

FBHVC

news



The Newsletter of the Federation of British Historic Vehicle Clubs

Issue 6, 2013

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Editorial

As you read this, our last major event of the 2013 season, the Classic Motor Show will have passed. The Federation used the show to celebrate our silver jubilee. Our stand featured historic vehicles from most of the categories that we represent and our centrepiece, symbolising the affordable end of historic vehicles, was the MG Maestro, a family saloon which celebrates its 30th birthday this year.

So as the year draws to its conclusion can I encourage you make some plans for 2014? Now is the time to be sending us your 2014 calendar of events for the FBHVC website. We are very happy to publicise all club events, simply drop us an email and we'll do the rest. While you are on the website, check your entry in the club listing, or if you are a trade supporter or museum member whichever list applies to you. Are your contact details correct, do we have your logo and most importantly do we have your email address?

If you have a few moments it will be well worth your time to browse through the site and familiarise yourself with the wealth of useful information. In particular can I draw your attention to the DVLA section in the 'Legislation' tab. DVLA has been going through a great many changes this year and procedures have changed with the closure of the local offices and centralisation of services in Swansea. There is a copy of Swansea's excellent guide on the site and members should also find the guidance note and forms for HMRC's NOVA procedures useful.

Finally, spare a thought for your members who don't get a copy of FBHVC News. Now is the time to remind them that they can read every issue from the newsletter archive, again on the website, and of course the editor of your club magazine can reproduce any of the articles. There is a special rtf version so it's a simple matter of cutting and pasting.

President: **Lord Montagu of Beaulieu**
Chairman: **David Whale**
Secretary: **Rosy Pugh**

All correspondence to the secretary at the Registered Office:

Stonewold, Berrick Salome,
Wallingford, Oxfordshire,
OX10 6JR

Phone/Fax: **01865 400845**
Email: **secretary@fbhvc.co.uk**

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. FBHVC is a company limited by guarantee, registered number 3842316 and was founded in 1988.

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Lavenham Press are the preferred supplier for print to the Federation of British Historic Vehicle Clubs. They have a wealth of experience in the field of club magazines and newsletters and can also offer database and membership services

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articles are available via email, for more information please contact secretary@fbhvc.co.uk

Cover photo: The Aston Martin Centenary Timeline stretches away in to the distance at Kensington Palace Gardens in July. The car in the foreground is the oldest extant Aston Martin, a 1922 car that is now owned by the Aston Martin Heritage Trust. [Ian Kendall photograph]

Recent V765 Scheme letter

On 16 October, all primary V765 scheme signatories should have been sent a letter, either by post or email. There are a number of subjects and changes contained in that letter. Also, the letter has prompted a few comments and questions, which hopefully are covered below.

The V765 family of documents

The V765 scheme is a system where the original registration number of a vehicle can be allocated by DVLA on a non-transferable basis, provided the required pre-1984 documentary evidence is given, and a club registered with DVLA supports the application. There are various forms and information sheets associated with the V765 scheme, and these are listed below.

V765 form: This form defines the evidence required, and is filled in by both the owner and the club who is supporting the application.

V765/1 information sheet: lists the clubs who are registered with DVLA, and gives additional background information to the owner.

V765/3 Guidance Notes: for clubs registered on the V765 scheme.

With the demise of the DVLA local offices, there will be changes to the above forms and leaflets. DVLA are presently updating these forms, and the Federation has made extensive comments. It is anticipated that the final versions will be issued shortly to the primary V765 scheme club signatories, and placed on the GovUK website.

Where a club has two or more signatories, DVLA will only be sending the new forms/information sheets to the club's primary contact. That contact is responsible for circulating the information to the secondary signatories. This includes the letter/email dated 16 October 2013. The major changes are detailed below.

Document Certification

The major change is that with the demise of the DVLA local offices, DVLA have now indicated that a club V765 scheme signatory can verify legacy documents for V765 applications: *"From 21 October, any club listed on the V765/1 'List of Owners Clubs' will be able to photocopy and verify original old documents that support a V765 application. The copies must be annotated 'Authenticated Copy' and be stamped, signed and dated by the V765 club signatory (preferable on the front of the document) taking care not to obscure any vehicle details. The authenticated copies should be submitted with a stamped and approved V765 application."*

The downside of the new system is that the original documents need to be sent through the post to the clubs' V765 scheme signatories. The Federation has looked at what other national networks might exist that would be reasonably close to an owner, and who would be able to recognise a non-genuine document. The Post Office

although experienced in looking at recent documents, is not experienced in looking at pre-1984 documents. Also, certification of legacy documents is not covered in the DVLA contract that they have with the Post Office.

The only practical option is that a club V765 scheme signatory does need to see the physical document. DVLA have indicated that scheme signatories that do not meet the requirements of the scheme will be suspended, and possibly removed from the list. Documents held by other bodies, for example, legacy local authority archives services, would still be certified by that local authority archive service.

What club signatories may not be aware of is that all documents submitted to DVLA are scanned and archived. This means that should a query arise, a scan of the original documents can be referred to.

The result of this is that the responsibility for the authentication of documents has now moved from DVLA and is now the personal responsibility of the club official who certifies the documents.

There is the option, by prior agreement, that a club on the V765 list that lives close to the vehicle owner could certify the original document, and forward on the certified photocopy to the specialist club that is processing the application. This arrangement would obviously need to be acceptable both to the club located close to the owner who is doing the certified copy, and the specialist club who is promoting the application and organising the vehicle inspection.

First Tax disc for a V765 Claim

With new applications, the vehicle will have a taxation class of Historic or PLG as applicable. It can be taxed at the Post Office using the vehicle registration certificate (V5C), MoT if applicable, and insurance certificate. Continuous insurance or SORN will only come into play once the first tax disc has been issued.

With earlier claims, the taxation class was 'Not Licensed', and the V5C indicates that a change in taxation class had to be done at a DVLA local office. With the demise of those offices, note the changes on the V5C you have and send this with the original or downloaded insurance certificate, MoT if post-1959 or V112/V112G, Declaration of Exemption from MoT if pre-1960, and completed application for a tax disc (V10) to DVLA Swansea SA99 1DZ. These should only be sent to DVLA when ready to tax. Whilst the vehicle remains in the taxation class 'Not Licensed', continuous insurance or SORN do not apply.

Vehicles with no chassis number

DVLA now have a new format for the allocation of VIN numbers, which replaces the SABTVRO system used by DVLA local offices. The DVLA Swansea VIN numbers start with DVLASWA.

However, it is possible for a registered club to allocate a vehicle chassis number if that vehicle never had a chassis number, or if all traces of the original chassis number have

been lost. However, if the original chassis number is known, it would potentially be fraud for a club to allocate a new chassis number.

Where a vehicle has no chassis number, before an application is made to register that vehicle, it is suggested that the owner or the club contact the Federation for advice. In the past it often meant that no chassis number equated to a Q plate.

Form for registering a vehicle

With every application to register a vehicle, be it a V765 claim, or an age-related application, there needs to be a completed V55/5 form. This is basically the DVLA data input form. What goes with that form are the Guidance Notes for completing the V55/5, which is called a V355/5.

Both the V55/5 form and the V355/5 form are available from the GovUK Form Ordering Service at http://www.dft.gov.uk/dvla/onlineservices/order_forms.aspx?ext=dg

The current version of the V55/5 is 11/12, and the V355/5 is 4/13. Misleadingly, earlier versions of the 355/5 information sheet do exist on the internet.

I would suggest that the V355/5 information leaflet will be a bit confusing for an owner to have, as sections that say Certificate of Conformity or SVA/IVA/MSVA are not applicable to an historic vehicle and should be left blank.

I recommend that the club processing the application fills in what little of the V55/5 form that does need to be

completed, leaving the owner to add his date of birth and sign the form.

With an age-related application, it is the owner that makes the application to DVLA and sending the partially completed V55/5 form to the owner for him to sign, together with an original dating letter works quite well.

With a V765 application, it is always the club that sends the completed application to DVLA, including the owner signed V55/5 form: that might need a bit more planning on the admin front.

Some clubs like to offer a package of forms to the owner, or need to redo an owner-filled-in V55/5, because they have not known about the hidden carbon paper, so using the form as a rest, has inadvertently messed up page 3. Clubs may need a small stock of forms.

Unfortunately the GovUK ordering service only allows the ordering of single copies of each form. DVLA have yet to indicate the method of ordering multiple copies of forms.

Fraud

There are historic vehicles out there which have registration numbers obtained by fraudulent means. This is why successful claims for vehicle registration numbers are now allocated on a non-transferable basis.

One type of fraud could be to buy a genuine logbook, and then to get a replica chassis plate and registration plate to match the logbook. A specialist might be able to detect this fraud if the features on the vehicle don't square up with the features expected on a vehicle with that chassis number.

Another type of fraud involving a logbook, might involve bleaching/ removing some of the text, to match the physical vehicle.

There are available now, perfectly legally, replica tax discs. The front of the tax disc, will, by its nature will be very convincing, but there are subtle differences to a real disc that are detectable by DVLA. However on the back of the disc it should indicate that this is a replica. That should be very obvious when the disc is photocopied.



DVLA Visit

Before the Federation's last meeting with DVLA in October we were invited on a conducted tour. There will be an in-depth article about this in a future issue.

The Post Office makes three deliveries to DVLA per day, and a typically there are 140,000 items of mail each day. With that quantity of mail, the last thing you want is a backlog, so the aim is to clear 140,000 items of mail every day. To assist the internal handling, DVLA use around 70 different postcodes, with each one relating to a different type of mail. Mail is moved around not in sacks, but in open top boxes containing typically around 100 C5 (A4 folded) envelopes.

After passing through an X-ray scanner, it is passed to the appropriate receiving section, based upon the postcode. If the postcode indicates SA99 1BA the envelope should contain a V5C where the details have been amended. A postcode of SA99 1BE, our area of interest, would be the postcode for an age-related application. A claim for an original registration number, a V765 claim, should be SA99 1ZZ.

With the postcodes that have a high volume of mail, e.g. SA99 1BA, an amended V5C, the envelope is automatically sliced open, and the staff member confirms it is actually a V5C. These are put into batches, given a batch and serial number and scanned. The data entry staff see the scanned image and check that the changed information is valid and no independent verification of information is required. The changes are added to the database, and the amended V5C posted out. Once all the

documents in the batch have been processed the original paper copies are destroyed.

There will be some V5Cs where the details are not valid, or additional independent verification is required. For example, one V5C that we saw had the new keeper details as being Del Trotter, Nelson Mandella Heights, Peckham! This would be flagged against the vehicle, so if spotted by an ANPR (Automatic Number Plate Recognition) camera the vehicle would be stopped by the police. As a parallel operation, contact would be made with the previous registered keeper in an effort to establish the correct details of the new keeper.

Another example where further information is required would be where the engine size has been changed. For most taxation classes the rate of duty is dependent upon the engine size, so DVLA would want independent verification of the new capacity of the engine. This would not apply to historic vehicles, because the taxation class is independent of engine size.

As said above a claim for an original number, the V765 scheme, should use the SA99 1ZZ postcode. This postcode is treated differently, in that the complete unopened envelope is sent to the V765 claims section. They open the envelope, and the processing starts there.

Now that the DVLA local offices are closed, it is now even more important that the correct postcode is used on all correspondence with DVLA.

[Continued on page 10](#)

REACH Chromium Update

You will recall a couple of issues ago we alerted you to the issues surrounding European Regulation No 1907/2006 (known as REACH) and its application especially to chromium.

It is clear that the formal situation remains as before. A number of chromium substances are on the 'candidate list' and their use will be banned in 2017 unless exemptions are sought. It has been authoritatively claimed this would result in chromium plating being banned. Concern regarding chromium is widespread in industry and our interests are only a very small part of the problem.

On 16 October I attended an MEPs' breakfast meeting in Brussels at which a representative of the VDA (the German motor manufacturers' trade association) made a pitch for an amendment to the Regulation to exempt banned substances under the REACH Regulation from use in spare

parts to be incorporated into 'cherished vehicles' made before prohibition dates come into force. This is of course a proposal from large manufacturers and I am not sure this would be sufficient as many of the components which our current suppliers are plating are original components, not reproduction spares.

The issue of course is that the Regulation, which was quite properly introduced to control the use of chemical substances injurious both to those who work with them and to their users, is in force and generally works.

But as the legislation is applied to a gradually widening number of substances, in respect of which the hazards are less immediate and serious than the first wave of really dangerous chemicals, unforeseen effects, such as the effect on our interests, are becoming of more and more concern. We will be working, both on our own account in the UK, with DEFRA and motor industry bodies, and through FIVA in Europe, to try to head this issue off before it becomes too serious. We will keep you informed.

Roadworthiness Testing Update

The progress of draft Regulation (COM (2012) 380) on Roadworthiness Testing is obviously of great concern to our members. Currently it is in the phase of intra-EU negotiation among the Commission, the Parliament and the Council (representing the Member States).

Probably the most major issue in this negotiation is that the Commission proposed a Regulation, which means it would become part of each Member State's law exactly as drafted. The EU Parliament supports the Commission in wishing a Regulation.

Many Member States, including the UK, have always opposed a Regulation, and said they will only accept a Directive, which sets out the general outline of the EU legislative requirement, but permits each Member State to decide exactly how the legislation is to be implemented within its own jurisdiction. We must hope and trust that the UK, and the other Member States with the same view, will prevail, as that will permit the UK to decide how to incorporate it into the various laws of the United Kingdom.

The other major issue from our point of view remains the definition of 'historic vehicle' which will decide which vehicles are simply to be exempt from the testing regime. I have discussed this with a representative of the Commission, and he sees that as less of an issue than do we. I suspect the Commission does not really have visibility of how many of the older vehicles in the UK, which we have always considered as historic, but of course never bothered to define, are indeed substantially modified. The good news is that it is certainly not the intention either in the Commission or the UK DfT to put vehicles off the road.

We cannot really influence these negotiations which are hoped to conclude no later than December.

Following finalisation of the legislation to be brought forward by the EU, the Federation's interest will refocus on getting the best possible interpretation into the Laws of England and Wales, Scotland and Northern Ireland. The widest possible interpretation of an historic vehicle will be sought.

It may also be that the UK will be able to maintain its current pre-1960 exemption from MoT testing on a 'grandfather rights' basis, which of course would at a stroke remove many of our concerns.

If we were to fail to get as wide an exemption as the Federation would wish, our attention would turn to the definition of testing, which does not appear to be contentious in the negotiations. While the wording of how test criteria will be defined and how tests will be carried out is still not entirely clear, we know that the Commission understands that some older vehicles may have to be tested, and that tests on them will have to reflect the requirement levels when they were built.

Certainly that is very well understood in the Department for Transport. Again, we will be able to progress this when we know the final outcome of the current negotiations among the EU bodies and therefore the form of legislation (including the Annexes on test criteria and implementation rules) to be implemented.

Warning – Continuous Insurance

Chris Hunt Cooke

The unfortunate experience of a member leads me to remind everyone of a potential misunderstanding about Continuous Insurance.

It is not unusual for enthusiasts to leave their vehicles with restorers and maintainers for lengthy periods. It may be that the vehicle is safely on a restorer's premises when the annual insurance renewal comes up. There might be a temptation to assume the vehicle is covered by the restorer's trade insurance and not to renew. Don't do that!

Under current legislation, which is of course designed to prevent vehicles being used on the roads without insurance, to the benefit of all of us, the DVLA vehicle records are regularly compared to the Motor Insurers Database and the registered keeper of any vehicle which is neither insured nor subject to SORN will receive an 'insurance advisory letter'. If that is ignored, the next step is a fixed penalty of

£100 (reduced to £50 for early payment) and after that the matter goes to court. There are few exceptions. The relevant legislation is the Road Traffic Act 1988 S144A.

If a vehicle which is under repair or restoration is made subject to SORN, it cannot be used or left on the highway, which would mean it cannot be road tested while the SORN is in force, unless the restorer has a trade licence.

As most cherished vehicles are on historic vehicle policies, you might possibly be able to negotiate with your insurer a deal which recognises that the vehicle is largely going to be off the road for a while, perhaps by agreeing a very low mileage limit on the policy, but you must keep a valid policy in place to remain legal. You can check that your vehicle is correctly shown on the Motor Insurers Database by entering its registration number on askMID.com.

NOVA Update

We promised to put the HMRC letter on processes for NOVA applications on our website and in the Newsletter. It is already on the website and the text is reproduced here:

The Notification of Vehicle Arrivals (NOVA) system was introduced on 15 April 2013 as a joint initiative between HM Revenue and Customs (HMRC) and the Driver and Vehicle Licensing Agency (DVLA) to combat fraud on vehicles arriving permanently into the UK. HMRC have produced a VAT Information Sheet 06/13 for individuals and traders which can be found on the HMRC web site at www.hmrc.gov.uk.

Para 6 of the above information sheet concerns 'Transitional Arrangements' regarding vehicles that have been acquired or imported prior to the advent of NOVA. Section (a) of the sheet explains what to do if there is insufficient evidence of the vehicles arrival to make a notification.

HMRC are aware that vehicles may be acquired or imported into the UK as a project for restoration and it may be many years before a vehicle has been restored to allow it to be registered with the DVLA for road use. Between the time of acquisition or import and eventual registration the vehicle may have been sold or ownership transferred on numerous occasions, and that over the years details of the acquisition or importation and by whom may have been lost or not transferred to subsequent owners.

HMRC would not condone an individual to make a false declaration, but in cases where there is no original importation/acquisition document, HMRC will accept a partially completed NOVA1 notification form by the current owner of the vehicle. Accompanied with the NOVA1 should be a letter of explanation and any information regarding the history of the vehicle. These may be invoices showing purchase in the UK, invoices for parts etc which will provide an audit of the vehicles history. HMRC accept that documentary evidence will be different for different projects, i.e. some vehicles will be barn finds, others restoration projects, however the aim is not to cause distress to your members but to ensure that HMRC are aware of the vehicle and that your members are able to achieve a UK vehicle registration with the DVLA so the vehicle can be legally used on UK Roads.

The paper NOVA1 form and audit evidence should be sent to the following address: HM Revenue and Customs, Personal Transport Unit, Building 22, Priory Court, St Johns Road, Dover Kent CT17 9SH

An Officer of HMRC will input the information into NOVA, there is a 14 day service standard date on inputting NOVA1 forms, which should allow a secure status to be given and the vehicle to be able to be registered with the DVLA. If further information is required the HMRC Officer will contact the owner and advise them of what is required.

However, not all your members will be in the unfortunate position of having no evidence of acquisition or import and in some cases a C&E389 or a VAT414 may have been passed to the new owner by the importer or acquirer. In those cases the form and a copy of the purchase invoice should be sent to the Personal Transport Unit at the address shown above.

As long as the invoice accompanying the document shows the vehicle was purchased prior to NOVA's implementation, the HMRC Officer will endorse the C&E389 or VAT 414 with a pre-NOVA date stamp. This will be accepted by the DVLA and registration can be progressed. If either the form or the invoice is not available then your members must use the NOVA1 procedure explained in the above paragraphs.

In other cases a C&E386 or a C&E388 form may have been provided to the new owner by the importer of the vehicle. These documents will be accepted by the DVLA because they should already have been endorsed with a date stamp prior to NOVA's implementation. There is no requirement to send these forms to the Personal Transport Unit they should be presented to the DVLA when making a declaration for road registration. Please note with the advent of NOVA the C&E386 and C&E388 will no longer be issued by HM Revenue and Customs.

If a form VAT 415 has been provided to the new owner by the original acquirer, the form will not be accepted by HM Revenue and Customs as this form was a notification for a new means of transport brought into the UK from another EC member state. In this case your members must use the NOVA1 procedure explained in the previous paragraphs.

At the moment we have heard of only one issue.

On occasions DVLA argued that vehicles which were manufactured in the UK and are never known to have left the country still have to go through NOVA before they can proceed to registration. DVLA at policy level had stated that would not be the case. HMRC could certainly not cope with vehicles which had never been imported in their NOVA system.

This problem appears to arise where DVLA considers the evidence provided appears to show the model listed as being from overseas, or as having been built in the UK especially for export or does not immediately identify it as British. If this is thought likely, then it is suggested the club's dating letter or the covering letter should specifically address the issue. The two likeliest scenarios could be dealt with as follows:

1. If the vehicle to be registered was made in the UK, and not known to be exported, but the same make was also imported, the club's dating letter, or the covering letter, should include the phrase: 'Although some vehicles of this make were made abroad, this particular vehicle was made in the UK, is understood not to have been



exported, and so not to be subject to NOVA.’

2. If the vehicle to be registered was made in the UK as part of an export batch but is understood not to have been exported, the club’s dating letter, or the covering letter, should include the phrase: ‘Although this vehicle was part of an export batch, this particular vehicle is understood not to have been exported, and so not to be subject to NOVA.’

We have now received a copy of an HMRC letter in response to a paper NOVA 1 application. It is reproduced here. *Based on the information you have provided to HMRC, an application can now be made to register and license the vehicle with Driver and Vehicle Licensing Agency (DVLA). Please note that certain vehicle information will be shared with DVLA for registration and licensing purposes.*

New definition of a historic vehicle for the Customs

Code agreed

The following is an extract from the bimonthly report from EPPA, FIVA’s lobbying service

The last EU issues update reported that the European Commission’s Customs Committee has been working on an amendment to the Explanatory Notes to the Combined Nomenclature for Customs Tariff Code 9705 (Collections and collectors’ pieces of zoological, botanical, mineralogical, anatomical, historical, archaeological, palaeontological, ethnographic or numismatic interest) following interventions from FIVA, MEPs and Member State authorities. The Committee agreed a revised text in October which was similar but slightly different to the draft text discussed in June and detailed in the last update. The agreed text states:

Heading 9705 includes collectors’ motor vehicles of historical or ethnographic interest which are:

(1) In their original state, without substantial changes to the chassis, body, steering, braking, transmission or suspension system and engine. Repairing and restoring is allowed, broken or worn out parts, accessories and units can be replaced provided that the vehicle is preserved and

maintained in historically correct condition. Modernised or modified vehicles are excluded.

(2) At least 30 years old.

(3) Of a model or type which is no longer in production.

The requisite characteristics for inclusion in a collection: being relatively rare, not being normally used for their original purpose, being the subject of special transactions outside the normal trade in similar utility articles, and being of greater value, are presumed as fulfilled for vehicles that comply with the above three criteria.

This heading also includes as collectors’ vehicles:

(a) motor vehicles, irrespective of their date of manufacture, which can be proved to have been used in the course of an historic event;

(b) motor racing vehicles, which can be proved to be designed, built and used solely for competition and which have achieved significant sporting

success at prestigious national or international events.

Parts and accessories for vehicles are classified in this heading provided that they are original parts or accessories for collectors’ vehicles, are at least 30 years old and no longer in production.

Replicas and reproductions are excluded unless they fulfil the above three criteria.

FIVA feel that this revised text is a significant improvement on the current Explanatory Statement as it offers greater clarity for Member State authorities to determine whether code 9705 or the 8703 (Motor cars and other motor vehicles principally designed for the transport of persons) should be applied to a vehicle imported into the EU. This should therefore benefit owners/traders importing historic vehicles into the EU. Moreover, the agreed text is even preferable to the draft text presented to the Customs Code Committee in June as some of the wording in it is even closer to the FIVA definition and it includes spare parts.

Age Related Applications

As described in the V355/5 Guidance Notes, DVLA will now accept photocopies of an owner's personal ID.

For an age-related application, there would need to be a copy of one of the following, in order of DVLA preference.

1. The overseas registration document, provided the chassis number and year of manufacture is indicated;
2. A dating letter from the manufacturer, if one can be supplied;
3. A dating letter from the clubs V765 scheme signatory.

The information about where the owner sends an age-related application is contained within DVLA information leaflet V355/5 that is the guide for filling in a V55/5 form.

The address to send the age-related application is DVLA, Swansea SA99 1BE.

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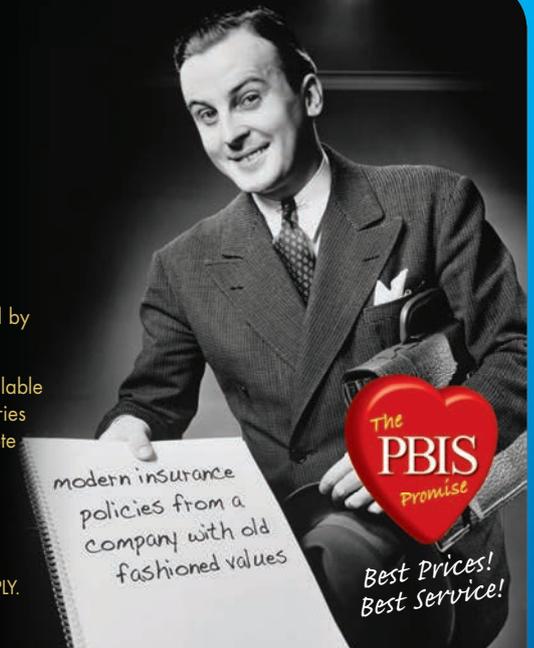
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Insurance Matters



Are you managing your risks?

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Historic motor vehicles are what your club is all about, but have you given thought to the risks you face serving your member's interests? Whether you are a small club with just a few members or a large club, you need to make sure you are aware of your risks and take advice on managing and insuring them.

Before you start thinking about insurance, start by considering the activities you undertake and the type of unexpected event that could cause you difficulties. It could be:

- Bad weather causing cancellation of an event;
- An injury to a visitor at a club event;
- A claim against one of the club officers alleging some form of impropriety.

By understanding the risks associated with the activities you undertake, you are in a position to evaluate them. This is the process of understanding both the likelihood of the incident happening and the consequences if it does. Take for example the risk of fire damage to your club office (be that the club's own premises or your kitchen table). The actual chances of a fire happening could be considered very low, but even if the offices are not the club's own, the financial consequences can be substantial. What would be the effect on your club if you lost all your membership records, regalia and books? Perhaps you keep important historical documentation

in your office – could this easily be replaced?

Once you have evaluated the risks faced by your club, you can start considering ways to control them. In many cases, there are measures you can take to mitigate the chance of an incident happening. Obvious examples include fire and burglar alarms, but in many cases, simple process changes or checks can make a significant difference to the likelihood of a mishap occurring or its severity if it does.

Consider the situation where you may be involved in the manufacture and sale of parts for the marque or model. What would happen if the templates were destroyed in a fire? Would you be able to recreate the tools needed? How much is the income stream worth for the work you undertake as a club? Or perhaps you are involved in providing valuations for cars. Is there a risk of a claim if your opinions are subsequently challenged?

The final piece of the jigsaw is financing the risks you cannot eradicate. This is where traditional insurance comes into play. A good insurance advisor should be assisting you with the whole process. Saving money on your insurance spend should not be about who can provide the cheapest price – it should be a proper evaluation of the overall club operations and member services provided. In the long term, you will almost certainly get the best value from managing your risks in a structured way, and paying to insure only those that cannot be removed.

In summary, the basic risk management process you should follow is:

- Identify the risks faced by your club;
- Evaluate the likelihood of each occurrence, and the impact of an incident on your club if it were to happen

- Prioritise the issues identified;
- Eliminate or control the circumstances where you are able to do so;
- Consider an appropriate insurance programme that recognises your specific risks and the risk control features you have in place.

The range of different covers that a historic vehicle club may require is diverse. It can include:

- Property damage, including to the buildings you own or occupy;
- Business interruption cover;
- Employers' liability – compulsory if you have any employees as a club;
- Public and products liability – protecting you against claims alleging responsibility for injury or property damage by a third party;
- Money – at your premises or at events;
- Directors' and Officers' liability.

One of the strongest reasons to follow this structured approach is the simple fact that you cannot insure against all risks and financial consequences of an incident. By taking time to identify, evaluate and control your risks you ensure that you will understand all of the hazards facing your club and its officers rather than simply those that can be insured.

Denise Pitwell is branch manager for Aston Scott Ltd in Farnborough and has been involved with the insurance of historic vehicle clubs and related motor trade risks for many years.

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A tale of two centenaries

Lionel Martin and Robert Bamford registered Bamford and Martin Ltd in 1913, trading from a mews address in central London. That company made the first Aston–Martin (with a hyphen) in 1914. The marque is still with us, nowadays without the hyphen, and is a household name familiar to everyone, whether motoring enthusiast or not. Celebrations of the centenary have taken place in many countries around the world, not least at the various UK activities promoted by the Aston Martin Owners Club and the Aston Martin Heritage Trust. Amongst these was a ‘Centenary Timeline Display’ organised by the Club and Trust in conjunction with Aston Martin in Kensington Palace Gardens by kind permission of the Royal Parks and the Royal Household. There were themed displays with all the rarest and most significant Aston Martins on show as well as examples of all models from the oldest extant, dating from 1922, to futuristic concept cars. The survival rate of the cars has been quite remarkable. The Aston Martin Heritage Trust records indicate that more than 75% of all Aston Martins ever made survive and even for the very earliest group of cars (those made before a change of ownership in 1926) the survival rate is better than 40%.

It was also in 1913 that Sidney Horstmann established the Horstmann Car Company in Bath. The second ‘n’ was dropped from the company name after the Great War to make it appear less Germanic. The name may be vaguely familiar to some from household timing appliances, such as boiler control switches, but few will think of cars. It was in Bath over the weekend of 31 August - 1 September that the centenary of the company was marked by a reception at the fascinating Museum of Bath at Work followed by a special Centenary Rally of surviving Horstman(n) cars within the ‘Marques in the Park’ event, a larger assembly of historic vehicles in Alice Park on the Eastern edge of the City.

The six and a half cars present – a 1915 two-seater, four four-seat tourers of 1923 and 24, and a 1924 Super Sports – represented over 60% of the known survivors. The half was an early Horstmann engine with integral cast alloy sump, chassis cross member and lower radiator tank, but nothing else. The three that couldn’t make it were the Museum’s own 1914 two-seater (which would have had to have been dismantled to get it out from its first floor location), a 1919 two-seater based in Yorkshire and a 1927 example that lives in New Zealand.

There have been various estimates of the overall number of these rather eccentric cars to have been made before production effectively ceased in 1927: Georgano’s *Encyclopaedia of the Automobile* puts the figure at 500; a nephew of Sidney Horstmann, present at the Rally, said his uncle had thought the number might be around 1,200; an article in the *Bath Chronicle* in July this year put the figure at ‘almost 3,000’ and the booklet produced by the Museum to mark the centenary put the figure as ‘probably of the



order of 1,500’. In contrast, Aston Martin had produced no more than 60 cars in the same period, but at least 25 of those very early Astons survive.

The story of the Horstmann family is quite fascinating. Gustav Horstmann, a clock and watch maker, emigrated from Germany in the mid-nineteenth century. Having gained some experience working in London, he moved to Bath and began trading under his own name in 1854. Apart from being a clock and watch maker, he was also something of an inventor and in 1856, at the age of 28, he won a prize that had been offered ‘to devise the most accurate and foolproof device to measure the smallest item’. He had created a micrometer able to measure items as small as 1/10,000 of an inch – a remarkable feat for the period. Nowadays, Gustav’s original device can be found in the Science Museum in Kensington. Gustav had eight children, of whom Sidney was the youngest born in 1881. One son became an optician, but the other sons took the business on when he died in 1893 – and by that time Gustav had over 100 patents to his name.

Lionel Martin was a Cornishman, born in 1878. His well-to-do family owned Martin Brothers, one of the three companies that were to amalgamate in 1919 to create English China Clays Ltd. After Eton and Oxford, and with no training as an engineer, but encouraged by such giants as Montagu Napier and S F Edge, he chose a career in the nascent motor industry. Robert Bamford was from a family of Essex clergymen, who had studied at Cambridge before serving an apprenticeship with a firm of marine engineers. They had met through a mutual interest in cycling and went into partnership in 1912 before formally incorporating the company in 1913 and producing their first car a year later.

And the rest is a fairly well known history as the company staggered from one financial crisis to another, a cycle that didn't really come to an end until Ford took a stake in the company in 1987.

Sidney Horstmann began working with a research engineer in 1900, assisting in the construction of a single cylinder three-wheeler. He helped to set up the Bath Garage and Motor Company in 1903 and in 1906 he set up in business on his own account, first as the Horstmann Garage then as the Horstmann Car Company which was to be incorporated as a limited company in 1913.

Sidney had inherited his father's inventiveness and in 1907 had devised an automatic gearbox. The brothers (with additional finance from a brother-in-law) established a separate company, the Horstmann Gear Company, to exploit the invention. It proved unreliable, but the company moved in to other products such as time switches and other controls. Trading nowadays as Horstmann Timers and Controls from premises in Bristol, still with two 'n's, this company is an acknowledged market leader in its field.

The car company incorporated a hundred years ago diversified after vehicle production ceased eventually specialising in developing suspension systems for rough terrain, but they also produced items as diverse in character

and size as adjustable table lamps, railway bogies and electric dog clippers. The suspension work was much in demand in World War 2. The company was taken over by Simms Motor Units in the 1950s, but continues trading in Bath as Horstman Defence Systems Limited specialising in suspension units for military vehicles.

Back to the Horstman(n) cars. Several features were extremely unusual, if not unique. The cars had a kick starter operable from the driver's seat that worked through a sort of Archimedes screw system on the prop-shaft; the cast alloy front cross member served as engine mount, headlamp support and bottom radiator tank (on some cars, the alloy casting also formed the engine sump); the gearbox was incorporated in the rear axle and the hand brake operated by means of external contracting brake shoes bearing on the outside of the same brake drums as the internal expanding foot brake. Brakes were cable operated and operated on the rear wheels only although from some 1925 cars were fitted with a completely different four-wheel braking system that was hydraulically operated, Horstman being one of the first companies to consider this now universal means of actuation.

Early cars had Horstmann designed power units with horizontal valves operated by long vertical rockers, but most of the early 1920s tourers had



Six of the nine surviving Horstman cars line up under the trees of Bath's Alice Park. Photograph, Peter McFadyen.

the side-valve 1½-litre British Anzani engines that were common (in various specifications) to many smaller cars of the period. The simple chassis was supported on quarter elliptic springs, and no shock absorbers were fitted. The ride was remarkably good despite the high un-sprung weight occasioned by the axle mounted gearbox.

Aston-Martin had made nothing but competition cars in its first few years of trading, and didn't start selling cars intended for other use until 1923. The early cars had some significant successes in motor sporting events of the time with several Gold Medals in long distance trials as well as being placed many times in hillclimbs and at Brooklands. Apart from Lionel Martin himself, drivers included such notables as Clive Gallop, Kensington Moir, George Eyston and Count Zborowski. Moir managed to cover over 86 miles in an hour at Brooklands in a successful 'Light Car' record attempt in 1921 – the car concerned was fitted with a rather special single overhead cam, 16-valve 1½-litre engine, whereas most of the early Astons used a side-valve design.

The company, perhaps as a result of Lionel Martin's over-emphasis on competition, fell in to its first period of financial difficulty in 1924 and went into receivership at the end of 1925. The assets of the company, including the Aston Martin name, were purchased in 1926 by A. C. Bertelli, a Birmingham based engineer and motor sporting enthusiast who took on the next phase of the company's history introducing his first model in 1927. This had a 1½-litre single overhead camshaft and an underslung chassis.

Horstmann cars were primarily means of transport, with Sidney placing considerable emphasis on the comfort of the ride, the cars appealed to professional types such as doctors and lawyers. Nonetheless, a two-seater 'Super Sports' model was offered from about 1920, and enjoyed some successes at Brooklands with one recording a speed of nearly 70 mph in a handicap race. The cars were very well thought of at the time, receiving some good reviews in the motoring press, but the company was under resourced and it too fell in to financial difficulties in 1924, but unlike Bamford and Martin Ltd., it was able to extricate itself from the problems with its founder still in control and was still offering cars in 1927, although it is believed none were made after 1926. In a decade of very rapid development, 'Horstman – The Car that passes you' (as their advertisements claimed) had itself been overtaken and the orders had fallen away. Attempts to revitalise the marque with an inventive saloon car failed. With their unusual features, and the cessation of production, the early 1920s Horstmans can't have been easy cars to keep going in the 1930s, and that is probably why so few have survived to see the centenary of the company.

A fascinating booklet about Horstman cars was prepared by Trevor Turpin, owner of one of the survivors, for the Museum of Bath at Work. www.bath-at-work.org. Books about Aston Martin abound and more information can be found at www.amht.org.uk.

The engine bay of the 1915 9hp two seater, the oldest car at the centenary rally, showing the rather crude exposed steering mechanism. Photograph, Peter McFadyen.



Musings from the driver's seat

PD 5555 was the first vintage car I had driven, despite working for the Vintage Sports Car Club at the time. My own 'car' was a disreputable Ford Anglia van that was soon to find its way to the scrap yard but my insurance covered driving 'other' cars. PD was the first time I had put that extra cover to use.

One Sunday morning, more than forty years ago, I found myself in the back of a 1930 Blower Bentley (the 1930 *Autocar* test car) thundering from Kingsclere towards an attractive farm house the other side of Basingstoke. Peter Hull, the VSCC Secretary at the time, was in the front passenger seat and the driver was Bill Hardy who had owned the Blower for over 30 years. Bill was a physicist and bit of a



boffin (he'd been in charge of supercharger development at Napier's at a very tender age, and had worked both at Aldermaston and Harwell). By the 1970s he was working at Reading University and he used to commute on a Vincent Rapide wearing a leather flying helmet, a gabardine first war AFC great coat and fisherman's waders. His wife had persuaded him to find some less risky means of transport, especially for commuting in winter, but funds were not what they once had been – school fees, several horses and a tenth share in a Tiger Moth all took priority over the acquisition of yet another means of transport – and there was no question of Bill ever owning anything modern or with a saloon body.

Somehow, Bill had got to hear that a Mrs Horstmann was looking for someone to look after the car she had inherited (via a somewhat circuitous route) as she needed the space it was occupying rather urgently, but did not want to sell it. Peter Hull had a spare garage, the car was taxed and had an MoT - and I had the insurance necessary to move it.

PD had not run for some months, the tyres were flat and it looked as if it hadn't been greased in years with that tell tale 'cocoa' powder apparent in several places. I had busied myself with oil can, grease gun and foot pump (it's hard work getting to 50psi even on very thin tyres), while Bill and Peter were with Mrs Horstmann dealing with the paperwork. When they returned, the car was looking a bit less down in the mouth and we soon had it started, using the handle rather than the kick-start.

The gear lever was adjacent to the handbrake lever on the right. Both were fitted with wonderful wooden knobs. The pedals were in the conventional modern position. I'd been told it was a three-speed box, but hadn't thought to check where the gears actually were. First was left and forward, as one might have expected, but a loud screech after my first ever attempt to change gear on a crash box suggested either that I was totally incompetent or that I had been trying to change into reverse. If that was the case, second was likely to be a dog-leg to the



1924 Super Sports, fitted with a Coventry Simplex engine this car is believed to have been used for motor sport events in East Anglia in the mid-1920s. Photograph, Peter McFadyen.



An early Horstmann engine with valve cover removed to expose the long vertical rockers and show the horizontal valves. The position of the carburettor at the back of the block must have led to considerable variation in mixture strength between the four cylinders. The photograph also shows the integral cast alloy sump, front chassis cross member and lower radiator tank. Photograph, Peter McFadyen.

right ... and so it proved, to my immense relief. Third was right and forward. The gear change was slow due to the combination of a low compression engine and heavy flywheel but was very easy. The return to Kingsclere took twice as long as the outward journey, but was otherwise uneventful even though the poor Bentley got a bit hot and bothered and had to blast past to get some air through the radiator.

Thus started a glorious friendship – I was both flattered and honoured to be taken in to the heart of the Hardy family, spending most of my spare weekends for the next few years 'helping' on their small holding doing anything from haymaking (with 1940s Fordson), pulling trees and sawing logs (with 1918 Burrell traction engine for power), working on the cars or on the Tiger Moth and always enjoying lots of fascinating conversation and laughter. I could use the Horstman more or less

whenever I wanted, and since I had not replaced the van, I'd use it regularly.

Perhaps the most frustrating aspect of the car was its constant need for water. The radiator construction was of finned copper tubes soldered at both ends into brass plates that were clamped between the cast alloy top and bottom tanks by long steel rods. The fact that the lower tank formed part of the chassis and was also the front engine mount meant the radiator was subject to constant vibration and the car got through almost as much water as petrol because as soon as we soldered up one leaking joint another sprang open.

Another eccentricity was that the bonnet didn't have a hinge. The bottom edge fitted into slots, while the top fitted under a strip running from the top of the radiator to the bulkhead and were held in place by small slotted flaps that fitted over turn-buckles.

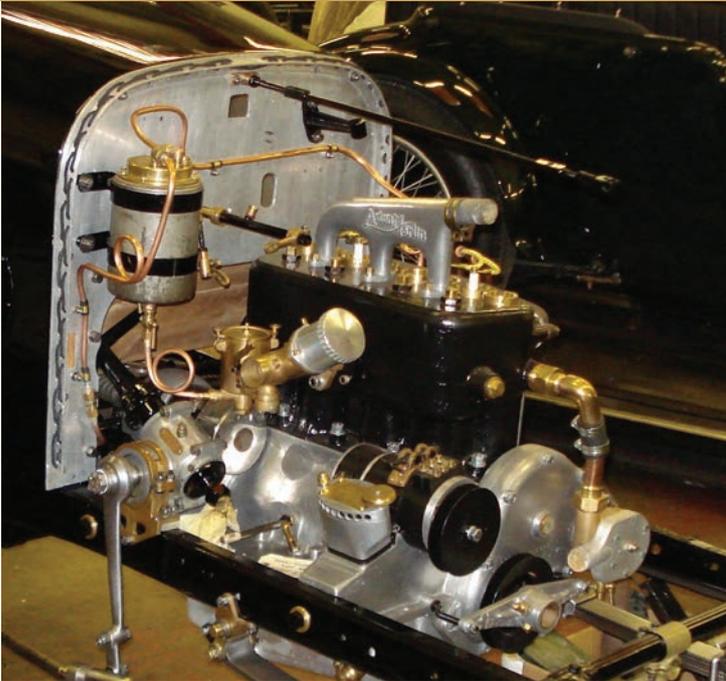
The scuttle mounted fuel tank had a huge five inch diameter opening that I imagined was designed to make it easy to receive fuel from petrol tins. The hood was excellent, easy to erect and fold provided one took care where fingers were placed. There were also very effective side screens, but I didn't use them as the car became very claustrophobic with them in place. The single windscreen wiper was vacuum actuated, and was useless, so we fitted an electric one – which also was useless, so the cut-potato method was employed, or – as a last resort – the four-pane screen was opened.

The wheels were made of pressed steel discs on a profiled bronze centre that registered on spigots on the axles and were held in place by a large flange with a large central nut. This nut was then locked in place on the half-shaft or stub- axle with a locking stud, left-hand thread on the left of the car, conventional on the right.

PD was slow, maximum about 40 to 45mph, had more or less non-existent brakes (for maximum effect one needed to use both foot and handbrake at the same time, but that risked overheating the brake drums and subsequent brake-fade) and required bottom gear to climb any hill steeper than 1 in 12. I was always stopping to let accumulated traffic come past and replenish water. It would do about 32 mpg, and wore (expensive) tyres out at a prodigious rate, but it always got me to my destination and back again. One of my regular journeys was from Newbury to my parents' house on the Somerset levels undertaken largely at night after taking in a VSCC pub meeting en route and it was on these nocturnal runs that the car often seemed to run best. Part of that might have been the result of the pub meeting, but I'm convinced it was due to the moisture in the air as the dew started to form. The line between running well and suffering from carburettor icing, however, was a thin one.

I think the longest one-day journey I undertook was from Newbury to Stamford and back. Particularly memorable for me were journeys to

Photographed during the course of recent restoration, the engine of the earliest extant Aston Martin, dating from 1922. Photograph Ecurie Bertelli Ltd.



mid-Wales for various VSCC events. Birdlip Hill was always an adventure: going down was hairy because of the poor brakes while coming up was a slow bottom gear grind with a constant worry that the car would boil before the top. On one such journey, I was actually glad of the incontinent radiator as this meant there was always a copious supply of water on board. I noticed in a reflection in a shop window smoke rising from the running board ... a cigarette end had landed on the mat, and fanned by the breeze had caused the mat to start smouldering. This in turn had caused the wood to catch light and as soon as I stopped flames became apparent. Five minutes spent finding water or an extinguisher elsewhere and there might have been one less survivor to mark the centenary.-

On another occasion, I was flagged down near Newent by someone who wanted to pay his VSCC subscription, and on another when I was replenishing the radiator on the edge of the A44, a filthy brown Rover stopped and a rather portly bespectacled gentleman got out, hung a large Rolleiflex camera round his neck in a very characteristic fashion, wondered if I needed help and asked if I minded him taking a photograph or two. Our roadside conversation that day turned out to be the start of a rather lengthy job interview: some years later, I went to work at *Motor Sport* magazine as assistant editor to Bill Boddy.

An accident involving a bus in, I think, 1978 (I was hundreds of miles away at the time) meant I did not see the car again until September this year, during which time it had had a couple of changes of ownership and two changes of colour but the memories are nothing but happy. And my involvement with Aston Martin? My wife and I worked for the Aston Martin Owners Club for over 20 years from the end of 1980.

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Historic Vehicle Restoration Skills Training Opportunities

This is my first report as director for trade and skills, having taken over from Tony Davies at the AGM in October. I have certainly joined at an exciting time and particularly in the area of training, where you will recall Tony indicated that the industry has circa 7,000 jobs that will need new skilled individuals over the next five years.

In order to establish what skills and how many trainees are likely to be required, we have been undertaking a comprehensive survey of over 200 restoration businesses. The response to date has been extremely encouraging and everyone contacted has been pleased to help us: thank you for those who have already taken part in the survey. Although the survey will not be complete until December, the preliminary findings certainly indicate a shortage of specialist skills at a time when business is increasing at around about 7%. With the average company employing 8.5 people, 75% of these are skilled and 10% are likely to be retiring in the next five years. We have been asking companies specifically about apprentices and apprenticeship schemes. Although a number of

businesses have taken on apprentices, the vast majority of those surveyed cannot afford to take on apprentices and therefore are dependent on the skills being trained at colleges. The problem we face is that there is no recognised qualification for historic vehicle restoration and the specialist skills we need for our industry are just not being taught.

We have now made significant progress in addressing the issue of no training for historic vehicle restoration skills. This has been supported by a number of partners who have volunteered to help us put together a framework for a modern apprenticeship scheme in historic vehicle restoration. Those partners are: Bill McGrath Ltd, Bicester Heritage and the MG Car Club. I would like to thank them for their support, which will now allow us to put in place plans for apprenticeship courses that will start in September 2014. The training framework will be based on the skills identified in our survey and we are presently working with three colleges, who have already shown interest in starting a course for historic vehicle restoration. I am planning to have the framework complete for next spring, which we can then circulate to a number of colleges to see if we can get further interest in setting up the new course. It will also allow the colleges, who have already indicated their interest, to start recruitment for the courses ahead of the September start of the academic year.



Welcome to the following companies who have joined the Federation as trade supporters

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Welcome to the following clubs who have just joined:

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Vintage and Classic Vehicle Club

The 75th +1 Pioneer Run to Brighton for Veteran Motorcycles

The Sunbeam Motor Cycle Club was founded in 1924, and promoted the first Pioneer Run to Brighton in 1930. In 2014 the Pioneer Run will be held on Sunday 13 April and will be the 75th event. The event was cancelled during WW2, 2001 was also cancelled due to Foot and Mouth disease, and unfortunately in 2013 cancelled due to adverse weather conditions.

This historic event, promoted by the Sunbeam MCC Ltd. is a milestone in the veteran motor cycle movement. It is anticipated that 370 or more entries will be received. It should be noted that from now on all machines in this event will be 100 years old or more.

Regulations, Entry Forms and further information may be obtained from Ian D. McGill Tel: 01293-771446 or www.sunbeam-mcc.co.uk

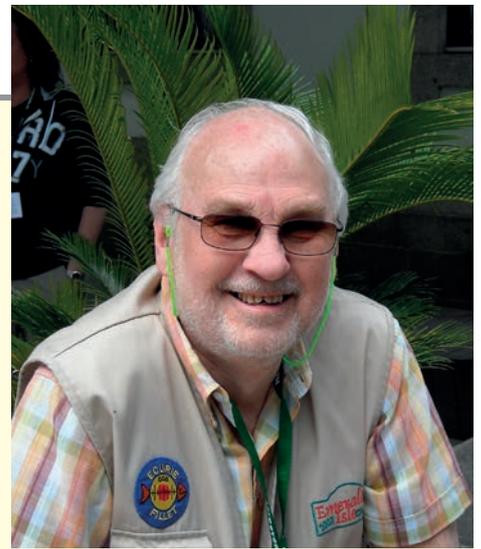
2014 promises to deliver a crop of exciting historic rallies and events

I have recently stepped down as the FBHVC's director for trade liaison and taken over the mantle for events from Colin Francis. I have known Colin for about 50 years as we have both been very active in the rallying world since the 1960s and particularly in the historic rallying arena since the 1990s. Indeed we competed successfully together in my 1965 Mini Cooper on many events between 1990 and 1993. Since then I have returned to the navigating seat on many other historic rallies and still compete regularly. I know that Colin will be a hard act to follow but I will do my best to keep you informed about events in the world of historic.

Recent events have seen the last two rounds of the HRCR's Historic Road Rally Championship (Bognor Regis's MC

Regis Rally and HERO's Thockmorton Challenge) take place. The first was a 'plot and bash' affair with an even mix of tests and regularity sections whereas the latter was based more on tests with only a sprinkling of regularity sections. More recent events have been the CRA's Rally of the Tests (a really testing event for both driver and navigator) and a more relaxed affair in France called the Sun Run Rally. I can recommend both from personal experience.

For early 2014 you might want to consider CRA's Winter Challenge to sunny Monte Carlo in February, HERO's Scottish Malts in April/May or their Summer Trial in June. The latter is based in South Wales, aimed at those beginning their historic rallying career and to be recommended as very suitable



for a first foray. Also in June is the Three Castles event based in North Wales. This is always a good social event as well as one providing some interesting challenges. Again it is a recommended one to try. Also the HRCR series of one-day events starts again early next year – why not try one of those?

I will cover some more 2014 events in our next Newsletter. Meanwhile I encourage you to get out and about even if it is winter time. Our historic vehicles are meant to be driven.

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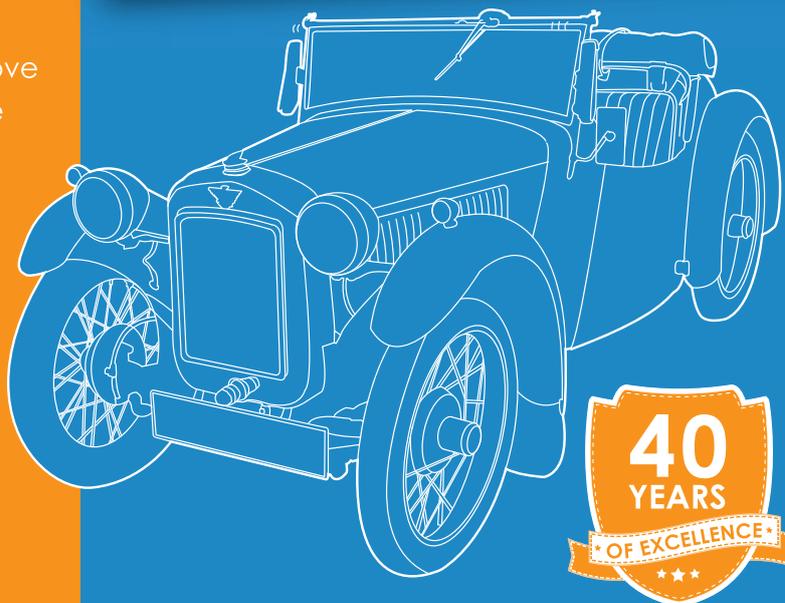
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FBHVC scoops NEC award

The Federation won an award at this year's Classic Motor Show for its innovative display illustrating the variety of road vehicles we represent.

The award, sponsored by Classic and Sportscar Magazine, and Lancaster Insurance, was for the most varied display of vehicles, and was presented to FBHVC chairman, David Whale, and communications director, Geoff Lancaster, at Birmingham's Hilton Hotel at a reception attended by 300 of the UK's classic car clubs.

Commenting on the award, David Whale said, "One of our core messages for this exhibition was to demonstrate to our membership that we represent all their interests whether they be cars, motorcycles, commercial vehicles, PSVs, military vehicles, farm vehicles or steam-driven vehicles. With a bit of creativity we managed to do this with live exhibits, so the fact that this award recognises this, is particularly pleasing."

An 'historic' vehicle is simply, by internationally accepted definition, one that has achieved thirty years in existence. So another core message the Federation was keen to convey was



David Whale and Geoff Lancaster with the spoils

that historic vehicles do not necessarily have to be exotic or expensive. This point was well made by a humble MG Maestro taking pride of place on the stand. This model attained historic status this year.

"We defend the rights of owners to use this sort of vehicle just as much as we do the owners of high end exotica", added David Whale.

Interest in historic vehicles is booming, and something approaching 65,000 people visited the exhibition at Birmingham's National Exhibition Centre.

The FBHVC stand features with other stands visited by Sir Stirling Moss on video if you follow this link: www.peterjamesinsurance.co.uk/index.php/latest-news/105-necclassicshow2013



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Classic virgins event – a success Bob Wilkinson

Classic Virgins learning about carburettors



Members will recall this event, designed to attract newcomers into our hobby, being featured in Newsletter 4. I am happy to report that the day went well! Attending the excellent facilities at the Heritage Motor Centre at Gaydon were 15 prospective classic car owners, matched by 15 experienced classic car volunteers, with their cars of course.

The first session of the day, interactive discussion, covered various aspects of classic car ownership – choosing, insuring, club support, enjoying driving etc. The second session was some basic hands on maintenance tasks, conducted in small groups, in the workshop. The idea here being to enable a 'new' classic car owner to attend to the basic maintenance tasks faced in regularly using their classic... without being frightened off! Lubrication, carburettor and pump, and ignition were the main areas of focus under expert guidance.

Fortunately most classics do require more frequent maintenance than the Eurobox of 2013, but the good news is that this is often not a daunting task. We know this, but many newcomers need to come to this realisation. This was our task.

The afternoon featured the newcomers being taken for classic car rides through the Warwickshire countryside with a rendezvous and visit to the showrooms of Tool Connection (Laser) at Southam. The cars used on the day varied in style and value from the 2CV and Morris Minor, through MGs – TD TF and B GT, Rapiers and Stag to the Jaguar Mk2. Volunteer drivers enjoyed the exchange of experience and of course the chance to show off their lovely classic cars.

The newcomers, with ages ranging from 19 to 60 years, went away suitably enthused into pursuing their quest to join our ranks. I received a 'phone call from one participant, a week later, telling me that he had bought his first classic – a 1965 Ford Zodiac - as a direct result of being reassured by his attending the event.

The Classic Virgins Day is being repeated on 29 March 2014 but more importantly, the programme may be of interest to car clubs (or combined groups) wishing to replicate all or some of the modules. In this way we should be able to reach out positively to a new generation of owners of all ages. We all recognise this need. Let us do something positive to achieve this and to ensure that our classics are in good hands in the future. Anyone, e.g. club officers, interested in looking more closely into the detail – the admin, the dos and don'ts etc. can contact me via the FBHVC Secretary or directly or by email: bobwilkinson49@hotmail.co.uk or Tel. 01832 734463.

Classic Virgins under a Minor



DIARY DATES

2014

1 March	Club Expo, Heritage Motor Centre, Gaydon
13 April	Sunbeam MCC Ltd Pioneer Run
27 April	FBHVC Drive It Day
17-18 May	Beaulieu Spring Autojumble
26-29 June	Goodwood Festival of Speed
6-7 September	Beaulieu International Autojumble
11-14 September	Heritage Open Days
12-14 September	Goodwood Revival
18 October	FBHVC AGM, Paulerspury



News

AGM and Conference

FBHVC Turns Spotlight on Youth at AGM and Conference

A distinctly youthful theme pervaded the Federation of British Historic Vehicle Club's Annual General Meeting (AGM) and Conference, held on 19 October at The Hunt House, home of the Rolls-Royce Enthusiasts Club by kind permission of the Sir Henry Royce Memorial Foundation. As Sandy Hamilton of the Morris Minor Owners Club quipped during his presentation, "Many of us assembled here today are almost ready to drop off the twig. It is important that we encourage younger blood into the historic vehicle scene so our transport heritage is preserved for future generations".

Club delegates packed into the lecture hall at Paulerspury, over 90 in total representing 64 clubs. It was an excellent turnout and audience participation during the AGM in the morning was extremely good. Chairman, David Whale, used the opportunity to pay tribute to two directors retiring at the meeting, David Hurley and Colin Francis, both of whom have given long and dedicated service to the historic vehicle movement. Bob Owen replaces David as legislation director and Tony Davies moves to events from trade and skills. Tony's former position goes to newcomer, Karl Carter, who joins the Federation having recently retired as operations director at British Sugar.

Refreshed from lunch, delegates then enjoyed presentations from Rolls-Royce Enthusiasts Club on their extraordinary archive project (see FBHVC News, Issue 4 2013) and from new legislation director, Bob Owen on the latest status



of legislation effecting historic vehicles. The rest of the afternoon was dubbed 'Encouraging younger enthusiasts' and what a breath of fresh air it was.

First up was Elaine Massey of the Steam Apprentices Club and her passionate presentation of the work of SAC in encouraging youngsters into the world of steam was positively inspirational. She even brought along her son, Jason, who strode confidently up to the microphone to give three or four minutes of his personal experiences as a steam apprentice. Next Sandy Hamilton of MMOC introduced three young men, Matt Tomkins, Matt Coles and Andy Wilson. By their own initiative these three had set up a youth section within MMOC. As you would expect, clever use of internet and social media were much in evidence but tinkering and fettling still featured strongly. Despite some dubious initial reaction from the old guard, their enthusiasm and inventiveness seemed to have won the day and the section is now a valued contributor to the Morris Minor community.

Once again audience participation was excellent and at the conclusion the consensus seemed to be that it had been a valuable day.

FBHVC Appoints David Hurley Vice President

The Board of the FBHVC is pleased to announce the appointment of David Hurley as vice-president.

David is a long serving member of the Federation, having first taken office in 1992. In 1997 he began his long standing association with the Legislation and Fuels Committee, the chair of which he took in 2000 and retained until his retirement earlier this month.

Commenting on the appointment, FBHVC chairman, David Whale said, "David Hurley's experience and encyclopaedic knowledge of vehicle legislation is too valuable for us to lose so we are delighted that he has agreed to continue to serve as a vice-president. I am sure all the directors will benefit from his wise counsel."



Club News

David Davies

Club News

Members of the **Steam Car Club of Great Britain** have received a 96 page bumper issue of the club magazine, *The Steam Car*, in celebration of the club's 25 year anniversary, containing articles on the beginnings of the club, the Doble steam car and many others. This issue is available for purchase, as are back numbers.

There is an excellent photo-reportage of the Morris Centenary Rally by the **Bullnose Morris Club** and in the magazine of the **Pre-1940 Morris Register** who also have an article on the genesis of the first Morris Minor we learn that for an extra £10.00 on the purchase price of £100 you could buy a garage to keep it in! Do any of these garages survive?

Not only is 2013 the centenary year of the Morris, but it is the diamond jubilee of the Morris Minor light commercials. This is the feature of an illustrated article in the **Morris Minor Owners Club** magazine.

The **Gay Classic Car Group** is celebrating its first 25 years and in its splendid magazine is an account of a visit to the Ural Ataman Motor Museum in Istanbul (or Constantinople...)

The **Cambridge and District Classic Car Club** magazine tells us that 75 Hillman Imps gathered outside the Coventry Transport Museum to celebrate 50 years of the beast – including one car which had been driven the 14,000 from South Africa in 39 days!

There are some useful ideas and suggestions on the choice of car ramps and lifts in the magazine of the **Jupiter Owners' Auto Club**.

The **British Made Car Club** magazine has an enlightening article on the history and the development of the ball bearing and the ball race.

The magazine of the **Bean Car Club** carries a melancholy photograph of the last remaining part of the Bean (Tipton) factory before its demolition in June. An article on 'Automobile Archaeology' in the same publication tells us where to find the graves of Parry Thomas and of Locke-King, the builder of Brooklands.

A valiant attempt to decipher the engine numbering codes for the V-twin engines of J A Prestwich appears in the magazine of the **Morgan Three Wheeler Club**. They also report the rediscovery of the Morgan in which Stirling Moss started his driving career and in which he and his pet ferret came to grief after a puncture.

The magazine of the **Triumph Razoredge Owners' Club** has an arresting photograph of a very serious 'level twelve' restoration project on its front cover.

In *Buzzing*, the magazine of the **National Autocycle and Cyclomotor Club** there is an illustrated article on the Bugatti cyclomotor. This was a DOHC unit of some 12.66 cc and only two are thought to survive out of the five sets of castings produced. One of the two was recently offered for sale for £25,000.

There is an entertaining account of a successful assault on the Stelvio Pass by a 1929 Austin Chummy in the magazine of the **Austin Seven Owners' Club (London)** magazine and a timely reminder: now that the clocks have gone back - check all your lights, and especially your brake lights.

There is a brief but informative biography of Sir Harry Ricardo in the magazine of the **Southern Daimler and Lanchester Club**.

A big dose of nostalgia in the **Austin Counties Car Club** magazine a 1949 Austin A70 had achieved almost 100,000 miles by 1952 as The Autocar's test car. It was then sold for £600 - a depreciation of only £8.00 in three years.



▶▶▶ In the **Allard Owners' Club** magazine, there is a brief biography of Mary Wilkins, now Mrs Mary Ellis, who at 94 is one of the handful of surviving female members of the Air Transport Auxiliary. She was also no mean performer in competition with her Allard K1. In a search for more family history, there is a short story concerning an Allard M type, JYH 496, a Norton motorcycle and one Robert Keen. Does anyone have any records of Mr Keen's exploits in hillclimbing at venues such as Wiscombe or Gurston Down?

The heroic story of the restoration of an Austin Ant is recounted in the magazine of the **Mini Moke Club**. If you have never heard of the Ant, it is hardly surprising as only 29 were built.

Excellent old wives' remedies in the Journal of the **Cumbria Steam and Vintage Vehicle Society**... mice have a great dislike of peppermint. A little peppermint oil around their hole will successfully keep the pests away. Whole cloves scattered plentifully among the clothing in drawers will keep moths away as effectively as camphor. To exterminate moths, wring out a cloth in strong turpentine and put among woollen goods, this will kill the pests (and probably lose you most of your friends).

There is a useful article on dynamos with the emphasis on the 'third brush' types in the **Austin Ten Drivers Club** magazine.

The **Colchester Vintage Car Club** Newsletter has an article and a photograph of another piece of our motoring heritage that has disappeared. The Kato Street, Birmingham, works of the FRS Lamps Company, is no more.

It would appear that the 50th birthday celebrations for the Mini Cooper 'S' were 'a right good do' at Shelsley Walsh. A splendid photo-reportage appears in Cooper World, the magazine of the **Mini Cooper Register**.

The **Morgan Sports Car Club** magazine reminds us of the Royal Mail motoring stamps which appeared in late summer -featuring (of course) a Morgan Plus 8, an Aston Martin DB5 and an E-Type Jaguar – among others.

There is a favourable report on a visit to the Atwell-Wilson Motor Museum in Calne, Wiltshire in the magazine of the **Cambridge and District Classic Car Club**.

A photograph which eloquently demonstrates the breadth of the movement appears on the rear cover of The **Autotruck Club** magazine. Tom Millard took his concours Velocette to the Fleet Carnival on his Lister platform Autotruck.

The theory is propounded in the **DAF Owners' Club** magazine that premium tyres are cheaper in the long run due to their lower rolling resistance improving fuel consumption figures.

There is a rather grainy photograph and a brief description in **Wolseley World**, from the **Wolseley Register**, of the 1937 Morris Wasp intended for military use as an off-road communications transport. Any more information out there, somewhere? It is also claimed by Gerald Palmer in an article in the same magazine that the Riley 'Pathfinder' was the first car where the radiator grill lifted with the bonnet...?

There is an article in the **H&H CVC** magazine claiming that the Pontiac Aztek is one of the worst cars ever made and which destroyed the Pontiac brand and caused immense damage to the image of the parent company GMC. Any survivors and are there any other worthy contenders for the title, please?

There is a brief history of the origins of Michelin's Bibendum symbol, which was originally conceived as an advertising image for a Munich brewery in '2CVGB News' the magazine of the **Deux Chevaux Club of GB**.

There is a fully illustrated article in the magazine of the **Rover P5 Club** on the Leyland-Rover BS, a mid-engined experimental grand tourer which was road tested in 1968.

The **Armstrong Siddeley Owners Club** magazine has an interesting article which outlines the connections which link the Wolseley Sheep Shearing and machine tool company, Wolseley cars, Olympus jet engines and now Hawker Siddeley switch gear.

A sign of the times in the official journal of the **BSA Owners' Club** is an advertisement for electric starters for the much-loved A7 and A10 twins.

A nice little story with a human touch in the **Alvis Owner Club** Bulletin tells of two enthusiasts who had become blind in later life being given the opportunity to drive once more under full and experienced supervision on a recently closed airfield.

There is a very helpful article for anyone wishing to build their own lightweight motorcycle trailer in the magazine of the **British Two-Stroke Club**.

There is a fascinating article in the **Mini Cooper Register** magazine on the Carabus, a conversion by Harold Radford of a AEC Reliance bus into what must have been the very first really big motor home built in the UK which also incorporated the facility to carry a colour co-ordinated Mini Cooper in a special compartment at the rear. What became of it?

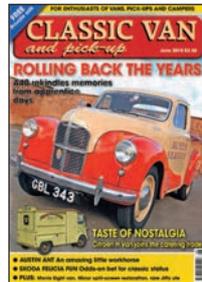
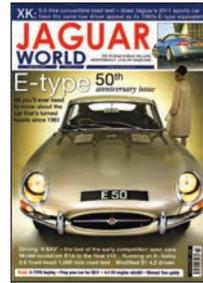
The back cover of the **Triumph Roadster Club** Magazine has a reproduction of an impressive painting of a Roadster by member Paul Adams. It would seem that he will consider commissions - but, possibly, only for Roadsters?

The magazine of the **Wolseley Owners' Club** has reproduced an article on the planning for an Italian tour to be undertaken in a Wolseley Super Six in 1937. The availability of tourist coupons for fuel and for hotel accommodation make interesting reading: is this something that should be re-introduced?

The front cover of Safety Fast, the magazine of the **MG Car Club**, has a dramatic photograph of the MG SA of Timms and Stone hard at it in Ulan Bator on the 2013 Peking-Paris rally. They finished the event successfully.

In the magazine of the **Association of Singer Car Owners** there is a reprint of an announcement that Harry Long was to attempt to cover 20,000 miles in six months on a 4hp Singer motor cycle combination. Does anyone have any more information on this, please? ▶▶▶

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▶▶▶ The **Crossley Register** newsletter is as impressive and as sturdy as the vehicles it represents. Inside is a fascinating series of photographs of the fearsome machine tools and the somewhat grim interiors in their Gorton factory (plenty of flat 'ats in evidence).

The newsletter of the **Greeves Riders Association** reminds us of remarkable performances of Villiers-engined Greeves on the race circuits and the motocross courses of the early 1960s. An observation made without comment is that 'Tony Davis won the Mitchell trial after Sammy Miller was disqualified for disputing marks with an observer'. There is also a useful article on techniques to correct distortion in the dreadful zinc alloy used in 600 series and similar carburettors.

There is a brief account of the annual Benson historic bicycle rally in the newsletter of **Horsham Historics**.

The **Register of Unusual Microcars'** Rumcar News, the publication that fearlessly reports on some of the darker sides of historic vehicles, reminds us that the US Declaration of Independence contains 1,300 words while the EU Regulations on the sale of cabbages is 26,911 words.

The **AJS and Matchless Owners Club** remind us that their 32 International Rally will be in Northern Germany 6-9 June 2014.

The **Clan Owners Club** magazine has an invaluable inventory giving us the sources of most of the components bought in to build a Clan.

The **Norfolk Military Vehicle Group** newsletter explodes the myths behind the famous 'your country needs you' image of Lord Kitchener. It was *not* made up into a poster. It first appeared on the cover of a popular magazine, London Opinion, and was subsequently available as a postcard. Does anyone out there own a copy of the magazine or a postcard?

The magazine of the **Model T Ford Register of GB** has the sad news of the passing of Sir Terence Beckett at the age of 89, regarded as the father of the Ford Cortina.

The **Alvis Register** bulletin has an illustrated article on the Scottish Six Day Trials of the 1920s when cars joined with motorcycles to enjoy the fun. An Alvis SS 12/50 in the grip of Mamore gives some idea of the severity of the event.

The magazine of the **Ariel Owners Motorcycle Club** has a useful step-by-step guide to changing a front tyre and tube.

The **Octagon Car Club** bulletin has a very comprehensive list of tips and suggestions for storing a vehicle over the winter and resuscitating it in the spring.

There is a useful article on the repairing of cast iron components in the **Wolseley Hornet Special Club** magazine.

There is a useful buyer's guide in the magazine of the **Rover P5 Club**.

The journal of the **Ford Sidevalve Owners Club** has some facts and statistics of life in 1953 when the first 103E Popular was introduced to an unsuspecting public: Selling price £275 *but* there was £ 115 14s 2d purchase tax to pay as well. The average house price was £2,000 but the average wage was £9 5s 11d for 45 hour week and with 47.5% basic income tax - happy days? There are also some tips and advice on correcting the tendency for elderly Fords to develop a list to port (or starboard, for that matter).

The **Vintage Austin Register** magazine has an article on conversion from magneto to coil ignition.

There is the intelligence in **Aston Martin Owners Club** News that the property in Henniker Mews where Bamford and Martin first set up shop in 1913 is now up for sale. So if you have £2.5m to spare, go for it...

The newsletter of the **Southend & District Classic Car Club** tells us of the time when the president of the USA travelled in the Cadillac that had belonged to Al Capone.

An illuminating article on the meanings of all those numbers and letters on the sidewalls of your tyres appears in the magazine of the **Rochdale Owners Club**.

There are some thoughts on the theories for and against front wheel and rear wheel drive in the **Octagon Car Club** bulletin.

The **Ford Classic and Capri Owners Club** review tells us of the history of the Ford assembly plant in Cork which at its peak, employed 10% of the city's population.

The **Scottish Austin Seven Club** magazine lists the items and the suggested actions involved in an annual safety check.

The **NECPWA** magazine tells us the story of the origins of the blue oval that is the symbol of the Ford company world-wide. Contrary to popular belief, the script is *not* Henry Ford's signature. The magazine also recommends 'damp traps' available from Poundland to combat condensation/damp inside your vehicle in the winter months. There are also some other useful and imaginative suggestions for winter motoring preparations.

There is a fascinating article on the pre-war RAC rallies in the **Alvis Owner Club** Bulletin The inaugural event in 1932 attracted 341 competitors who had the option of nine starting points and routes each approximately 1000 miles long.

There are some thoughtful observations on the so-called green movement from the **Reliant Kitten Register**. Reflecting on how we recycled many forms of bottles as a matter of course, how we refilled pens with ink instead of buying a new biro, we drank water from a tap instead of demanding a plastic bottle flown in from another country - were we greener then than we are now?

LEDs are explained in simple language in the **TR Register** magazine.

The **National Street Rod Association** journal recommends a visit to Don Garlits' Museum of Drag Racing in Ocala, not too far from Orlando. This looks to be an exciting and educational experience for anyone.

There is an article and a fascinating map of the route of the 1933 Mille Miglia in the **MG Car Club** magazine



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