

FBHVC

news



The Newsletter of the Federation of British Historic Vehicle Clubs

Issue 3, 2016

In this issue:

Insurance write offs

Military vehicle weapons

Your Drive It Day pictures

Apprenticeship news

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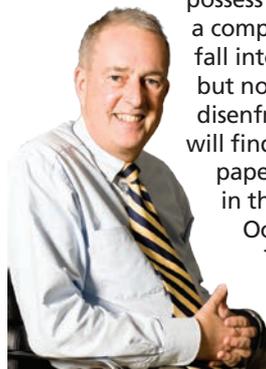


Editorial

We are now well into the second stage of our National Historic Vehicle Survey. Having for the first time polled a representative sample of the whole population (over 16 years old) on their attitudes and opinions towards historic vehicles, we are now receiving detailed feedback from you, the enthusiasts. And you have literally been responding in your thousands. Luckily, being predominantly an online computerised piece of research, much of the data analysis can be automated. I say predominantly because we have provided a paper version of the questionnaire as it was pointed out to us that even in this day and age there are some out there who do not

possess or have access to a computer. Should you fall into this category but not wish to be disenfranchised you will find a copy of the paper questionnaire in the next issue of Octane Magazine.

The publishers of Octane have provided this service free



of charge as a gesture of their solidarity with the historic vehicle community and we take this opportunity of recognising their support and expressing our thanks.

Drive It Day is reported on in this issue. This event is celebrated the length and breadth of the country and as such, making accurate estimates of the numbers of enthusiasts taking part is almost impossible. However if you assume that attendances at fixed venues like the British Motor Museum at Gaydon and Bicester Heritage are indicative of a general trend then the fact that Bicester Heritage pre-sold 4000 tickets surely demonstrates that this year's event was a record breaker. And speaking of Bicester Heritage we spotted a sign on Drive It Day outside the building known as the Engine Test House – see Karl Carter's report. There will be a formal launch in the summer, but it's terrific news that Banbury and Bicester College will be moving their FBHVC Historic Vehicle Restoration Apprenticeship course there. What better place to nurture the new generation of craftsmen and craftswomen.

Geoff Lancaster

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

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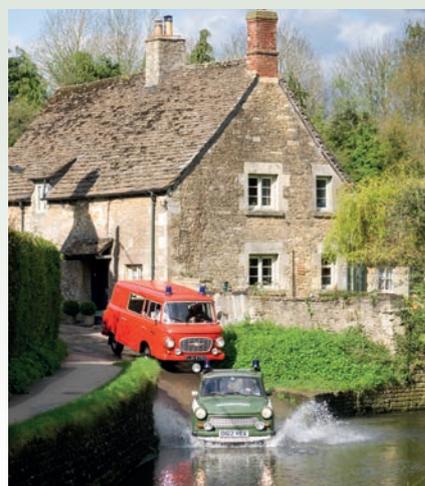
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Lavenham Press are the preferred supplier for print to the Federation of British Historic Vehicle Clubs. They have a wealth of experience in the field of club magazines and newsletters and can also offer database and membership services

Subscriber clubs and organisations can reproduce the text of items from this publication in their own publications provided that FBHVC is

credited. Images may be reproduced only with specific permission. All articles are available via email, for more information please contact secretary@fbhvc.co.uk

Cover photo: The Wartburg Trabant IFA Club messing about in the river on Drive It Day.

Registration Matters

As you know we had experienced an extended failure to come to grips with both the changes in some policies of DVLA and the fact that they kept saying they had not changed anything. Having reached an impasse with DVLA's chosen negotiators, we had reached the stage of taking the matter up with the All Party Parliamentary Historic Vehicle Group.

We then found ourselves with an extended hiatus as the DVLA negotiator moved to another post. While the people we deal with day-to-day were largely unchanged, there was a no-one to carry on at the level where major policy issues were concerned and it took a while to establish who we were to speak to.

The starting gun has now been fired; DVLA have confirmed their new organisation. We have thus taken the opportunity to set out the policy questions as we understand them in a co-ordinated manner. We wrote last week to DVLA attaching a Policy Paper which sets everything out as fully as we can.

As many of you will recall, the major issue by far was that concerning bodies on vehicles with a chassis. DVLA had started for whatever reason to reject applications on the basis that the body was not original or at the very least consistent with the original style of the vehicle. Sometimes, but not always, they based these decisions on the evidence of the body style shown on an old VE60 logbook. To our certain knowledge certain of their decisions, especially on the latter point, were the reverse of the truth, and some bodies, of variable quality, which had been on the vehicle during its lifetime but were most certainly not original, were being preferred.

We have always argued that DVLA's own publications, such as INF 26 and Form V765/3, were so written as to preclude the possibility that bodies on a chassis (in contrast to monocoque bodyshells) were to be taken account of in deciding if a vehicle was genuine.

The responses of DVLA to our increasingly anguished protestations were that they had always considered bodies and that this had been the case since local authorities were responsible for vehicle registration and licensing.

We were quite sure that was not the case and some of our members, especially those with specialist skills, drew our attention to books from the '50s which very clearly stated the reverse; that local authorities ignored body styles in identifying what constituted a vehicle. But no-one seemed to be able to establish a source.

Well, thanks to help from the Kithead Trust and their almost bottomless archive of documents, I was able to find the Ministry of Transport's 'Handbook regarding the Taxation and Registration of Mechanically Propelled Vehicles the Licensing of Drivers and Related Matters'. This is the instructions to local authorities as to how they should handle their registration and licensing responsibilities

Paragraph 303 (2) deserves to be quoted at length: *'The most reasonable assumption is that the chassis constitutes the vehicle and that the chassis consists not only of the frame but also front and rear axles, gears, steering and transmission units. [A] change of body... does not by itself constitute a change of identity.'*

Paragraph 303 (5) make clear that this is not the case with a monocoque bodyshell so the distinction is clear.

Having established what was policy I then searched for any point at which a change in policy might have been made and announced by MoT or DVLA. Searching through various stages of development of policy on historic vehicles, such as the setting up of the V765 Scheme, a Consultation in September 1996, being a five year review of the V765 Scheme, and a Consultation on Inspection Processes in 2004, revealed no change. The wording continued to be consistent with no change having occurred.

We have set all this out much more fully in our Policy Paper to DVLA.

I cannot at this stage predict what DVLA's response will be so our advice to those affected to be patient has to remain valid.

Roadworthiness Testing Directive

The consultation to be issued by DfT has still not been released. It may well be the case that we will see no publication till July. Thus there is very little we can do on this subject till we have more information on the intentions of the Government both as to the final form of the new MoT and the options which they intend to offer to cover exemptions.

It is however, I think fair to remind everyone that the worries of the

Federation regarding exemption from the new testing regime, and the extent to which that regime has to recognise that older vehicles were built to earlier standards, are of much more concern to the older end of the spectrum of historic vehicles. There is little in the test schedules contained in the Directive and which the Government is going to have to apply which more modern historic vehicles would not be able to pass as long as they are in good condition.



Correct V5C Forms and the Vehicle Enquiry System

There has been no progress regarding vehicles where the DVLA database, and thus the V5C has an incorrectly shown Make, often because the Model is incorporated into the 'Make' field. This makes searching for them on the VES difficult, unless you have the V5C to hand, which will enable you to use the erroneous DVLA 'Name' entry in your search.

Additionally, a fair number of our members simply think that, especially if the correct factual information regarding Make and Model has been supplied to DVLA, either on application or later by the vehicle keeper, it ought not to be beyond the wit of man for the Government database of vehicles on the British register simply to be correct.

But, apparently it is beyond the wit of the people in DVLA. DVLA say that the problem arises from how the DVLA database treats third party supplied data on Makes and Models. If the data is not supplied to them, DVLA have to enter it manually. Believe it or not, it is apparently possible to manually enter a 'Make' into the relevant field, but not to manually enter the 'Model'. So far, all suggestions from us as

to how to solve the problem have been deflected by DVLA as not practical. That may indeed be technically the case.

Our position, that in respect of a number of historic vehicles, some of them just recently put onto the British register, the VES is currently not fit for purpose as a modern Government customer-facing digital system, is undoubtedly objectively true.

Similarly we don't doubt the truth of what DVLA are saying about the nature of the problem.

We don't really know whether there is a fundamental flaw in the system software structure, a fix which, given the will and the money could be implemented, some agreement which gives current motor manufacturers control over what goes into the DVLA database, or simply a belief in DVLA that the problem is not important enough to fix.

We will continue to energetically batter our heads against this difficult wall

Insurance Values and Write-Offs

Since I wrote last time on the Code of Practice on Salvage and its update there have been some disturbing developments.

First, it has become evident that some motor policies now make it entirely the responsibility and right of the insurance company to decide upon when a vehicle will be written off and what will then be done with it. We have heard of examples where a vehicle has been crushed before the owner knows it has been written off.

Given that the insurance industry is aware it should treat historic vehicles with some care, this is not likely to apply to a historic vehicle on a specialist policy. But owners should be vigilant. An owner of a historic vehicle involved in

an accident or other event of any serious nature (particularly flooding) should take steps to monitor carefully what is happening to it. This is particularly the case where the vehicle has to be recovered from the roadside.

There may be readers of this Newsletter with more modern classics, which are not yet suitable to go on a specialist policy. Owners of these vehicles need in my view to be particularly vigilant.

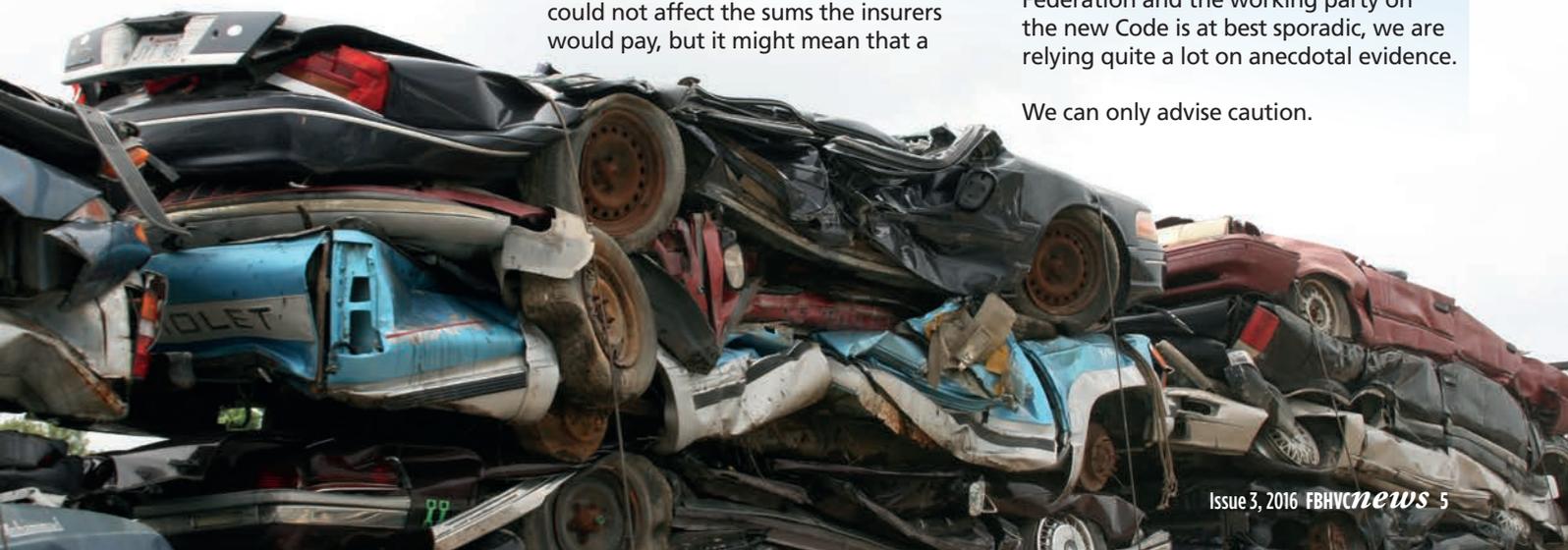
Not all inspection engineers, and indeed not all insurance companies, will be aware of the potential difference between the resale value of a cherished vehicle and the sums an owner might be prepared to expend to get his vehicle back on the road. That difference clearly could not affect the sums the insurers would pay, but it might mean that a

vehicle they would write off primarily for financial reasons would be able to be spared through a contribution by the owner.

Perhaps most worrying is that DVLA, as a result of the abandonment of the old Vehicle Identity Check, but in the interests of their obligations to ensure safe traffic on the roads, have modified their write-off categories. While these will be incorporated in the new Code, some insurance companies seem to be a little unclear as to their freedom of decision prior to the decision to write off a vehicle and are assuming a higher level of legal obligation than is exactly the case.

I am sorry to be a bit vague but as we are between Codes procedures are clearly being brought into line to be ready for it, and as communication between the Federation and the working party on the new Code is at best sporadic, we are relying quite a lot on anecdotal evidence.

We can only advise caution.



If I have any regular readers they will have noticed a worrying trend in this section recently to report less in each successive edition. This time I was in grave danger of finally disappearing down the hole in the middle...

Nearly all of the individual issues I need to progress further with DVLA have

been held up until some of the big policy matters are settled.

However I now have some good news to relay and, as Bob sets out more fully in his piece, can report that FBHVC have been in contact with the new Team Leader in DVLA. Bob and I have worked together to make him fully aware in

writing of our current concerns and we have repeated our request for a meeting in the near future.

Assuming this meeting takes place, and there is no reason to think that it will not, I would hope it will clear the logjam, and that I will have much more of substance to report to you next time.

European Parliament Committee discusses the proposal to amend the Firearms Directive

On the question of an EU Commission proposal for security legislation which could prohibit the use of deactivated weapons mounted on military vehicles, FIVA, very much with the participation of the FBHVC, created a position paper which was submitted to Vicky Ford MEP, Rapporteur of the Internal Market Committee, which is the lead committee considering this proposed legislation. This paper objected to the broad brush nature of the Commission

proposal and explaining the effect it would have on weapons mounted on vehicles. It turned out, not perhaps surprisingly, that this was only one of many submissions.

As a result of the many inputs she received, the draft report issued by Ms Ford proposed a revision to the legislation which covered concerns about deactivated weapons much wider than our concerns, and would

have the effect of solving them. The Committee met on 20 April to discuss all proposed amendments including the one on deactivation. The FBHVC and other interested European federations contacted their respective national MEPs to give them a copy of the paper and to encourage them to support the inclusion in the final Committee report of Ms Ford's proposed amendment.

The preparation of consolidated amendments from the Committee is now in course of preparation and we will know the actual proposals they make until between June and September.

European Commission Consultation on Guidelines for Low Emission Zones

On 11 April, the European Commission held a second meeting with interested parties to discuss the work of its consultants which are making recommendations to help it draft best practice guidance for Member States and local authorities wanting to implement Low Emission Zones (and other vehicle access restrictions). FIVA has been involved in this process from its inception and has used this second opportunity to again press for the guidance to include an explicit recommendation that historic vehicles be exempted

from Low Emission Zones. The rationale is that historic vehicles are different to all other vehicles because of their age, high maintenance and low use patterns and because of their cultural value (as explained by the FIVA definition of a historic vehicle). FIVA has been highlighting the exemptions which have already been applied in some Member States as best practice. This work is increasingly important as there is a high probability that there will be a growth in the number of LEZs in Europe over coming years is high.

FIVA supports industry action for continued use of chromium trioxide

FIVA has been in dialogue with a consortium of chromium trioxide producers and formulators who are making an application to the European Chemicals Agency to allow the continued use of chromium trioxide (for the purpose of chrome plating) under the REACH regulations. FIVA has agreed to overtly support the application because if it is successful, it will help ensure that chrome plating services will continue to be able to be provided by garages who

buy their chromium trioxide from a consortium member (who cover at least 95% of the market). In parallel, FIVA is continuing to work with the European Commission to ensure that a practicable simplified application procedure is developed to allow the continued use of substances covered by the REACH Regulation used for legacy parts (which include historic vehicles) or which are used in very small volumes.

Drive it Day 2016

Drive it Day 2016 had the additional kudos of being designated as part of the FIVA World Motoring Heritage year which has been declared this year as part of FIVA's 50th anniversary but more importantly to raise awareness of the heritage value that lies in historic vehicles that are preserved by thousands of enthusiasts around the world.

Club members turned out in force again to support the day.

Bicester Heritage's Tiggy Atkinson reported that approximately 3500 people in around 1500 cars visited the park. Thirty clubs registered and Porsche Club GB brought some 120 cars, including one all the way from Spain.

Prolific Facebook picture poster, Tanya Field, reported that at Cowley the day was 'fantastic'. They were also celebrating the Rover SD1's 40th and Rover 800's 30th anniversaries. This was Cowley's third Drive It Day and the busiest so far.



Yeovil Classic Car Club in Weymouth



The Rovers at Cowley



Legislation director, Bob Owen, was with 30 cars from Yeovil Car Club who met by the sea. He added that Dorset was awash with historic vehicles and said he came across one gathering in Dorchester of around twenty cars just by chance and added that everywhere one went there were historics travelling in all directions.

The main Drive It Day feature shows many more pictures from around the British Isles.

For those who like pictures that move, Drive It Day posts on YouTube include:

East Anglian Practical Classics visited Thorpe Abbots, an interesting WW2 memorial museum, see <https://www.youtube.com/watch?v=m79jRaDvB78>. While for a fun run, the IMOG Mini folk posted this one <https://www.youtube.com/watch?v=mwAudZTsAD0>

Horatio's Drive: America's First Road Trip

As we know Drive It Day commemorates the 64 cars that left London on the first day of the Thousand Mile Trial on 23 April 1900. This was professionally organised with fuel and accommodation en route by the RAC, starting in London and passing through Bristol, Birmingham and Manchester, travelled through Scotland, then passed back through more English locations until they were back in London again. The tour lasted until 12 May and 46 cars made it to the finish line.

In comparison, three years later a doctor, the wonderfully named Horatio Nelson Jackson, was having a drink in the San Francisco University Club, when he got into a discussion about the future of automobiles. Most people in the club felt they were a useless fad but Jackson believed they were the next big thing and accepted a wager of \$50 that he would be first to cross the USA from coast to coast by car.





The terms specified that Jackson could travel with a mechanic, Sewall Crocker, who was given the job of choosing the car. Crocker selected a 20-horsepower, two-cylinder automobile made by the Winton Motor Carriage Company. He also purchased the supplies they would need which included fishing gear, pots, pans, and sleeping bags as well as assorted items for keeping the car going through what promised to be challenging terrain. Jackson provided an axe, a spade, extra tools, a pistol, and spare containers for water and gas... there were no gas stations along the route as there was not yet a route at all.

They departed on 23 May and shortly after starting purchased a bull terrier they named Bud who became, along with the Winton, a major attraction wherever they went.

Bud was apparently the perfect companion. He became quite skilled at watching the road and bracing for hills and bumps, and Jackson noted that was the only member of the trio who, "used no profanity for the entire trip".

They arrived in New York on 26 July having averaged 71 miles per day. Jackson was later to say the trip cost \$8,000.

After enlisting to fight in the First World War, he was wounded in action on the Western front and was awarded the Distinguished Service Cross.

After the war, Dr and Mrs. Jackson seemed to have lived successfully in Vermont with only one driving incident to mar their memories. One day in Burlington, Jackson got ticketed for speeding; he was going at over 6 miles per hour.

The PBS channel made a documentary, *Horatio's Drive: America's First Road Trip*, narrated by Tom Hanks, celebrating the centenary. It is repeated on the satellite occasionally and well worth watching and a tribute to the US spirit. See <http://www.pbs.org/horatio/about/>. A short clip is here <https://www.youtube.com/watch?v=Ssv2q6Txb1A>

The National Historic Vehicle Survey 2016

Take action before it is too late

We wish to remind all readers that the National Historic Vehicle Survey for enthusiasts will close on 30 June. As the Newsletter goes to press, almost 10,000 enthusiasts have completed the on-line questionnaire. If you have

not already done so, please complete the survey and encourage your club members to do the same.

Follow this link: <http://bit.ly/22F6bsG> or log on to the FBHVC website (www.fbhvc.co.uk) and follow the link from there.

To those who have completed the survey, thank you for taking part, the results will be published in the autumn.

National Historic Vehicle Survey Phase 3

Member club Survey

All FBHVC member clubs will have received a copy of the club survey in early May. The survey is specifically aimed at club activity and we ask that only one copy of the survey should be completed for each club. If your club has already completed the survey,

thank you. If the study is still on your 'to do' list, please complete it soon. An anonymised summary of the results of the survey will be sent to those clubs who participate.

You can reach the survey by following this link:

<https://www.snapsurveys.com/wh/s.asp?k=146054414177>

Some clubs might find it helpful to review a hard copy of the survey before completing the on-line version. A hard copy of the survey can be found on the Research pages of the FBHVC website.

WARNING

Alison Judge, Club Coordinator, at the Lancaster Insurance Classic Motor Show including the Classic Motorbike Show sent us the following warning for all member clubs:

We have become aware of an unofficial approach to many clubs from a company offering a listing in an 'International Fairs Directory'.

SCAM

We would like to remind clubs that the contact details you provided last year were printed and distributed in the Lancaster Insurance Classic Motor Show 2015 show guide. Sadly on some occasions, these listings are utilised by unofficial companies touting

for business or even possible 'scam' operators.

Please be aware of this risk and only deal with the official Clarion Event's contractors and show suppliers which are listed each year in the show's online exhibitor manual.



Diary Dates

3-4 September International Autojumble Beaulieu

8-11 September Heritage Open Days See www.heritageopendays.org.uk

15 October FBHVC AGM and Conference British Motor Museum. Our VIP guest speaker at the conference will be Loyd Grossman, chairman of Heritage Alliance. The results of our 2016 National Historic Vehicle Survey will also be revealed. Members are invited to register an interest for tickets now, please contact the secretary.

DRIVE IT DAY

2016TM



FBHVC manned a display which was designed to support Bicester Heritage's patronage of the FBHVC Historic Vehicle Apprenticeship. There was a lot of interest from the public and we enjoyed meeting the many club members who dropped by for a chat. Unsurprisingly the topic of the day was DVLA issues. Despite the bitter cold the turnout was impressive and brunch had completely sold out by midday. The variety of vehicles included cars of all eras, bikes, a steam traction engine giving sightseeing tours of the base and even a preserved mobile cinema. It seems this venue gains in popularity with the passing of the years and of course a star feature is the ability to visit all the businesses now based at Bicester and see the huge variety of skills and crafts practised there.



The **Wartburg Trabant IFA Club UK** brought forward the annual Eastern Bloc Vehicle Day meet (usually held in mid-May). Starting at the NT village of Lacock, the 40 mile road run took in the prehistoric wonders of Avebury, Silbury Hill and West Kennet long barrow before the Cold War classic vehicles and their owners spent the afternoon at the motor museum at Calne. Referring to the three chalk white horses passed in the landscape, cars were embellished with IFA Club plaques stating 'Four legs good, two stroke better!' There was indeed a good turnout of two-stroke MZ, Trabant and Wartburg vehicles, but other Cold War Classics taking part included Skoda, Lada, Polonez, UK's first Izh Oda (fresh from Moscow), a Qek caravan (pulled all the way by a Trabi)





All Bicester Heritage except bottom middle, Garioch Vehicle Restoration Society

and an Ikarus bus! Most participants arrived the day before making an excellent weekend of the occasion.

Aberdeen Drive It Day was organised by the **Garioch Vehicle Restoration Society** with a run to the Agricultural Museum in Aden Country Park, Mintlaw. Their chairman said that it was like Le Mans! They squeezed into the courtyards and enjoyed the exhibits and food in the restaurant. This was the biggest turnout ever, at 84: in 2006 we there were 20. https://www.flickr.com/photos/staggering_about/albums/72157665417210524/page1

The day was perfect for the **Eastbourne Historic Vehicle Club** run which from Hailsham, East Sussex, where 27 members entered with their cars including two lorries. A route organised by Peter Gillies took them through East Sussex with a break half way to the Bentley Motor museum near Uckfield, East Sussex. Having soldiered on for two hours a welcome break was enjoyed by our members with a meal, visit to the compact motor museum and a ride on the miniature railway for the young at heart.

The **Hare & Hounds Classic Vehicle Club** 50-plus miles run ended at the AVRO Museum, Woodford, Cheshire - super day!

TR Register Kennet Valley and Vale of White Horse groups





Eastbourne Historic Vehicle Club



Boston Classic Car Club

interesting variety of classic cars in the museum car park. We were fortunate that the early morning rain had cleared before we set off and so we were able to enjoy open-top driving.

Once again this year **Banbridge Old Vehicle Club** organised a classic car display at Warren Gardens, Lisburn in aid of the Northern Ireland Children's Hospice. There was a large range of vehicles, over 200, on display of various ages and makes along with a selection of military vehicles

►►► **Boston Classic Car Club** annual Drive It Day Run was to the Bubble Car Museum in Lincolnshire.

Kennet Valley Group and Vale of White Horse Group of the **TR Register** had two combined Drive It Day events. A large party joined other Register members to make a total display of 47 cars at the Bicester Heritage breakfast scramble. After leaving Bicester they followed a tulip run back to Berkshire stopping for tea and cake along the way. Another, smaller, party (pictured) had a drive through Wiltshire, meeting at Silbury Hill and stopping off at Caen Hill Locks and the Atwell Wilson Motor Museum. There was a large and

used in Northern Ireland during the troubles and a Land Rover Ambulance which saw service in Iraq. There were Minis, Jaguars, Aston Martins, Porches, Mercedes Benz, Rolls Royce, Bentleys, Fords, Hillmans, Renaults, Rovers, Ferraris, various commercial vehicles including an electric milk float to name but a few. Although there were not as many cars as last year there was great public interest and the Northern Ireland Children's Hospice were generously rewarded with a collection of over £1500. Thanks to all who attended and contributed to a very worthwhile cause.

Hare & Hounds Classic Vehicle Club



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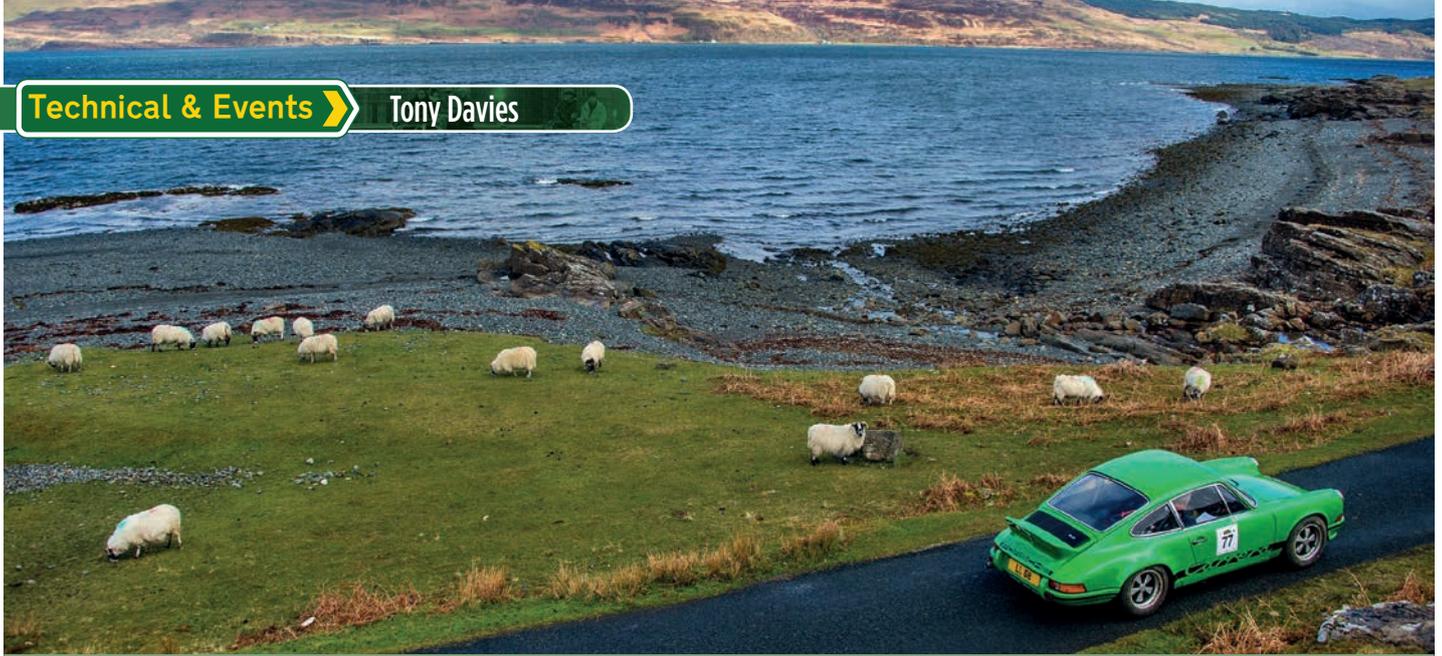
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HERO's Scottish Malts in April was an enjoyable and interesting challenge. This year the weather played its part in contributing to the event as, early on the last morning, the snow gates were closed over Glenshee! Nevertheless, an eighth overall for my driver and me in a 1973 Porsche 911RS was a satisfying result.

Drive-it-Day 2016 has been and gone with great success around the UK. Here too the weather played its part making for a great, but rather cold, day out.

I hope you are keeping your eyes on the variety of scenic tours available to contribute to your enjoyment of the classic scene during the spring, summer and autumn months. I really do recommend entering one or more of these one or two day touring events – you won't be disappointed. The HRCR's calendar of scenic tours has some very enjoyable non-competitive low-key pleasurable and scenic driving if that is what you are looking for. A visit to the HRCR website <https://www.hrcr.co.uk/hrcr-championships/scenic-tours-series/> will provide you with any further information you may require.

For the slightly more adventurous amongst you could always try to get an entry into South Hams Devon Classic Rally in early October. Have a look at <http://www.shmc.co.uk/index.php/events/devon-classic-rally>. Not a high-pressure event by any means and a nice way to see the Devon countryside in the autumn.

If pre-war cars are your choice then a late entry into the Royal Automobile Club 1000 Mile Trial in July might still be possible. <http://www.heroevents.eu/Events/1000mt/> will provide all the information you need. Hopefully I'll see you there.

For something a little closer to your home please have a look at <https://www.hrcr.co.uk/events/>. Here you will find information on some of the best events on the UK calendar. There is a good cross-section of events available from the sedate touring to UK National Championship events. And don't forget the annual HERO Training Day if you are looking for some training in navigational techniques. A look at <https://www.hrcr.co.uk/event/the-hero-training-day/> will provide you with the relevant details.

The regulations are out for the two day HRCR Autumn Leaves Tour on 15-16 October 2016. This is the 14th running of the event. It is based in Llandrindod Wells with the event headquarters in the Metropole Hotel. The route will run to an easy to follow tulip road book in the picturesque areas around the base. More information can be found on the events website at www.scenictoursuk.co.uk

Finally for this issue, for another continental event please have a look at <http://www.endurorally.com/> for information on the Endurance Rally Association's Alpine Trial in late September. Starting in Divonne-les-Bains on 25 September, it finishes in Anecy on 28 September. A late summer holiday maybe?

News

Subscriptions

Subscriptions for club, museums and individual supporters are now due. It does help us greatly if you can pay promptly to avoid the extra expense of sending out reminders to late-payers. If your payment is going to be delayed for whatever reason, please do let the office know.

It is also becoming more and more important for us to have an email

address for the club and museum nominated contacts (as well as our individual supporters).

Many clubs have already renewed – many thanks for the prompt payment. We are having the usual difficulties with some renewals: where clubs pay by internet banking we have paperwork with no payment, payments with no paperwork, individuals who pay on behalf of their club but do not indicate which club, etc, etc. In all case we do need

the return, either by post or email, of the *whole* club renewal form with the declaration of member numbers. It is no help at all to have just the bottom half of the form as this has no indication of which club has returned it. The instructions are all printed very clearly on the reverse of the renewal document. Please remember the office is dealing with around 1000 renewals at this time and sorting out the anonymous ones can be very difficult indeed!

Classic Car Apprenticeship - Bicester Relaunch



It has now been two years since we launched the Classic Vehicle Restoration Apprenticeship at Bicester Heritage. Bicester College had decided to go ahead with the new course and we were looking for students and restorers to get behind the scheme. Bicester College were the only college at the time to take a chance at getting a course running. With only seven apprentices at the start we all knew that the college would lose money in the first year but they remained confident that in the long term the course would be successful. A further three apprentices resulting in 10 students, helped the first year finances and the course started.

With the course running at Bicester the plan to start the course in other areas of the country started to move forward and a number of colleges showed initial interest. That initial interest was invariably an enthusiastic lecturer who would prefer to teach classic car restoration rather than plug-in and fit modern motor apprenticeships. This initial interest was soon quashed by the College Finance Departments who needed at least 12 fully paid apprentices from day one before considering the course. It is now clear that finding another college like Bicester to start the course and lose money in the first year is going to be difficult and I now understand why colleges are full of people training to be hairdressers.

Add the fact that it takes longer to train an apprentice on classic vehicles rather than modern cars and with the funding to the college being the same, we have further pressure on getting another course running.

I am not going to give up the search for other colleges but concentrating on Bicester College in the short term seems the best option.

The second year at Bicester College has seen a step change in numbers with a further 10 apprentices starting the Level 2 course and 20 new full time students being taught the course. With a total of 40 students the issue now is space, as the classic course shares the facility with Motorsport. With a further year's intake and those in the last year of Level 2 going on to Level 3, where you specialise, it soon became obvious that new premises would be necessary.

During the last few months a number of options have been considered but in my mind only one of them was the exact fit for taking this course to the next stage. That option is to run the course from a new facility in the heart of Bicester Heritage. Students taught classic vehicle restoration surrounded by restorers and classic cars has got to be the best possible combination and the concept fitted perfectly with the vision of Bicester Heritage.

Everybody has now bought into the plan and the Engine Test Shed at Bicester Heritage is now going to be the new home for the Bicester College Classic Vehicle Apprenticeship Scheme. Exciting times and with plans to increase the student numbers to 100, a look at block release and short adult courses the future for Bicester looks very good.

The plan is now to relaunch the course to traders on 15 June at Bicester Heritage and to show the new facilities available. It is also an opportunity to demonstrate how good and committed the students are on this course. If any restorers are still concerned about employing an apprentice then think again. These are young people who bring portfolios of their work to the interview and just want the chance to work on their passion - classic cars. Many work alongside family on their classic car and many have already got a vehicle of their own to work on. As P & A Wood found when they advertised for eight apprentices, they had over 70 applications and the apprentices they have are outstanding. The college can help with the recruitment of an apprentice so what about training your replacement and making sure your skills live on?



Historic Aviation and a Future Workforce



The future of historic aviation in the UK may well be determined by the skills of those who have the knowledge and expertise to maintain and rebuild old aircraft. Whilst there are a number of schemes to encourage young people to take up aviation in the form of piloting, there are few incentives for the engineering aspect. Many of the skills required have been handed down from those who were trained in factories and in the military many years ago to the few youngsters who have the enthusiasm to want to learn. Unfortunately time and age are catching up with many who are

capable of passing on these trade skills and the future could be rather bleak if something is not done soon to deal with the problem.

Apprenticeships are a way to improve the situation but with limited numbers of places available, colleges not being geared up to cover the skills required and the cost to the employer, the situation has been getting worse. The FBHVC have set up a workable Ofqual accredited course in conjunction with colleges and the government.

Although many aviation restoration establishments may wish to take on apprentices they often find that the costs and lack of suitable courses at nearby technical colleges tend to prevent them from doing so. The

FBHVC scheme addresses these issues directly to ensure that both the financial and the educational are covered by a government approved and to a degree, financed system.

Whilst the FBHVC apprenticeship scheme was produced, in conjunction with the DfT, for the restoration and maintenance of historic road vehicles, many of the skills required are directly transferable to the historic aircraft world with a few adjustments to the courses. The Historic Aircraft Association is working closely with the FBHVC to encourage young people to take up engineering and particularly in the area of historic machines.

The future of historic aviation is in the hands of us all.

News

FBHVC AGM AND CONFERENCE 15 October 2016, British Motor Museum, Gaydon

FBHVC Reveals Exciting Programme for 2016 Conference

This year's historic vehicle conference staged by the Federation of British Historic Vehicle Clubs (FBHVC) looks set to be a classic and the October event is a late season date that must surely go into any enthusiast's diary.

In fact such is the growing popularity of the event, FBHVC have been forced to relocate it this year from its traditional home at the Rolls Royce Owners Club HQ at Paulerspury to the British Motor Museum, Gaydon.

As communications director, Geoff Lancaster explains, "We loved holding the conference at Paulerspury, it's such an atmospheric setting but last year was heavily oversubscribed and we had difficulty seating everyone for lunch so a move was inevitable. Following its development and re-opening, Gaydon is ideal. The conference facilities are

superb and the museum is well worth a visit."

Last year the focus was on parts supply and rising vehicle values, both topics which drew an enthusiastic crowd, but this year's themes are set to break record attendances. This year being World Motoring Heritage Year under the patronage of UNESCO, heritage will be the keynote theme. How fitting therefore that the very symbol of British motoring heritage, Gaydon, should be the venue and that the keynote speaker should be Loyd Grossman, chairman of the Heritage Alliance. The Federation is a member of the Alliance, which is the biggest coalition of heritage interests in England, bringing together over 100 independent heritage organisations which represent interests as diverse as architecture, transport, ecclesiastical buildings and even organs. We can expect Mr Grossman as an acknowledged expert over many years to provide insights into the value of heritage to the UK's culture and economy and to paint a

picture of the context in which our own interest in 'moving heritage' sits within the wider heritage movement. There are also several challenges that are common across heritage sectors such as legislation, fiscal policies and the relative importance of preservation versus restoration. We can expect a lively debate.

Continuing with the theme, the greatest danger to the preservation of heritage is ignorance. Knowledge and awareness are the keys to preservation and it is therefore vital that we promote learning and knowledge transfer around historic vehicles. The Federation does this in a number of ways including encouraging young people through the Restoration Apprenticeship and through academic social and economic research. The latest piece of research carried out has been the 2016 National Historic Vehicle Survey (2016 NHVS) and the results of this will be launched at this conference. This has been the most extensive study ever undertaken into the historic vehicle movement and for the first

time in addition to polling attitudes and opinions amongst enthusiasts the opportunity has been taken to survey the general public to provide a national context for our movement. Moreover, also for the first time the DVLA database has been acquired, analysed and cross-verified with survey responses to provide the most accurate information ever gleaned.

"The launch of the 2016 NHVS at the conference marks a very significant step forward for the historic vehicle movement in UK," said FBHVC

chairman, David Whale, "In particular knowing the value of our movement to the UK economy gives us tremendous power in our negotiations with government. This ensures we retain the current benign legislative environment and that is what allows us to freely use our historic vehicles on the nation's highways. Several of our overseas colleagues have not been able to be so persuasive and now suffer restrictions on these freedoms".

The FBHVC 2016 AGM and Conference will take place on 15 October 2016 at

the British Motor Museum, Gaydon with the conference scheduled for the morning and the AGM in the afternoon. Admission is open to all member clubs and their affiliates and is free. Early applications should be made to the Secretary, Rosy Pugh. Lunch is available on a chargeable basis and admission to the museum is free. Trade supporters and other relevant parties requiring exhibition or display space should apply to the secretary, Rosy Pugh. Journalists seeking accreditation should contact the communications director, Geoff Lancaster.

MP Kelvin Hopkins Drops In On Vauxhall Heritage

'Understanding our manufacturing past helps us build a successful future.'

Kelvin Hopkins, MP for Luton North and Vice-Chair of the All Party Parliamentary Historic Vehicles group, visited the Vauxhall Heritage Centre in the company of invited journalists from all over the country. The day, organized by Simon Hucknall and his press office team saw Vauxhall products of yesteryear, much of it built in Luton, offered for test drives alongside the very latest models such as ADAM and the new Astra Estate. 'The Vauxhall Heritage Centre is a true hidden gem,' said Kelvin as he inspected some of the unique artefacts and cars in the collection, 'and this event is a perfect illustration of how heritage can contribute directly to a modern brand. Hats off to the team here for having the vision to highlight the fact that Vauxhall has been building cars in Britain, and in Luton in particular, for decades. It reminds everyone that when they buy Vauxhall, they are buying a British manufacturing success story.'



Kelvin and Vauxhall Viva GT and the heritage team: L-R Simon Hucknall (Product PR Manager, Vauxhall), Andy Boddy (Senior Vehicle Restorer), Kelvin Hopkins MP, Terry Forder (restoration team) and Denis Chick, Director Communications & Corporate Communications.

Kelvin also spent time with Terry Forder and Andy Boddy, the hands-on team who look after the heritage fleet. They are currently half way through the nut and bolt restoration of an Mk2 Viva GT in the workshop. 'Luton is rightly proud of continued Vivaro van production, but it's great to see this car moving slowly towards completion on the heritage production line. The Classic vehicles sector contributes over £4 billion per year to the UK economy, and Vauxhall is playing a prominent part in that enterprise.'

Club News

The **Morris Minor Owners' Club** is celebrating its 40th anniversary and the **Sunbeam Lotus Owners Club** celebrates its 25th anniversary this year.

The **Allard Owners' Club** is celebrating its 65th anniversary by including a short biography of the remarkable man himself. The front cover shows an Allard hard at work in the 2016 MCC Exeter Trial. We are reminded as to the extraordinary level of organisation required for this event. Some 250 marshals minister to the 301 competitors in this 100 mile-plus event which involves a full night's driving (or riding).

It is the 40th anniversary of the **Traction Owners' Club**. In the April edition of their magazine we learn of the marketing of Citroens in the USA under the Challenger name. An example has been located (on eBay- where else?) imported and has experienced a remarkable re-birth after a lengthy rebuild.

The 77th Pioneer Run organised by the **Sunbeam Motorcycle Club**, attracted 347 riders of machines all built before 1915. The club wish to thank the superb band of marshals from VMCC, VCC, AJS & Matchless Owner Club, the Metropolitan Police Motor Club at Epsom, and of course all Sunbeam MCC members that help.

Some thought-provoking statistics from the **Historic Commercial Vehicle Society**: in 1914 70,000 children died from infantile paralysis due to flies breeding in horse dung. In 1930 only 3,000 died following the disappearance of horse-powered transport. In the same morbid vein, in 1932 there were 5,671 deaths due to road accidents, 5,743 to suicides, deaths from violence 21,869 and 13,156 from influenza. There is also a feature on the very impressive Bedford AWD TT120-40 Tank Transporter which has not only survived but which is cherished and still in use by an auto recovery company.

There is a series of drawings of Daimler Commercial Vehicles of the heroic era in the journal of the **Daimler and Lanchester Owners' Club**.

The one-man operating bus and the use of hydraulics to actuate tipping gear are of great interest. There is a photograph and a description of an extraordinary Australian road train with 17 trucks with three trailers and two decks per trailer – therefore 102 decks each containing approximately 28 cattle. The entire combination will have placed 6,192 tyres on the road.

The first instalment of a history of the Rootes Group appears in the March-April issue of the Association of **Singer Car Owners Club** magazine.

The magazine of the **Ford Model T Register** has an article on the felling (by hand!) of some extraordinary trees in the Pacific North-West 125 years ago. Model T Fords were used to give some idea of the size of these monsters. There is a reproduction of an advertisement for an odd Ford mascot, Luckie Lizzie, do any survive?

The newsletter of the **Southend & District Classic Car Club** has a feature on vehicles in aviation and starts off with the Hucks Aircraft engine starter, based on a Model T Ford, Amazingly enough, these devices were still in use by the RAF in the 1930s.

The **Series 2 Land Rover Club** reminds us that their international rally will take place at Kirklington Hall, Carlisle 4-7 August.

There is a conjectural article in the magazine of the **Yeovil Car Club** magazine on 'future classics'.

They get everywhere, it seems: the front cover of the magazine of the **London Vintage Taxi Association** has a photograph of two Fairways in Panama and inside is a photograph and a brief article on the trials of FX3s in New York.

All the things about the Hawker Hurricane and the Supermarine Spitfire you did not know can be found in the Newsletter of the **Tame Valley Vintage and Classic Car Club**.

The end of 68 years of Land Rover production is commemorated in the **Land Rover Series One Club** magazine. The magazine also contains an account of a round-the-world expedition which lasted nearly eight years – BRK 333D where are you now?

There is a photoreportage on progress in restoring MVC 575 – the TR that achieved 124.9 mph on the Jabbeke motorway in Belgium in 1953, in the magazine of the **TR Register**. This story of this endeavour is expanded upon in greater detail in the April issue. There is also a feature on all the glamorous young ladies who were associated with the Swallow Doretti in the 1950s.

The **Road Roller Association** magazine reminds us that the world's oldest surviving steam roller is an Aveling 0f 1878 which was supplied to the city of Oslo, which was still at work in 1958 and which now resides in the city's Technical Museum (unless you know otherwise...)

What every enthusiast dreams about: the magazine of the **Mk 1 Cortina Owners' Club** tells us that a very original 1966 Lotus Cortina has emerged from 25 years of dry storage.

The cover photograph of the **Rover Sports Register** is an arresting study of Georg Mayr-Harting's reproduction of Jet 1, which is powered by a genuine Rover gas turbine, an APU from a Hawker Siddeley HS 748.

Appearances of XKs in films down the years are featured in the magazine of the **Jaguar Enthusiast Club** and there is an appreciation of the work of Gordon Horner, Autocar's last house artist. There is also the sad tale of the closure of the historic Jaguar agency of R.A. Creamer in Drayson Mews, Kensington after almost 90 years.

A striking photograph of George and Jo Ward on 'Honeycliffe' in the 2015 Kimber Classic Trial in their 1934 PA graces the cover of the magazine of the **MG Car Club**.

There is a fascinating and detailed account of the final years of the company in the **Scammell Register** Newsletter.

The **Austin Ten Drivers' Club** magazine reveals the dark secrets of the Tapley brake meter – which is still in use for the testing of certain retarding systems.

The **Southern Daimler and Lanchester Club** magazine tells us that the late David Bowie worked on the Mk 1 Mini assembly line in the mid-1960s

and has a photograph to prove it. The extraordinary tale of a 1963 E-type Jaguar recovered from a hedge in a garden being sold for £ 58,000 is also related.

The magazine of the **Morris Register** has an article on the McEvoy Specials of the early 1930s. Do any survive?

There is a fully illustrated feature on SMO 746 the 1959 rally car campaigned by the late John Gott in the journal of the **Austin Healey Club**.

The journal of the **Mk II Cortina Owners' Club** reminds us the 2016 is the golden jubilee of its launch at the Earls Court Motor Show.

The magazine of the **Reliant Scimitar Owners' Club** comments on the lack of knowledge and of skills in 'modern' Britain-as exemplified by the inability to keep the last flying Vulcan in the air. The magazine also tells us that a survey indicated that seven million drivers never use a road map and rely on navigation devices and that more than two million young people have never used a road map and do not know how to use one. The same magazine has a reprint of an interesting and informative letter from Robert Bosch GmbH on sparking plugs which points out that because modern fuels are lead-free, you should consider a spark plug with a higher heat range. And to conclude, there is an article on potential sources of four-pot callipers.

If you have always wondered what went on inside an Autovac the **Bentley Drivers' Club** Review reveals all.

The **Speedsters and Spyders Club** Quarterly tells us that of the 4,100 Speedsters built in the 1950s only 22 were right-hand-drive and only four of those came directly to the UK. The **Sunbeam Talbot Alpine Register** links George Raft to Sunbeams as both appeared in the 1952 film 'Escape Route'. There is also comment on the 'discovery' of the Grace Kelly Alpine - which was used in the film 'To Catch a Thief', except that the 'discovery' is right hand drive. Only one car was used in the shoot location and the car used in the film was shipped back to California for further work in the studio.

A highly amusing tale of the life of a test rider at Plumstead appears in the magazine of the **AJS & Matchless Owners' Club**. The magazine reflects on trends and developments in the classic bike shows. And there is an appraisal of the Alton alternator as a replacement for the Lucas dynamo.

Another of Valentin Tanase's delightful illustrations graces the cover of the magazine of the **Morgan Sports Car Club**. The electric EV3 was launched at the Geneva Motor Show, together with an 80th anniversary model of the first four-wheel Morgan - the 4/4.

There is a photograph of John Earnshaw and his five-year old son Jake at the 77th Pioneer Run in the magazine of the **Panther Owners' Club**. The accompanying article comments on the seemingly advancing ages of the participants.

There is a report in the **Jowett Car Club** newsletter on the retirement of Ray Horsfall after 57 year's working for Morrisons during which time he was also the custodian of the Morrison's Bradford van. Why should Morrisons have a Bradford van? The supermarket's Idle branch was built on the site of the Jowett factory.

There is a real big boy's toy - A Streit Typhoon APC on the front cover of the magazine of the **Military Vehicle Trust** - not yet eligible as an historic vehicle - but patience is a virtue and time passes all too quickly. Inside is a fascinating article on the extraordinary variety of china tanks made during and after the Great War as tea pots, money boxes (tank banks) and others made in tin plate as toys.

The **Routemaster Association** magazine informs us that Routemaster Summer will take place at the London Bus Museum on 26 June. The magazine also gives us a detailed description of the painstaking manufacturing processes used to build the Routemaster. Interest and enthusiasm for Routemasters sees them meeting at the famous Ace Cafe!

Wigton Motor Club Drive it Day run



The **Pre-war Austin Seven Club** magazine has a photo feature on jollifications in the John Harris Trial and a tantalising little story about a six hour relay race at Silverstone in 1959.

There is an account of the celebration on Southport Sands of the 90th anniversary of Seagrave's land speed record when the V12 4 litre Sunbeam reacquainted itself with the sand in the **Sunbeam Talbot Darracq Register** newsletter. We are also given notice of the celebrations to mark the 90th anniversary of the first British Grand Prix which will be at Brooklands on 14 August.

The **Riley Motor Club** gives notice of their national rally to be held at Creaton in Northamptonshire on 23-25 September. And the **Lancia Motor Club** have also chosen Northamptonshire for their National Rally and AGM - Highgate House Hotel 24 - 26 June.

It is truly amazing what can be found within the pages of member club's publications. The **Riley Register** Bulletin gives us the remarkable tale of the Temple Bar, which was the seventeenth century ceremonial entrance to the City of London close to the Law Courts on the Strand. It was demolished in 1870 as it was becoming an obstruction to traffic and was re-erected at the home of Henry Meux, the brewer at his Theobald's Park estate in Hertfordshire. By the 1970s it was showing advanced stages of decay but amazingly, it has been rescued and re-erected, cleaned, sandblasted and restored as a centre piece of the new Paternoster Square development near St. Paul's

If you are contemplating buying a Volkswagen Beetle you should be reading the April edition of the magazine of the **Wirral Classic Car Club**.



▶▶▶ The **Pre-1950 American Car Club** magazine has a feature on the Hudson Auto Museum in Indiana - it looks to be well worth a visit if you are in that neck of the woods.

The **Register of Unusual Microcars** has unearthed a 1952 illustration of a Bond minivan and it seems you could have a minitruck if the fancy took you. Were any actually produced and, more importantly, do any survive?

There is a useful article in the magazine of the **Vanden Plas Owners' Club** on the ageing of tyres and how to date them.

There is an edited version of an account of a 31,000 km journey around the World in 1933 in a Model Y by Mrs Erna Dorner in the magazine of the **Ford Y & C Model Register**.

There is a thought-provoking article on Britain's first post-war 'classics' in the **Gay Classic Car Club** magazine.

The **Midget and Sprite Club** magazine informs us that the 'click' is no more.

It seems that modern replacements for the direction indicator relay have printed circuits and so there are no opening and closing contacts to sound the 'click'.

The Directory of the **Francis-Barnett Owners' Club** has an interesting little article on the substitution of a ball bearing for the float needle in a badly worn carburettor. The identity of Sammy Miller's very first motor cycle is revealed - it was, of course, a Francis-Barnett.

The **Vintage Motor Cycle Club** AGM took place at the British Motor Museum in Gaydon on the 3 April. It also marked the beginning of the 70th celebrations with the departure of the baton which over the next few months will be passed around all the VMCC sections in the UK, Isle of Man and Ireland. The baton was kindly made by the incoming president Rod Hann, and the event is generously sponsored by Footman James Insurance and Bonhams Auctioneers.

The **Double LL Club** has a salutary

tale of mice and motor cars. Over the winter, the screen washer pipe, the distributor cap cover and the spark plug covers, together with the wiring terminal covers had been eaten by a mouse (or mice).

There is a delightful series of illustrations by Australian artist Krista Brennan which have been produced for a new illustrated edition of 'Steam in the Willows' in the magazine of the **Steam Car Club of Great Britain**.

The **Dellow Register** Gazette hails the achievement of an unnamed participant in the MCC Exeter Trial who finished the course on a Honda Cub.

The front cover of the Journal of the **Vincent HRD Owners' Club** is a striking photograph of Bruno Leroy on a Godet Vincent in last year's Manx Grand Prix.

The Rt. Hon David Steel's dark secret is out! He used to own a BSA V-twin trike! It is currently up for sale in the **BSA Front Wheel Drive Club** Bulletin.

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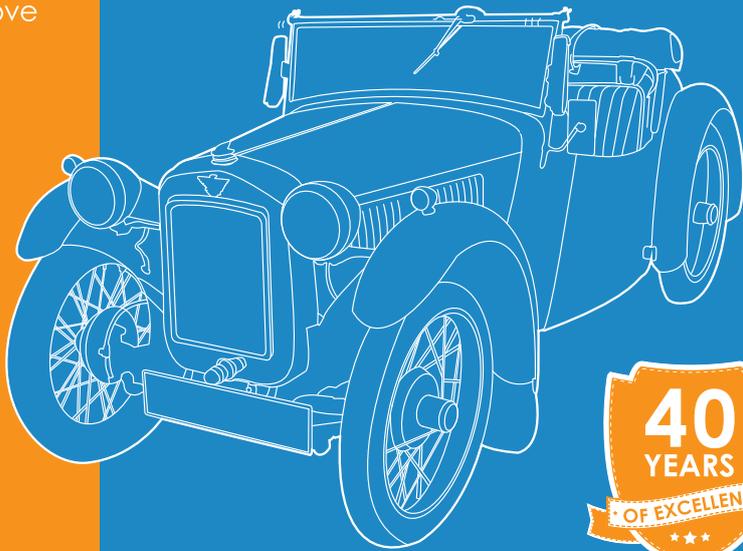
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The **Classic Vehicle Group of the CSMA** list an impressive number and variety of events for 2016 in the latest edition of their newsletter.

The **Cavalier and Chevette Club** held its annual May run in North Wales on Sunday 8 May. The White Griffin Run took members from Ruthin to Llanberis via the spectacular Llanberis Pass, passing along the historic route under the foot of Snowdon. On the return trip, we paused beside Llynau Mymbyr to take in the famous view of the Snowdon Horseshoe. The photograph shows the Vauxhall Heritage Centre's Mk. 2 Hatchback with the Snowdon massif in the distance beyond it. The Heritage Centre had most generously permitted our Chairman, Kevin Bricknall, to borrow the car for the weekend to help publicize Vauxhall's heritage. The car was driven all the way from Luton to Ruthin, then did the Run itself, before being returned to the Heritage Centre on Monday. It performed faultlessly throughout.

Cav & Chev



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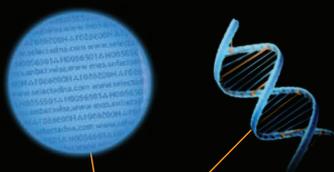
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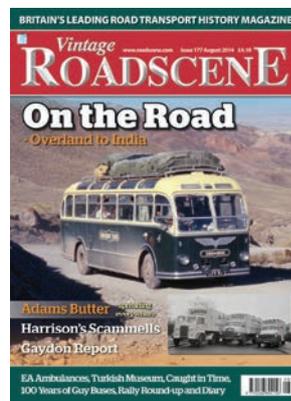
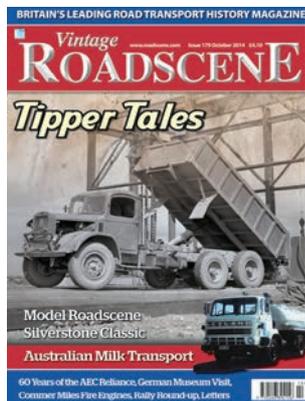
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