be insured and enforcement action will be started if it is not.

PRESS RELEASE DVLA reveals some of the oddest items found in untaxed cars

DVLA has revealed a list of some of the items found in untaxed cars that were clamped and impounded in the last 12 months. As well as everyday items, some unusual artefacts came to light.

The list includes:

- 3 jockey helmets
- off-road quad bike
- an acoustic guitar complete with accessories, stand and carry-case
- half a corner sofa
- bathroom toilet with seat
- fishing rods complete with tackle
- 'Beavis & Butthead' trading cards
- full drum kit complete with Cort 'Groove Engine GE15B' amplifier set
- a quantity of men's torso mannequins
- a highly collectible Louis Wain book of illustrated cats from the 1920s
- full set of golf clubs



Any personal belongings found in impounded vehicles are catalogued and stored for a period of time in case they are claimed, before being made available for sale. DVLA's Head of Enforcement Tim Burton said:

"Having your car clamped is expensive and inconvenient - and as this list of items shows, you could end up losing more than just the car!"

DVLA operates a range of measures to make vehicle tax easy to pay and hard to avoid. While the vast majority of motorists do the right thing and tax their cars correctly, it is right that

we take action against those that break the law and fail to tax their car. It's never been easier to tax your car - it's just a few clicks to do it online and you can do it 24 hours a day. You can also spread payments across the year by Direct Debit, so there really is no excuse.

The law is clear and so are the consequences - tax it or lose it. Motorists can check when the tax on a vehicle is due using DVLA's online service - all they need is the vehicle's registration number.

www.gov.uk/check-vehicle-tax



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Perfect summer for 'top down' driving



Did you enjoy getting out and about in this year's high Summer? What a couple of great months we had in June and July; real 'top-down' weather. Now we are moving into the darker evenings I guess it's care and maintenance time for all of us. Hopefully you don't have too much work to do before the really cold days and nights are with us once again. For me I have really enjoyed driving my Stag after a few 'teething' problems were ironed out and look forward to many more miles in it during 2019.

Recently I have managed to participate in, and officiate on, a few more rallies.

The FIVA World Rally was first, probably a misnomer actually as it was an extended 4-day Scenic Tour based at the Metropole Hotel in Llandrindod Wells in late August/early September. In good weather throughout it was a thoroughly enjoyable event with my wife Rose in our Stag and had participants from as far afield as Argentina and Japan. I've never seen the Nant Y Moch reservoir so low before.

Our grateful and well-deserved thanks are due to Paul Loveridge and his Team for organising this event that was greatly appreciated by all who took part. Next year's FIVA World Rally offerings are in either Austria (May 19-26) or Andorra (July 1-7); I think Andorra for me as a real change.

Also, in August it was interesting to

learn that HERO would take over the rallies organised to date by the ERA. Individually the two organisations have organised events of different characteristics, so I hope that these distinctions are maintained in the future. With a calendar of 10 events in 2019, ranging from one-day 'come-and-try-it' type of events to the Peking to Paris 3-week 'marathon', it will be a busy time for the HERO Team; I wish them well.

In September I also officiated on the HERO Challenge and with several events to do during October and November it's a busy few months for me – how about you? I hope you have been busy too and have found plenty to occupy your time as well before the dark nights of December, January and February are with us and it's too cold to go out into the garage.

Already on next year's calendar is the second running of the Irish Racing Green's Shamrock Vintage Challenge. If you drive a pre-war car then this is definitely one to put on your calendar for 2019 on 12 to 15 May. Have a look here - <http://irishracinggreen.ie/shamrock-vintage-challenge-2019/> if you are interested. I promise you won't be disappointed, it will be fun as well as competitive. Hopefully I'll be there again with Irvine Laidlaw in his BMW 319, If you fancy something a little

closer to home, then try HERO's 3 Legs of Mann in mid-March. See here - <https://heroevents.eu/event-schedule/three-legs-mann-2019/> for the details. Not an event for beginners I suggest, nevertheless an enjoyable few days of competition on the Isle of Man in mid-March is not a bad way to spend a few days.

Now for something completely different - The SLARTIBARTFAST Rally 2019 here - <http://bespokerallies.com/slartibartfast-rally-2019/>. This event will take place from 17 August to 2 September and promises a real adventure from Holland the long way round to Norway.

Finally, don't forget the HRCR's Open Day at Gaydon on 12 January. It is always a great day for motorsport enthusiasts and see here - <https://www.hrcr.co.uk/> for all they have to offer.



The TRANSPORT TRUST & the McAlpine Family



As part of our strategy to strengthen our relationship across the heritage sector, I have been invited to join the Transport Trust committee and have attended the first meeting.

I was not the only 'newbie' as Judy, Lady McAlpine, had agreed to succeed her late husband Bill as TT President and this was also her first meeting. She is a lady of considerable charm and vivacity and was quick off the mark to suggest improvements and my take is she will be good for the TT and for our movement as a whole, with a strong range of society contacts, including possibly the recent driver of an electric E-type.

It maybe remembered that the late FBHVC's President, Edward, Lord Montague's father John was instrumental in persuading the future King Edward VII to order a Daimler in 1900, an action which has been described as giving "...a great fillip to the industry. His action is all the more noteworthy because he has always been such an ardent lover of horses, and it will show that the driving of an automobile is not necessarily incompatible with the love of horse flesh."¹

This action can be considered to have changed the perspective of many members of the upper echelons of British society at the start of the 20th Century.

I would like to quote TT chairman Stuart Wilkinson's words from the current Transport Digest.

"Many Trust members have contributed their recollections of our late President, Bill McAlpine. His memorial event at Fawley Hill was an event like no other I have attended. Tributes from friends, colleagues and family; pipers, choirs, guitarists, hymns, readings, the cries of peacocks and the hiss of steam engines. His own locomotive was busy hauling passengers up the steepest standard gauge adhesion railway in the UK. (Lady McAlpine says that Fawley will be 'business as usual' for the foreseeable future.) At least 1,200 people were there and it came as no surprise to learn that he was involved with 130 transport preservation organisations."

He owned a 1928 Rolls-Royce and racing enthusiasts may recall that another member of the family, Kenneth, provided the finance for Connaught in both the F1 and sportscar fields, as well as driving them competitively at events like Le Mans and the Nurburgring.



Organised by ABTEM chairman, Tim Bryan, the Forum was held at Gaydon's BMM and the Coventry Transport Museum. Attendees came from a wide range of countries, including Russia, USA, Australia and New Zealand. The conference was an opportunity for delegates to discuss the common challenges that museums and heritage sites face, including income generation, exhibition development, visitor experience and caring for historic vehicle collections.

Examples of speakers included three men² from Western Australia, who described the challenges of building a new museum from scratch on a bare site outside Perth. They did get some help from a certain Daniel Ricciardo and his father,

including the loan of Daniel's RB10 Red Bull F1 car to display on completion!

Plus, Dr Gundula Tutt on how to remedy damage with only minimal loss of historic fabric, so that vehicles regain a stabilised, aged, but well-tended appearance and at the same time can be kept in operation. Gundula was on the original working party that created the Charter of Turin.

See <https://goo.gl/4qWe1X> for the complete programme. If anyone is interested, I should have copies of each presentation and should be able to pass them on, requests via the Secretary please.

¹ Caroline Davies The Telegraph 1 June 2002 ² Kelvin Ferris, Jim Walker and John McLean: Motor Museum of WA (Australia)



NATIONAL MOTORCYCLE MUSEUM LIVE

Following the massive success of Museum LIVE over the past four years, Saturday 27 October 2018 will see the museum host our 5th annual free open day when everyone will be invited to visit the museum collection free of charge. There will also be a host of other free attractions including our amazing "Stars on Stage" feature which is presented in association with Norton Motorcycles Ltd.

Museum LIVE 2018 Timetable

To assist visitors, everyone arriving on site will be given a free timetable with a full list & timings of all the day's exciting, free, events.

FREE Museum Entry

Everyone will be invited to visit the museum collection free-of-charge.

Indoor Autojumble & Trade Area

The event will feature a large indoor autojumble held within the warm & dry surroundings of the National Motorcycle Museum's conference facilities.

The event will also feature trade stands & displays from many well-known names including Central Wheel Components Ltd, H&H Classic Auctions, Footman James, Triumph, Norton, Bonhams Auctioneers and Sealey Tools.

The museum shop will also be open throughout the event selling a huge range of classic motorcycling books, clothing & memorabilia.

Meet the Experts

In association with Central Wheel Components Ltd

In attendance will be some of the museum's specialist suppliers & craftsmen (including our own restoration team) as well as other classic motorcycling personalities who will be available to chat and answer questions. Don't miss the LIVE wheel building demos by Central Wheel Components Ltd.



Stars on Stage

Presented in association with Norton Motorcycles Ltd



TT legend, TV presenter & Norton factory test rider **Steve Plater** will host two special FREE TO ENTER "Stars on Stage" features at 11.00am & 2.00pm.

Held on the stage in the museum's magnificent Britannia suite, these free 1 hour chat shows have a Norton theme this year featuring current works Norton Rider **John McGuinness** as well as Norton CEO **Stuart Garner** & chief designer **Simon Skinner**. The latest Norton TT race machine and stunning new road going V4 will also be fired up live on stage during the show! Not only that, but Norton road race stars from past including **Trevor Nation** & **Mick Grant** will join these exciting question & answer sessions.

Other motorcycling personalities from the past and present will also be in attendance including road race legends **Alex George** & **John "Mooneyes" Cooper**.

There will also be special book signing session with TV personality **Henry Cole** who will be signing his newly published book "A Bikers Life" at the event.



LIVE 'Start Up'

Presented by the Brackley Festival of Motorcycling

See & HEAR some of the most famous race machines in the world started up in our LIVE start-up zone, situated in our external fountain courtyard area. Bikes old and new will include some of the museum's famous racing inventory as well as ex-Moto GP bikes courtesy of the Brackley Festival of Motorcycling & Phil Morris Racing.



Not only this but genius special builder **Alan Millyard** will be firing up no less than four of his stunning creations including his recently completed Millyard RC374 six cylinder.

Food Court, Bar & Live Bands

Fantastic catering provided by the museum's chefs will be available in our new, undercover, food court & bar area situated adjacent to the LIVE start-up zone. This area will also be the venue for our live band providing musical entertainment over lunchtime.

The museum restaurant will also be open as normal serving a wide variety of hot meals and snacks from breakfast time onwards.

Plus THE DRAW FOR THE BEST MOTORCYCLE RAFFLE PRIZE IN THE WORLD

Our summer 2018 raffle to win a **1969 Royal Enfield Interceptor 750cc Series II worth over £12,000** will be drawn by John McGuinness live on stage during the afternoon of the event on 27 October.

There's still time to enter to win this amazing prize with raffle tickets available to purchase on-line from www.thenmm.co.uk or by calling the Museum on **01675 444123**.



Parking

Car parking for the event is just £5.00 per car with motorcycle parking absolutely free. Given the events huge popularity, the museum encourages car sharing which makes this nominal parking charge even better value!

For further Museum Live 2018 updates/ timetable see www.thenmm.co.uk

Ethanol-free



Sunoco Optima

Sunoco Optima is an ethanol-free 98 octane, high quality fuel for classic cars, motorcycles and boats. It is extremely clean burning with a distillation curve similar to pump fuel prior to 1970. Recent UK tests done by Manchester University showed fewer vapour lock issues than with modern fuels. Available in 25, 50 or 200 litre drums. Optima is storage-stable for a minimum of three years and does not deteriorate fuel lines, aluminium, brass or rubber.



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Trailblazer & Heritage Skills Academy



Well, it has taken two years to get the Trailblazer Apprenticeship to fruition and I can finally announce that the Heritage Engineering Technician Apprenticeship Scheme is now fully approved by the Institute of Apprenticeships. The final stage was the publication of the standard which was early September and the reference number for the scheme is ST0571 for anybody that needs the details from the Institute of Apprenticeships website.

The funding is also approved at £26,000 which is almost at the maximum level and this factor will be crucial in the success of the scheme.

On the classic car side, the Heritage Skills Academy that operates from our unit at Bicester Heritage has seen a significant increase in interest from both restorers and those wishing to become an apprentice. Light Vehicle (modern) apprenticeships are funded at £18,000 which was the same as the old classic vehicle restoration course that has been running for four years and this has restricted the uptake on the classic course as colleges have prioritised the light vehicle as it is easier to teach and needs less hours to complete.

The new Heritage Engineering Apprenticeship will set new standards in skills taught that are much higher than the old course which will require more hours both in the classroom and in the workshop, so it is good news that the funding is available to the training providers to deliver these new skills. Our expectations are that the apprentices who qualify as Heritage Skills Technicians will have all the skills necessary to get employment in any classic vehicle restoration business.

When we set up the unit at Bicester Heritage and had the Heritage Skills Academy as our first tenant we did not foresee the rapid growth in the number of students. Today we already have 30 apprentices signed up to the scheme, but by the middle of next year we can expect that number to increase to 100. With 12 students on each block release course and a block being 9 weeks per year the maximum we can put through the existing facilities is 60 trainees. With the popularity of Bicester Heritage there are no units vacant and a waiting list of businesses wanting to move in. In addition, the development of the site on new areas that have not previously been developed has been delayed by the planners who are trying to manage the development of this part of Oxfordshire which is already one of the biggest developments in Europe. We clearly do not want to turn down the opportunity to train more

apprentices, or to move off the Bicester site but it is going to be a challenge to find a solution, so watch this space.

The Heritage Engineering Technician standard was written not just for classic vehicles, but included for Historic Aviation, Historic Marine and Steam. Each of these sectors can now adopt the standard, get the same funding and have a bespoke course for their specific needs. These sectors are nowhere near the size of classic vehicles but over the next three years we need to develop these areas or they will be lost. The Institute of Apprenticeships will apply the rule of use it or lose it at the three year review.

Despite FBHVC not normally getting too involved in these other sectors I will be trying to encourage them to take the standard forward. The Historic Aviation sector has stepped forward to see whether they can come together and make a course work for them. In early October we will be hosting a meeting of historic aviation specialists at Bicester Heritage to see whether we can come up with a credible proposal. We do know that the early engineering skills that are taught to the classic vehicle technicians could be applied to any of the four sectors and particularly to Historic Aviation where mechanical, electrical, coachwork and trim can all overlap.

Hopefully by the next newsletter I will be able to give you more information about the situation at Bicester Heritage and the development of the other heritage sectors as we move towards the overall aim of having up to 200 apprentices being trained with the skills to keep our vehicles on the road.

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THE ENGINE'S CHOICE

The Old Workhorse LEGO Traction Engine



With your help this model Traction Engine could become a real LEGO set!

This is my model of a Traction Engine built from LEGO. The model depicts a classic scene from the early 20th century. The farmers are hard at work with their engine, affectionately known as 'The Old Workhorse'.

I've designed the model as part of an initiative called 'LEGO Ideas'. This is a scheme where amateur designers are invited to submit their models to the LEGO Ideas website where members of the public can then view the models online and vote for them.

If the model is lucky enough to reach 10,000 votes, then it will qualify to be reviewed by LEGO with the view to manufacturing it as an official LEGO set. It would then be produced and sold in shops around the world.

I am a big fan of traction engines and steam heritage. With a subject like this there is often a tendency to look back to the glorious past, but I think it's important to look forwards too and make sure the next generation are as enthusiastic about these wonderful machines as we are.

Unfortunately, there are many children out there who've never seen a Traction Engine before which is a great shame. So, my big hope is that if this model could reach its goal of 10,000 votes and was then produced by LEGO as a retail set, then it might just play a small part in raising interest and awareness of steam heritage

amongst children and young people. Not to mention the fact it would also make a great model for adult collectors as well.

If you like the model and would like to see a Traction Engine produced as an official LEGO kit, then please cast your vote on the LEGO Ideas website at the following address.

www.bit.ly/tractionengine

Thank you very much.
John Cramp

'The Old Workhorse' set includes a highly detailed, mini fig scale model of a steam powered traction engine, as well as a wagon, minifigures and several accessories and mini builds that can be carried in the wagon. In total 480 pieces are included.

I believe this would make a great official Lego set as it has plenty of play features and would also make a beautiful display model for both children and adult collectors alike. It would also make a great addition to any minifig scale city or layout display.

KEY FEATURES

TRACTION ENGINE

- Highly detailed and authentic model in classic green and red livery with polished brass work.
- A system of cogs ensures the flywheel spins as the traction engine is pushed along.
- Detailed cab interior complete with steering wheel and controls. The firebox door can be opened and closed to reveal the roaring fire inside.
- The front wheel axle can be turned left and right.

WAGON

- The wagon can be connected and towed behind the traction engine.
- Plenty of space inside to carry the logs, bushes and rocks.
- The sides of the wagon can be opened up to provide easy access.
- Space at the front to hold tools and mini fig accessories.

OTHER ACCESSORIES

- 2 minifigures are included along with a dog and a rat.
- Brick built logs, tree stumps and rocks.
- 3 bushes/shrubs that can be carried inside the wagon.



Lancaster Insurance Classic Motor Show

SAVE THE DATE: 9-11 November 2018

Are you intending to visit this year? Well, if you have yet to decide this may well assist...

This year is the 30th anniversary of the Federation and we are creating a display of vehicles that is twice our normal size. When we do this we try to have at least one vehicle of each type that we represent so; cars, motorcycles, buses/coaches, lorries, military, steam and agricultural vehicles.

Confirmed vehicles so far are:

- 1910 Kerry-Abingdon 3 1/2 hp Motorcycle
- 1930 Abingdon King Dick Model 40 Motorcycle
- 1931 AEC Regent Bus OV4486, which was new to City of Birmingham Corporation on its first test run on 11th May. The vehicle is courtesy of The Transport Museum Wythall <http://www.wythall.org.uk/wm.asp> and is currently undergoing a complete restoration
- Rolls Royce Silver Ghost
- BMW Z1
- Bedford CA Van courtesy of the Vauxhall Heritage Centre
- Scout Carrier MK1L
- JCB Type 1 Gravedigger
- Steam car (TBC)
- Rosengart Moteur Electrique engine
- The LEGO Traction Engine entitled 'The Old Workhorse' (as detailed in this edition of FBHVC News)

Scout Carrier MK1L

The Vehicle was originally issued civil registration number RMY 683, military number T5329. It was part of contract T.6024 placed by the war department with Aveling Barford (other companies made them too. Wolseley, Sentinal, Thorneycroft, Ford etc) on 28/09/1938 for 296 Scout carriers. It was the 75th in that contract and rolled off the production line on 17 July 1939. Only 963 Scout carriers were ever made before and in the very early part of the war, this is the only known survivor. They were operated in service with Bren carriers, AOP carriers (armoured observation post), cavalry carriers and light Dragon gun tractors. The army realised fairly soon that it was a mistake having so many very similar vehicles all doing slightly different roles so developed the Universal carrier, this went on to be the largest produced British armoured vehicle of WW2. 110,000 were used in almost every theatre of the war. The crews were very fond of them due to their very reliable Ford V8 engine and ability to deal with almost any terrain.

Scout carriers were used in Northern France as part of the British expeditionary force, they were all left behind during operation dynamo (the Dunkirk evacuation) some were used by the Germans, but the majority were scrapped. They were also used in the North African desert war until replaced by the development of the universal carrier.

This particular carrier was sent to North Africa and was used by the British army. When the British were issued with new universal carriers the older Scouts and Bren carriers were given to the Australian army, they fought with these 'obsolete' carriers until returning to Australia in March 1943. The Australian army needed ballast for the ships they returned home in, so they took the vehicles, including this carrier and other larger tanks to fill this role.

Due to the increasing threat from the Japanese on Australia the army re issued these vehicles as part of their home defence. This carrier was issued to the 4th Australian Division, the unit tactical

sign showing an Echidna above a boomerang can be seen in the photo (right), taken on 27 March 1943 in Perth as part of a demonstration during army week, staged in support of the third liberty loan. You can see the vehicle identification number T 5329 which matches the Brass makers plate on the front Righthand mudguard, you can also see the bullet hole (just in front of the makers plate) in the period photo, this was left during the restoration as it was from enemy action during its time in North Africa.

It was sold after the war to a farmer who wanted the V8 engine for his truck. He drove it home from the sale and parked it on his farm. He removed the engine, used the tracks as harrows, took one of the headlights off to help him hunt kangaroos but left it largely intact for his children to play on. It was found in 2006 by a military vehicle collector, he later sold it to me. I imported it and immediately started the restoration. During the strip down, I discovered the original hand painted civil registration number still painted on the lower front armour, this has been preserved and helped to confirm the identity. Due to its remote location for decades it was very well preserved in the Australian heat and had avoided being stripped of any smaller parts.

It's painted in the khaki green no3 paint that it would have had when it left the factory in 1939.

Courtesy of owner Ben Hawkins.

To see this Scout Carrier Mk1L and the other vehicles listed, our stand will be located next to the Discovery Live Stage in Hall 5. So please if you do intend to visit, please come and say hello, we'd love to see some new faces as well as those we class as friends.



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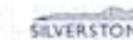
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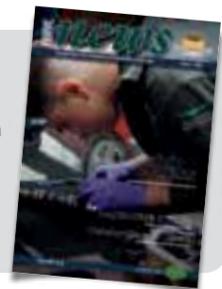
A Warm Welcome to

Police Vehicle Club
Tea Cakes & Classics
Moss Europe Ltd

and those Individual Supporters for recently joining. We hope you enjoy being a member of the Federation.

Call for Articles

My aim is to include articles in every edition of FBHVC News to cover all the vehicles the Federation represents. It is sometimes very difficult to feature articles on vehicles other than cars, therefore if any club has an interesting story or feature you feel other FBHVC News readers may wish to read, please forward the details to myself preferably via email to secretary@fbhvc.co.uk. I will try my hardest to capture as many as possible dependant on the space available.



FBHVC News Issue 4 – Apology

Following our Editorial piece in Issue 4, we advised that Richard Shuttleworth sadly died serving his country in a Vickers-Supermarine Spitfire. He did in fact lose his life in August 1940, in a cross-country training accident whilst flying a Fairey Battle from RAF Benson.

We are indebted to Mr Goodman for pointing out our error to this most important piece of history.

Future Drive it Day Dates

We wish to propose the following dates for Drive it Day:

- 26 April 2020
- 25 April 2021
- 24 April 2022
- 23 April 2023
- 21 April 2024

Don't forget our next Drive it Day on 28 April 2019



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NEW

All main/nominated contacts for Clubs and Museums should now have received your AGM & Conference Booklet. As a reminder, here are the details for your reference.

NINETEENTH ANNUAL GENERAL MEETING

Saturday, 13 October 2018

The nineteenth Annual General Meeting of the Federation of British Historic Vehicle Clubs Limited will take place at 11:00 at the National Motorcycle Museum, Coventry Road, Bickenhill, Solihull, B92 0EJ on Saturday, 13 October 2018 for the following purposes:

1. To consider and approve the minutes of the Annual General Meeting held on Saturday, 21 October 2017 as made available to members in November 2017. [Copies available on request and are available on the FBHVC website.]
2. To receive the Financial Statements for the year ending 31 May 2018.
3. Election of Directors. [See note 1 below]
4. To receive the Report of the Directors.

Note 1: Nominations for directors to fill the posts of Chairman, Communications Director, Finance Director are invited by 27 September 2018.

CONFERENCE Saturday, 13 October 2018, commencing at 14:00

Please book your ticket(s) in advance • Chairman, David Davies • Theme is Preservation

AGENDA

14:00 Welcome and Introduction – David Davies, Vice-Chairman, FBHVC

14:10 Preservation – The New Holy Grail – Keith Gibbins

Vice Chairman of the FIVA Culture Committee sets the scene and illustrates how the recently published FIVA Handbook acts as a guide for the preservationist.

15:00 Paint or Patina? That is the question – Jürgen Book

Jürgen Book is a world authority on vehicle paint systems. Learn more about the preservative properties of different types of finishes on the many materials used over the years in vehicle production.

15:45 Preservation in action – A case study – Andrea Bishop BSc(Hons), MA, FMA

Andrea Bishop is Director of Collections at the National Motor Museum, Beaulieu.

Beaulieu needs little introduction to the true enthusiast. It is a world class museum with a wonderful collection of preserved vehicles, many of which still run and take part in events and public demonstrations. What many do not know is that behind the scenes there is a vast collection of artefacts, memorabilia, photographs, films and artworks. Its library is an essential reference point for authors and writers worldwide.

16:30 Summary and Close – David Davies, Vice Chairman, FBHVC

(Speakers will endeavour to leave sufficient time following their presentations to allow for questions from the floor)

COST & REFRESHMENTS

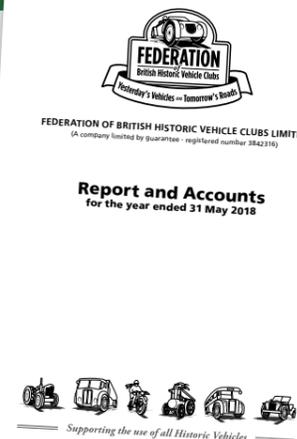
Attendance only tickets are free to nominated delegates from FBHVC subscriber organisations and supporters but are £10 to others.

Attendance & Refreshment tickets include tea/coffee and biscuits both morning and afternoon, and a buffet lunch. A sample menu is below for your reference:

- Mixed leaf salad
- Sandwich selection
- Yakitori chicken on egg fried rice
- Mushroom ravioli with tomato sauce
- Grilled salmon with stir-fried vegetables
- Chef's selection of mini desserts

Refreshments are available to nominated delegates from FBHVC subscriber organisations at a cost of £12.50 each but are £17.50 to others.

Please note: lunch tickets must be pre-booked.



TICKETS

Tickets should be ordered from FBHVC secretary ideally by **Friday, 5 October**.

Payment can be made by credit/debit card or cheque. Alternatively, you can pay via BACS

Sort Code 30-65-85
Account Number 47342260

Please send an email with your name, address and Club name (if applicable) where you wish for your ticket(s) to be sent.

FBHVC, PO Box 295, Upminster, Essex, RM14 9DG. A SAE would be appreciated.

Telephone: **01708 223111**

E-mail: secretary@fbhvc.co.uk

The magazine of the **Pre 1940 Morris Register** has a photograph of two of William Morris' finest in the Wiltshire countryside on the front cover. Inside is a feature on the 'Automobile and Fashion Museum' in Malaga, Spain which is well worth a visit if you are in the neck of the woods. A photo feature reminds us that the original Morris 'Minor' is 90 years old.

The **Bentley Drivers' Club** review is now in A4 format and the June issue included a photo reportage on the 'Techno Classica' in Essen. This is an experience for every enthusiast to make at least once in their life time. There are also some cracking photographs of the Goodwood members' meeting and VSCC Silverstone which fully justify the change in magazine format.



The **Land Rover Series One Club** magazine can be relied upon to come up with picturesque locations for photographs of beasts in action or at rest. With this being the 70th year of the Land Rover the selection is augmented with a selection of images from the various 'launches' held around the country and in Europe in 1948.

The technique of using molasses for rust removal is outlined in the magazine of the **Crash Box and Classic Car Club of Devon**.

The **1100 Club** magazine has a well illustrated article on the SU carburettor.

The magazine of the **Vintage Horticultural & Garden Machinery Club** reminds us that the Museum of English Rural Life in Reading has reopened after a £3 million redevelopment project.

More carburettors – the **Humber Register** has an informative article on the Cox 'Atmos' carburettor.

The **Register of Unusual Microcars** magazine 'Rumcar News' never fails to delight and the Summer 2018 edition reminds us that 2018 is the 70th anniversary of the Bond Minicar.

For the owner who has (almost) everything... P & A Wood offer the owners of Rolls-

Royce and Bentleys 'Overseas Touring Kits' as advertised in the International Bulletin for **Rolls-Royce and Bentley Specialists Association**.

A wonderful publicity opportunity for the Jowett Jupiter was to participate in the 'Tour de Yorkshire' cycle race publicity caravan where Jupiter owners featured in three of the four days. Also, congratulations to Drummond Black who received the National Car Club Lifetime achievement award at the NEC practical classic and restoration Show to mark his 55 years of service to the **Jupiter Owners' Auto Club**.

A singular insert in the **Triumph Razoredge Owners' Club** magazine is a copy of a 'Google' map showing the whereabouts of all known surviving cars in the UK, in Europe and USA.

The Bulletin of the **BSA Front Wheel Drive Club** reminds us in plenty of time that club has a commitment to marshal on Tiptley Hill on the Exeter Trial on Saturday 5 January 2019.

The magazine of the **British Two Stroke Club** reminds the smokers amongst us not to discard those filters from the ends of your cigarettes. Save them up and in a few years you'll have enough to insulate your roof. There is also an account of a 20 day, 1104 mile 'excursion' from Lands' End to John o' Groats on a 1941 Rudge Bicycle equipped with a 1952 Trojan Minimotor in aid of Alzheimers Research.

Accounts of visits to railway museums in Slovenia and Italy make for interesting reading in the **Transport Trust Digest Magazine**.



The **Jaguar Enthusiasts Club** magazine informs us that 'Classic Jaguar' has a 'collector's' edition to celebrate the 70th anniversary of the XK series.

The **MSA magazine** has a feature on the 'rebirth' of the Three Sisters race circuit and explains the origin of the unusual name.

Something extra to do at Autojumbles. The Journal of the **Ford Sidevalve Owners Club** has an intriguing series of articles on building up a tool kit.

In addition to the usual fascinating photographs and article, the **'Sentinel Transport News'** has begun a series of articles on Abner Doble.

The **National Street Rod Association** magazine is full of photographs of happy enthusiasts enjoying the results of all their hard work at events in this summer's brilliant weather.

There are some useful tips on oxy-acetylene welding in the magazine of the **Morris Minor Owners Club**.

The magazine of the **Micro Maniacs Club** highlights an extraordinary classified ad. On eBay for £55,000 after failing to sell earlier for £1,595. Don't all rush at once.

The magazine of the **Lea Francis Owners' Club** has a useful article on vintage dynamo fault analysis.

The **Steam Car Club of Great Britain** has a feature on the extraordinary 'Bloodhound' project to build a vehicle (car?) that will not only go faster than the speed of sound, exceed 1,000 mph and cover a mile in 3.6 seconds – just the thing for the M25 in Friday rush- hour.

There is a photograph and article in the magazine of the **Norton Owners Club** to remind us that J.L ('Pa') Nortons' grave was restored last year and a wreath-laying ceremony to mark the first anniversary has recently taken place.

There is a fascinating article in **The Riley Register Bulletin** featuring some of the weird and wonderful ideas for 'direction indicators' on the market in 1932. I wonder if any survive?

The magazine of the **Mini Moke Club** draws our attention to the high quality of Moke bodywork components being produced in Sri Lanka – and some of the quite remarkable prices being asked for and realised for Mokes.



There is an informative article on ZDDP -Zinc Dialkyl Dithiophosphate - in engine oils in the magazine of the **Swansea Historic Vehicle Register**.

There is a brief but informative history of the Ducati 'Cucciolo' in the Journal of the **National Autocycle & Cyclemotor Club**.

If you happen to be in Chile, the **Society of Automotive Historians in Britain** suggests that you might pay a visit to the Jedimar Museum in Santiago.

Congratulations to the **Association of Rootes Car Clubs** on receiving the 'Preservationist of the Year' award for the Rootes Archive Centre Trust.

There is a sad tale of substandard suspension wishbones in the market place in the magazine of the **Midget & Sprite Club**.

Some popularly held myths are laid to rest in the Journal of the **Jowett Car Club**.

There is an informative article on heat range of sparking plugs in the **Alvis Owner Club** bulletin.

The Tradsheet of the **Traditional Car Club of Doncaster** tells us that if you line up all the cars in the world end-to-end someone in an Audi will still be stupid enough to try to pass them.

Useful tips on magneto timing appear in **The Rapier Register**.

There is a review of Karl Ludvigsen's two-volume biography of Reid Railton in the magazine **Historic Racing Technology** - a VERY serious publication which will set you back some £150.00. The magazine also features an extract from the book on John Cobb's twin-engined Napier-Railton and its development.

There is a striking photograph in the International Bulletin for **Rolls-Royce & Bentley Specialists Association** of some 28 RREC members' car lined up in the shadow of HMS Queen Elizabeth which really gives an idea of the enormous size of this craft.

The **Bullnose Morris Club** magazine informs us that William Morris' first garage in Longwall Street, Oxford has been named as one of the most important 10 sites that have shaped England's trade and industry.

Do you know the differences between a zebra, a pelican, a puffin and a toucan pedestrian crossing? Neither did I – but all is revealed in the magazine of the **Chilton**

Vehicle Preservation Group. It also lists six things you didn't know about filling your car with petrol.

Another museum for you to visit. The newsletter of the **Southend & District Classic Car Club** tells us all about the Museum of Municipal Engineering in Krakow, Poland.

A make and model of car that you are most unlikely to come across is the 'Varley-Woods' manufactured in Acton, London in 1920. A photograph and a brief history is given in the **Highland Classic Motor Club Newsletter**.

The magazine of the **Morris Marina Owners' Club & Morris Ital Register** relates the rather melancholy story of the genesis of the BLMC 'O Series' engine.



The **Southern Daimler and Lanchester Club** newsletter has a brief history of the Horstmann car.

Another brief history – that of Guy Motors – appears in the newsletter of the **East Anglian Practical Classic Club**.

The June edition of the **Austin Seven Owners Club (London)** magazine has an intriguing photograph of a Reliant 3-wheeler with a conversion to 'caterpillar' tracks.

There is a note in the magazine of the **Classic & Historic Motor Club** quoting the Secretary of the MSA – Simon Blunt – "There is no cause for motor sport to be over concerned over any threat from VNUK".

Somewhere different to stay when visiting Holland? The **Armstrong Siddeley Owners' Club** magazine tells us that the liner SS Rotterdam has been refurbished and renovated as a floating hotel and is moored in the Maashaven, Rotterdam.

The magazine of the **Triumph Razoredge Owners' Club** warns us that the speed limit in France on minor roads outside urban areas has been lowered from 90 kmh to 80 kmh (50 mph).

How many of you remember Silver City Airways? Or patronised their ferry services from Lympe to Le Touquet? There is a brief history of the airline and the Bristol freighters that were used in the magazine of the **Bristol Owners Club**.

There is a comparison between the Austin Seven and the Morris Minor in the magazine of the **Pre 1940 Morris Register**.

Were you one of those fortunate (and indulged) children who received 'Schulco' model cars as presents? There is a history of the marque in the **Lancia Motor Club** magazine.

The **Bristol Austin Seven Club** newsletter warns us of a potential hazard from red plastic portable petrol containers. Tests carried out in the USA show that under certain limited conditions a flashback explosion can occur inside a plastic petrol can.

There is a recommendation for an obscure metal polish in the magazine of the **H & H Classic Vehicle Club** 'Mother's Mag & Aluminium metal Polish'.

The **Wirral Classic Car Club** Magazine has the vital statistics of typical cars on the market in 1948. The most expensive quoted was the Mk 6 Bentley at £2,724 (plus the dreaded purchase tax at 66.2/3 %) and the fastest was the Healey Elliott at 102 mph.

The **Rapier Register** News warns us not to use 'loctite' in applications involving electrical screws. The thin film of locking glue will cover most, if not all of the thread and without exception will be insulating.

The Journal of the **Wolseley Register** has a favourable review of the book 'Skinners Union' a history of the Skinner family and the SU company.

Congratulations to the **Midget & Sprite Club** on their inclusion on the 'Outstanding Club magazine of the Year 2018' highly commended list.



Plenty of time to make preparations. The **2019 Fleurieu National Rattle of Rileys** will take place in Adelaide, Australia from 5 to 10 May.

There is an informative and helpful article on the collection of subscriptions in the magazine of the **Reliant Sabre & Scimitar Owners Club**.

The magazine of the **Ford RS Owners Club** has some useful tips for the identification of genuine cars and components.

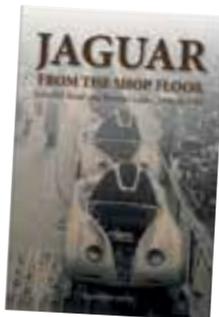
It is time to be looking out for Christmas presents. The **Military Vehicle Trust** magazine has reviews of some very interesting books. There is also a photo reportage of a wonderful 'graveyard' of military vehicles in a scrap yard at Troye, France which sadly is no more.

The newsletter of the **East Anglian Practical Classics** reproduces a 1930s advert for the 'Delarelle Cigarette Lighter'. Has anyone out there got one?

The magazine of the **Classic & Historic Motor Club** has a review of the latest book on the DeLorean saga and mentions that there is talk of a plot to produce replicas.

The experiences of two crews in the 2017 Euro Tour (and further afield) are recounted in the magazine of the **Austin Seven Clubs Association**.

The **Rover P5 Club** magazine tells of something just that little bit different. 'Chase the Train'. In 2019 a steam train will leave Manchester for Berlin and the idea is that a convoy of appropriate cars will accompany it. There is also a review of Brian Martin's book 'Jaguar from the shop floor' which sounds like a good read.



The magazine of the **Crash Box & Classic Car Club of Devon** reprints an article from a Devonshire newspaper describing 'Hermann Goering's Bullet-proof car' which was on display in a local garage. Does anyone know what happened to it?

The **Norton Owners Club** magazine for August makes a really good read. There is the story of the reincarnation of a 650cc twin cylinder machine which could have saved the company. Two accounts of experiences on the TT course and a salutary

tale of a dodgy 'Manx' that was submitted to a restorer to be finished.

For something just that little bit different the magazine of the **Wolseley Hornet Special Club** recommends a visit to the Henley River and Rowing Museum if you are in that neck of the woods.

Some teenagers from Bolton School who were volunteers on the Festiniog Railway cobbled together a motorised trolley from a 350cc Panther and a four wheeled flat truck in 1967. The magazine of the **Panther Owners Club** would dearly like to know what became of it

The merits of dip or spray galvanising chassis are discussed in the **Land Rover Series One Club** magazine.

The plus and minus points of 'Maxxis' tyres are discussed in the magazine of the **Sunbeam Talbot Alpine Register**.

The magazine of the **Gold Star Owners Club** has printed a very useful table describing the full implications of the GDPR (General Data Protection Regulations).

The **Fairthorpe Sports Car Club** held their 9th 'Gathering' at the NAAFI in one of the WW2 pens supported by the backdrop of a resident YAK aircraft. How wonderful. Plans are already afoot with their 10th Anniversary Gathering next year.



The **Historic Commercial Vehicle Society** held their Diamond Jubilee Rally in August. Congratulations on your 60th Anniversary.

We are reminded that the London Bus Museum is celebrating its golden Jubilee and the Routemaster magazine from the **Routemaster Association** reminds you to look out for the new 10p coin which features the Routemaster image...



The **Gay Classic Car Group** is celebrating its 30th anniversary this year. Congratulations! The cover of the summer edition of their magazine is a photograph of an impressive gathering on the 'Eurotour' in Aylsham, Norfolk.

We are reminded that the **Vintage Austin Register** is celebrating its Diamond Jubilee. Congratulations! In the Summer edition of their magazine There is a feature on HMS 'Lord Austin' an anti-U boat vessel

converted from a trawler. HMS Lord Austin served as a member of the Arctic convoy escorts. Straying yet further from the topics of automobiles, another article in the magazine described the Austin company's railway locomotives that worked on the extensive Longbridge system. Three of the steam locomotives survive in preservation.

An extraordinary photograph of the 1932 Minehead Caravan Rally graces the cover of the **Historic Caravan Club** magazine who remind us that 2018 is their 25th Anniversary year – an anniversary being celebrated by the Wirral Classic Car Club as well.

Another celebration! The **South Hants Vehicle Preservation Society** Golden Jubilee is this year.

The **National Motor Museum Trust** newsletter keeps us up-date on progress with the V16 BRM restoration and reminds us that the Ford Escort is 50 years old, the BSA Bantam is 70 years old and the Rolls-Royce Derby factory is 110 years old.

The **Sunbeam Lotus Owners Club** tell us that the oldest known surviving Lotus Sunbeam is now 40 years old.

The 50th Singer National Weekend attracted some 120 cars, and there is a special photo reportage in the **Singer Owners Club** magazine.

The **Banbridge Old Vehicle Club Limited** celebrated the ARDS T.T. Races, Northern Ireland 90th Anniversary on 18th August. Some 25 cars and their occupants assembled at the Old Mill Restaurant on the original course for coffee/tea and scones

before setting off for a drive around as much of the original course as possible. On display was one of the original cars, a 1934 Ford V8, body by Jensen. From here we travelled via Bradshaw's Brae to

Newtownards and then on to Comber Square, where from here the race turned right and headed for Dundonald and then returned to the pits area on the main Belfast to Newtownards Road where there is a memorial building commemorating the race. This brought back memories to the older members of our club who remember watching the races in their highlight days. Courtesy of Michael McKay, Director—BOVC.

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Cowley Classic Car Display

Between 5-11 August, Templars Square shopping centre saw the return of the Cowley Classic Car Display with a range of locally built cars, celebrating the city's heritage. Nine cars were due to make an appearance, all of which were assembled in some aspect at the Cowley plant.

On 7 August, Mollie Horne, an assistant Archivist from the British Motor Museum visited for the day and held sessions on what she thought were the best 1968-75 British Leyland related items from the British Motor Museum's Archive. One of the items was the amazing Marina dealer launch pack from 1971 in all its silver metallic polystyrene glory!

The attendees enjoyed attending the free exhibition whereby visitors were able to sit in the display cars and take photographs.

Cars at the show included:



◀ 1933 Morris Cowley



1955 Morris Oxford ▶



◀ 1967 Morris Minor



1971 Vanden Plas Princess ▶



◀ 1972 Morris Marina TC

We thank Tanya Field for making the necessary arrangements for the day to happen.

PRESS RELEASE

The ROUTEMASTER ASSOCIATION AND IMPERIAL ENGINEERING TEAM UP TO PRODUCE NEW STEERING RAMS



Over the last couple of years, it has been recognised that there is a significant shortage of serviceable steering rams for the Routemaster bus. Recognising this problem, the Routemaster Association and Imperial Engineering have been working together to resolve this shortage.

Imperial Engineering will shortly be re-manufacturing these units, these will be brand new and not reconditioned old units and manufactured to the original OE specification. After initial pre-orders from Association members Imperial Engineering will carry these items in stock.

This is a new collaboration between the Routemaster Association and Imperial Engineering who have successfully worked together previously to re-manufacture Routemaster Brake Pump Quill Drives and Footbrake Valve Service Kits.

Club Liability – are you aware of the risks?

Recent conversations with many of our club contacts have highlighted some serious issues on how much is really known about the world of club liability.

Worryingly, it's become apparent that many simply aren't aware of the potential risks and what is at stake if something goes wrong, or what they are or aren't covered for. What's more concerning - we've heard about a number of cases of clubs believing they are covered in an area, when in fact they're not.

While we are all aware of the basic legal requirements and fundamentals – public liability cover at shows for example (yes, we have dealt with incidents of show marquees blowing over and causing injury to bystanders, or display banners falling and damaging vehicles), we're urging clubs to bear in mind the less obvious risks, and to keep on top of new areas of risk that could affect your club.

Take the recent introduction of General Data Protection Regulations (GDPR) for example. We've all been bombarded with emails about it, but how could it affect your club? For starters, if you collect and store membership details (on or offline) then you could be liable for claims under the Data Protection Act if you do not comply correctly with the GDPR requirements on collection, storage and use of personal data. This is even more relevant if you supply your members' data to any external agencies or suppliers.

We've also had a number of concerns raised by clubs regarding the provision of advice and assistance - such as that surrounding Vehicles of Historic Interest, including proof of historic origin, MOT exemption, not to mention vehicle valuations. So what protection do club members have if the advice they give turns out to be incorrect? We foresee this as a burgeoning area of risk for clubs, so have just added an extension to our Professional Indemnity cover to include claims regarding to the provision of incorrect information.

Other areas to bear in mind are defective workmanship and member to member cover. If your club undertakes any demonstration, repair or restoration workshops, whereby work is carried out on members' vehicles, you need

to consider defective workmanship cover. For example, if a sump plug is incorrectly fitted after carrying out an oil change, which goes unnoticed and results in the engine seizing, the defective workmanship extension would cover the cost of repairing the seized engine.

Clubs also need to be aware that under a standard public liability policy, the individual members of the club would not be considered as third parties. Therefore, unless member to member cover is included as an extension of the public liability cover, any bodily injury or property damage caused to a member by a fellow member would not be covered.

Products Liability

An issue that has the potential to catch many clubs out falls within Products Liability and is two-fold.

Firstly, if your club sells new or remanufactured parts, don't assume that your insurance cover includes safety critical parts – many clubs may unwittingly fall into this trap, believing they are covered, however many policies will exclude these. For example, if your club sells a set of brake calipers that are discovered to be faulty following an accident which causes damage to property or worse - death or injury - your club could be held liable.

Brake calipers and many other vehicle parts are considered to be safety critical by insurers, therefore you must ensure that your products liability insurance extends to include this cover.

If your club exports parts to the USA and Canada, then checking your policy's smallprint is critical. Most insurers will exclude cover for products supplied to USA and Canada so you may find that you are supplying parts in the absence of any cover. Those insurers that will provide cover for parts supplied to USA and Canada generally exclude any claims which are brought about outside of a UK court. Therefore, if your club is supplying any parts to USA or Canada, it is vitally important to ensure that your insurer provides 'Worldwide Court Jurisdiction'.

Employee/volunteer

The Employers' Liability title can be misleading – it's a statutory legal requirement in the UK and an element we would not quote without. Don't be fooled into thinking that if your club is run by volunteers this isn't necessary. Volunteers are classed as employees within this legislation, so you need to ensure that your club complies with the Law, in addition to protect itself against the cost of any compensation claims.

Annual policy or one-off?

In my opinion, the days when taking out one-off cover for a show would be sufficient are long gone.

Granted, the numbers are dwindling, yet there are still a number of clubs who are reluctant to take out an annual club liability policy. These clubs need to be aware that if a solicitor's letter should land on their doorstep relating to an incident which has occurred during a monthly club meeting for example, the club or an individual member may stand to lose a great deal of money when having to employ their own solicitor to defend themselves. Even if the club or individual is not found to be at fault, the club or individual may be faced with a substantial legal expenses bill. Having an annual policy in place for your club ensures that the claim will be dealt with by the insurers, which will include the associated legal costs.

Directors & Officers Insurance

Directors and Officers insurance provides liability cover for the Directors and Officers in respect of claims that may arise from their decisions and actions within their responsibilities on behalf of the club. It removes the financial risks faced by a Director or Officer, as it will cover the costs associated with the defence of a wrongful act, such as a breach of duty, a breach of trust, their negligence or their errors.



If you would like details on Peter James Insurance's Clubs Scheme - run through sister company Stewart Miller Insurance, with discounts for FBHVC clubs, call 0121 422 2282.



VINTAGE to VOLTAGE ⚡

London to Paris by 92-year old thumper & new electric motorcycle, on green lanes, for three good causes

Carla McKenzie and **Julie Diplock** are two unusual businesswomen who have taken on a very unusual challenge: to ride an ancient 1926 Triumph and a state-of-the-art Zero electric motorcycle from London to Paris, but avoiding tarmac as much as possible, using old carriageways and green lanes. The trip will take place in September and raise funds for three charities.

Both in their fifties, Carla and Julie have been passionate motorcyclists for most of their lives and between them have owned and ridden a huge variety of machines. Carla is the Managing Director of MYA Consulting, a successful hotel and catering consultancy based in Stroud. She is no stranger to motorcycle adventures, having ridden across the USA with wounded veterans as pillions several times. In 2015 she completed an epic challenge for charity, riding a British trail bike from John O'Groats to Land's End, using as many green lanes as possible, having only just learnt to

trail ride. This latest project combines her enthusiasm for both trail riding and electric motorcycles.

Julie lives on Romney Marsh. She founded Elk Promotions, which runs classic motorcycle and autojumble events across Kent and Sussex. Julie worked as a courier in the despatch riding heyday of the 1980s, progressing to track and sprint riding and regularly uses her collection of veteran, vintage and classic bikes on the road.

Some trials and tribulations are anticipated; specifically, finding places to charge the Zero in rural locations and overcoming the mechanical and riding challenges of piloting a 1926 Triumph model Q on muddy green lanes, with hand gear-change and lever throttle! Training is under way with a regime of fitness and trail riding practice for the event. Even on a purpose-built modern machine, trail riding requires a whole different mind-set and skills from riding on tarmac roads.

The trip will highlight the evolution of the motorcycle over the past century, but more importantly it will raise money for three charitable causes close to these women's hearts. **The Lt Dougie Dalzell MC Memorial Trust (DDMT)** offers support and assistance to soldiers who are currently serving, or have served, in the Armed Forces. **The Kent, Sussex, and Surrey (KSS) air ambulance** provides an emergency service to patients who have suffered trauma or medical emergencies. **The Joan Seeley Memorial Trust** provides pain relief and medical equipment for hospitals and hospices throughout the UK.

The ladies were due to leave Westminster on 18 September and were planning to arrive in Paris on the 21 September.

If you would like to donate to this fantastic cause, please visit <https://uk.virginmoneygiving.com/CarlaMcKenzie1>

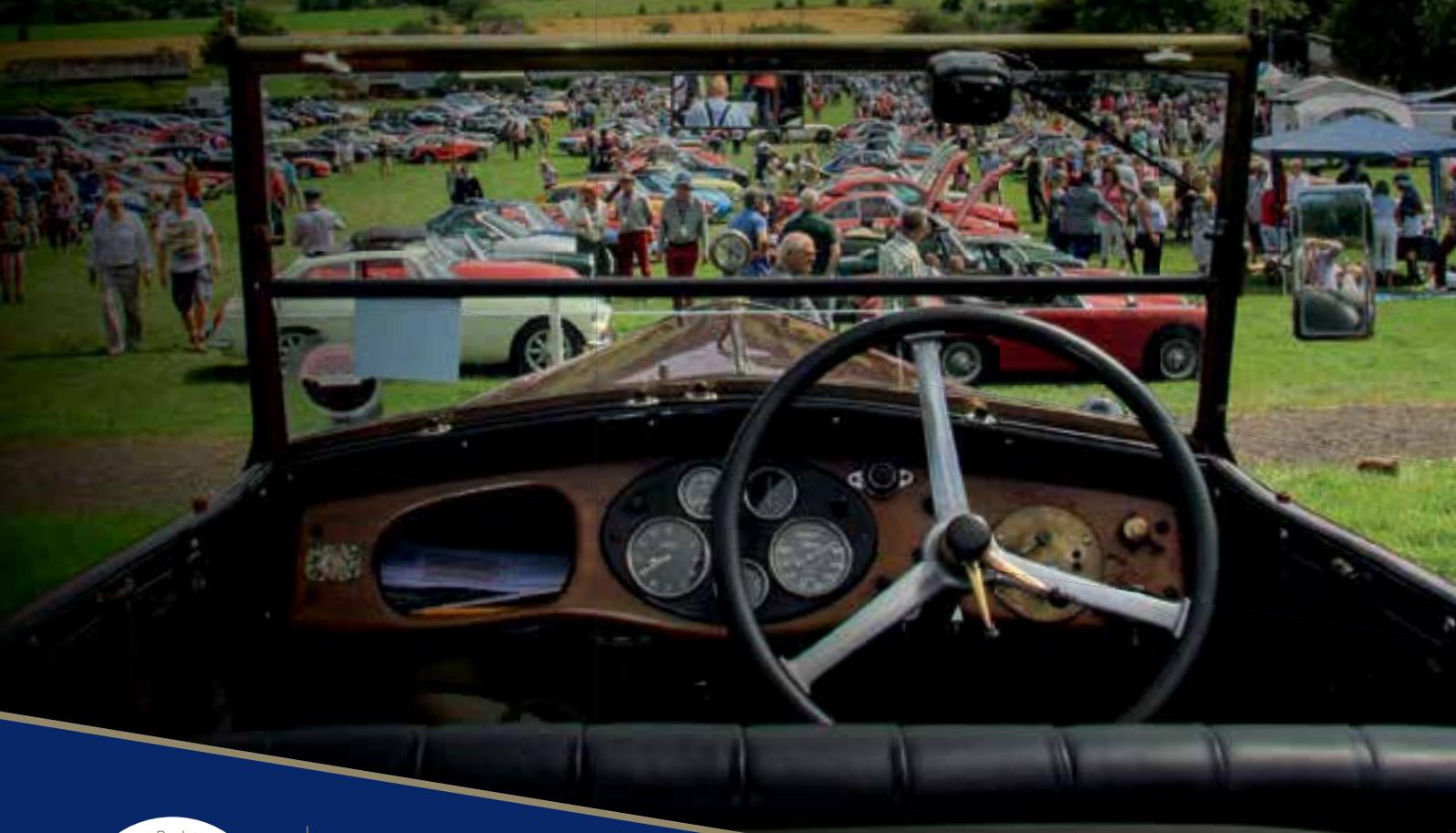
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