

FBHVC

news



The Newsletter of the Federation of British Historic Vehicle Clubs

Issue 3, 2017

In this issue:

Drive It Day

Reports and pictures from another great day



'Vnuk Ruling'

Update on the EU Motor Insurance Directive

Meet the FBHVC's new Secretary

New hands behind the wheel

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Editorial

Well our season is well and truly off to a flying start with Drive it Day blessed with glorious weather. This is always the key driver (sic) in ensuring all the enthusiasts who have spent the winter fettling and polishing their 'cherished one' are prepared to risk exercising it in our fickle climate. It was a particularly strong turnout with major meets at some of our premiere venues like Beaulieu, Gaydon, Bicester, Brooklands and many others. We are blessed in this country with some amazing heritage sites, several which in addition to hosting the vehicles we all love, have important heritage buildings of great historical significance. We must pay tribute to our friends and supporters of the press who helped publicise Drive it Day: Classic Car Weekly deserve particular mention supporting our event throughout the run up and committing in their post-publicity to publish every picture provided to them by the many clubs organising commemorative events and drive outs. They printed page after page of photographs... a fitting tribute to a true event of the people, for the people.

Not to put a damper on this however, a word of caution to organisers. People and vehicles in close company can present risk and dangers. I read, as I write this, of an incident at a local show in Yorkshire where spectators were injured and hospitalised when two display vehicles collided. This was not a competitive event when such risks are managed and separation of audience from competition vehicles is priority. Nobody wants to stop people getting close to our vehicles, but think about the risks and maybe ensure that engines cannot be run in proximity to the public.

Some of you may be aware of the current government consultation following the so-called 'Vnuk judgement' of the European Court of Justice. Incidents such as this one in Yorkshire provide fuel to those who would restrict our use of our historic vehicles. Use yours responsibly.



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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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Cover photo: From the Western Desert Recce Group.



UK Legislation

Following the calling of a General Election on 8 June we are into yet another period of governmental 'purdah', during which essentially nothing of significance is decided, or if it is decided, is not disclosed. In addition of course, our normal route into

matters political is closed to us as the members of the All Party Parliamentary Historic Vehicles Group, at least those who are not Peers, concentrate on the more important matter of getting re-elected.

Furthermore, new governments always mean changes of ministers, so we might have to look at establishing relationships with new people in the near future. Inevitably, this slows things down, so the advice must be to be patient on matters concerning our interests.

Compulsory Insurance under the EU Motor Insurance Directive ('Vnuk')

We introduced this contentious subject in the previous Issue of the Newsletter. To remind you all briefly, as a result of a decision of the European Court of Justice (known as 'Vnuk') which re-interpreted the EU Motor Insurance Directive, the UK Government has decided they need to compel insurance of *all* motor vehicles, whether or not they are used on the highway.

They issued what they describe as a 'Technical Consultation' to assist them in more fully understanding the problems such a decision might have and to gain an understanding of the views of all those with an interest in the consequences.

Clearly the major high profile consequence was the possible effect on motor sport, including historic motorsport, as the insurance industry has made clear their unwillingness to insure significant aspects of motor sport activities.

But to us there were two further major issues:

(a) The effect on vehicles which are not currently, or perhaps ever, going to move, and

(b) The effect of extension of the categories of vehicle covered, which could particularly affect a range of historic agricultural and horticultural vehicles.

We set many of our concerns out in the last issue of the Newsletter

After much thought, we have managed to do a full response to the Consultation. We provided a general statement of our views and provided answers supported by as much data as possible from the point of view of our members on many of the specific questions asked by the Consultation, pointing out the practical and administrative difficulties which were likely to arise. A précis of the Consultation is on the website and we will of course keep you aware of any developments as they arise. Again, we need not expect any significant developments until after the General Election.

And in due course there will no doubt be further Consultation to which we will of course contribute.

DVLA

Ian will deal with the detail of our progress with DVLA but I will cover a few specific issues.

Vehicle Excise Duty

Vehicles manufactured up to 31 December 1976 are now under the Finance Act subject to a nil rate of VED.

However, there is an important issue of which we ought to advise you. Up to this year, when a vehicle was in fact manufactured before the qualifying year end date but was first registered after that date, DVLA have accepted applications from its keeper, supported of course by valid evidence emanating from the vehicle manufacturer, to amend the V5C to show the correct manufacturing date and thus enable the vehicle to be included in the historic class. This arrangement was formally negotiated between DVLA and the Federation.

DVLA will no longer do so. Their reasons arise from the introduction in 1976-7, of the V55/1 Form system of registration, completed by the dealer at time of first registration, which of course usually coincides with sale.

DVLA say they do not record date of manufacture because the dealer signs a form saying the vehicle is 'new and unused' and that this must mean that it was manufactured in the same year as the declaration.

That means, for instance, that a vehicle manufactured towards the end of the year 1976 but sold in 1977 must, according to DVLA, have been manufactured in 1977. Thus they will not make the amendment to the V5C which enables the vehicle to be included in the historic registration class and qualified for nil rate VED. Inevitably there will be a significant number of vehicles affected, as it is totally impossible for every vehicle to be registered on the day of manufacture and in the normal course of things the period between manufacture and sale will on occasions cross a year end. This problem will roll forward year by year with the rolling 40 year VED exemption.

We did have some advance notice of this problem over the last two years as a few keepers have attempted to get their correct date of manufacture recorded, so that when the time came under the rolling 40 year VED exemption scheme, they could simply apply for entry into the historic class. Their applications have been rejected by DVLA. While that had no actual adverse effect at the time, we pointed out to DVLA that it would become a live issue when the date of 31 December 1976 was reached and that people would be being wrongfully required to pay VED. We achieved no solution and the magic date has now been reached.

We have protested strongly that the DVLA interpretation cannot be correct and that it means that keepers of vehicles affected are being required to pay VED from which in law they are exempt. While we do not usually encourage everyone with a problem to contact us, in this case we are clear that the problem cannot be solved by individuals and would ask anyone who requests that their V5C show that it was actually manufactured in 1976 and has that request rejected to let us know.

Originality of Bodies

The wheels grind slowly as is usual. As yet nothing has come to us from applications for recovery of registrations under V765 or for dating certificate supported registrations to cause concern. We will of course continue to monitor the position.

Meanwhile advice to members making applications for vehicles, where there may be questions about bodywork, remains that they should follow the recommendations set out in the Issue 1 of 2017 of the Newsletter as closely as possible.

As before, if any applicant considers that an application, whether for a re-registration under V765 or a dating certificate supported registration, has been rejected despite appearing to the applicant to comply with these rules, then they should approach us.

Accurate V5Cs and the Vehicle Enquiry Service (VES)

While DVLA had advised us, and we duly reported in the last Issue of the Newsletter, that from the end of March the Vehicle Enquiry Service (VES) would require entry of only the registration to enable a search, this change got delayed. It has now been introduced. It is of note that in its formal announcement of the change, DVLA specifically recognises the importance of this change to the owners of historic vehicles.

The underlying issue of problems with the DVLA database recording some vehicle details incorrectly of course remains. The recommendation I made in the previous issue, that those making new applications for registrations, particularly in respect of older overseas vehicles, which are likely not to have relevant codes, to not complete the Model portion of the V55/5, remains valid.

However, we still do not know if foreign historic vehicles (which are of course by definition not actually in the UK's historic registration class) are to be exempt. Nor do we know how, or indeed if, the system, which operates on ANPR cameras, would identify liability of a foreign vehicle for the T Charge anyway. We will continue to ask.

Low Emissions Zones

Just as we went to press the Government issued a Consultation called 'Tackling nitrogen dioxide in our towns and cities'. It is the consequence of a ruling of the High Court that the Government must produce a plan on improving air quality. It is very general in nature but the Federation will be responding to relevant parts of the Consultation. We will update you in the next edition

The only other matter of note is that the Emissions Surcharge to the London Congestion Charge (or T Charge as it is known) will come into force on 23 October. It does of course include an exemption for historic class vehicles. To remind readers, that does not mean historic vehicles are exempted from the Congestion Charge itself.



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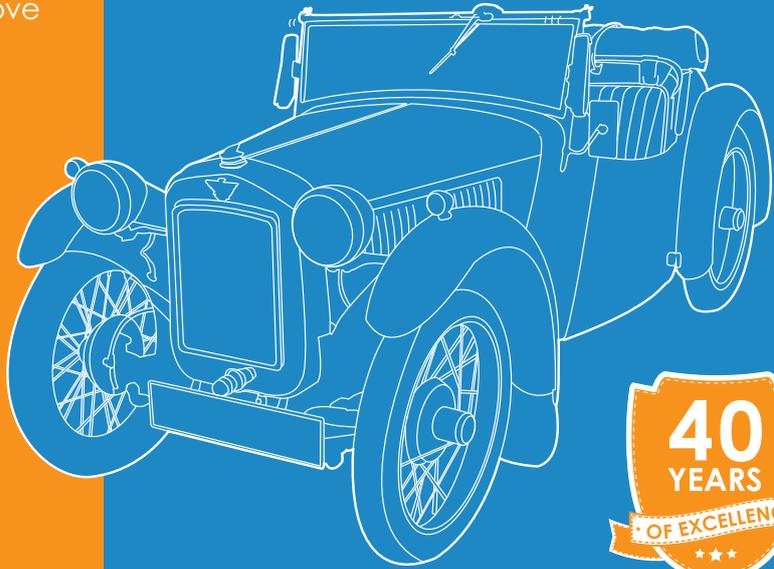
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Roadworthiness Testing

Progress in DfT on this matter appears glacial. The response to the Consultation, due to appear on 31 January, has not appeared and will now presumably have to await the settling down of a new administration.

I had hoped, following the meeting with the Department for Transport which I reported on in the last Issue, possibly to have seen progress on the establishment of a workable method

of deciding what is a Vehicle of Historic Interest (VHI) and indeed to have been involved in some level of discussion.

Although the Federation is opposed in principle to the need for such a classification, we do need to understand how VHIs would be decided upon practically in the event that our pleas are ignored. We are clear that the 8 point rule is not workable as a basis. However, we

have heard no more regarding any consultation on a proposed test, and will now no doubt have to wait till after purdah.

We understand that the current Minister responsible, John Hayes MP, had said he did not support the application of any mileage limit, news which we found encouraging. We will have to see what transpires following the election in this regard.

Vehicle identity

As a starting point for this edition I am going to repeat myself! You may feel this is a distressingly common problem with the passing of the years but in this instance it is entirely intentional as recent correspondence has suggested there is still some confusion on this matter. The unique individual identity of a vehicle is defined by the serial number allocated to it in the manufacturing process and the registration is issued to that serial number. To be clear, by serial number I mean chassis number, or frame number

for motorcycles, or 17 character VIN for vehicles towards the end of our period.

From this it follows that if the serial number is lost or changed for any reason during the life or restoration of the vehicle the original identity is also lost and thus the registration is no longer valid. Repairers and restorers should bear this in mind when doing their work as should prospective purchasers before parting with their money!

It is recognised that a small minority of vehicles, almost all from the very early times of motoring, did not have a serial number and each of these has to be treated on its merits.

Dating vehicles

On a similar theme, there is another long-standing topic that is obviously still causing confusion in some quarters. When applying to DVLA for an age-related registration (first registration in DVLA terms) a simple statement of manufacture date, whether it is a Heritage Certificate or an extract from a manufacturers records or a copy from a Glass's Check Book, is not sufficient by itself.

This is an understandable requirement because the dating information merely states that a vehicle of a particular type with the quoted chassis number was manufactured on the stated date, it does not include any information about that vehicle today. DVLA expect the relevant club to take steps to ensure that the vehicle in question exists, is what it claims to be and, crucially, carries the correct chassis number. DVLA will accept photographs of the vehicle and rubbings or photographs of the chassis number marking to substantiate this but clubs would be wise to physically inspect the vehicle. We do know of one unfortunate instance where photographs of a different car were supplied to a club who accepted them in good faith. We understand that in some cases DVLA now use SGS to inspect the vehicle rather than relying on the club.

Change of Address

From 1 July the FBHVC address will be:

**Federation of British
Historic Vehicle Clubs Ltd
PO Box 295, Upminster,
Essex, RM14 9DG
admin@fbhvc.co.uk**

Telephone to be advised – there will be a redirection on the old phone number however.



Pre-1960 vehicles and the MoT

Some owners of pre-1960 vehicles, which are of course exempt for the need for an MoT, are still perplexed to receive V11 'Reminder to get vehicle tax' forms bearing the words 'this vehicle needs an appropriate MoT test certificate'. We consider this to be misleading and have raised the matter with DVLA on a number of occasions but for some reason they seem very reluctant to modify the form. Our advice for some time has been to just ignore the statement about the MoT as the online system will licence

the vehicle anyway with no problem. However recently a quirk in the system has come to light – if an MoT exempt vehicle does nevertheless have a voluntary MoT in place at the time the licence application is made the system will check that the MoT will be valid at the start date of the licence applied for; if it is not the application will be refused. Once the voluntary MoT has expired the vehicle can be licenced without an MoT with no problem.

Modifying vehicles

My last topic is a brief warning which arises from a particular case which is very much still ongoing and on which I don't want to comment further at this time, but if you are thinking of modifying the structure of a registered monocoque vehicle, for example to make a pick-up or a convertible from a saloon, we would strongly recommend you don't! We know of one case where DVLA are currently

stating that the existing registration has been withdrawn in these circumstances.

As always we continue to work with DVLA on these issues and others and whilst our next scheduled meeting had become a victim of the General Election we now have a date confirmed for after the political dust has settled.

Reconstructed classics and radically altered vehicles

We are by now all aware of the various descriptions and categories that DVLA apply to vehicles that fall outside of the normal routine new vehicle registration process, I am thinking here particularly of 'reconstructed classic' and 'radically altered'. Some applicants and vehicle owners appear to feel that the application of one of these terms to their treasured restoration is some form of slight on the individual vehicle. I believe this is to misunderstand the process.

In the 21st century we have a much stricter legislative regime than in the past and cannot, unfortunately, expect the laissez faire attitudes of the '50s and '60s to prevail in vehicle registration, nor in many other things. DVLA process an enormous number of applications and are under constant pressure to save money (and I for one am not going to argue with efficient use of my taxes!) so they have designed a set of standardised formats to facilitate the processing of the difficult cases. 'Reconstructed classic' and 'radically altered' are two of these and I believe that if they permit the registration, without the issue of a 'Q' plate and the need for IVA, of an old vehicle which does not otherwise readily fit into the system they should be accepted as a means to the end.

FBHVC is generally happy with these processes and strongly suggests applicants comply with the requirements which will make successful achievement of a registration more likely. However, at the same time, remember that a simple age-related application for an original vehicle should not be using the reconstructed classics process.





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Drive it Day

Drive it Day was again a success thanks to all the efforts of our member clubs. Facebook has many photos and movie clips of the event, to see them enter 'Drive it Day' in the search bar.

Bicester Heritage was delighted to report that they had 45 car clubs present and around 4,500 visitors. The Federation's stand there featured research director Paul Chasney's Graber Alvis and the original, now restored, TR2 belonging to Glen Hewett that made the speed record breaking run at Jabbeke in 1953. The Oxfordshire Home Guard were also present to entertain the crowds with drills and a splendid display stand.

Brooklands had so many historic vehicles attending that they spilled over into the parallel supercar event parking spaces.



Bicester Heritage Oxford Home Guard



FBHVC stand at Bicester Heritage



Brooklands



Brooklands



Brooklands



Brooklands



Brooklands



Brooklands



Brooklands

For racing enthusiast, the Vintage Sports Car Club held an event at Silverstone over the same weekend. I was able to attend on the Saturday and the spirited way some of the cars were driven added to the nostalgia factor, highly recommended.

Plus talking of nostalgia, here is an extract of the summary of the original event. *The Autocar Saturday 19 May 1900 General Conclusions Concerning the Automobile Club's 1,000 Miles Trial*

INCIDENTAL SNAPSHOTS.



A study in lamps—Mr. Harmsworth's 12 h.p. Panhard. The Brown-Whitney Steamer. Capt. Langrishe checking at Matlock. Stocks tyre repairing at Newcastle. Mr. Mann and the Marshall. The exhibition at York. Mr. Friswell repairing a puncture, which was not a puncture after all. A raid on the petrol supplies at Newcastle.

The Autocar 1900



Bromsgrove MG Owners Club

Now that the tour is over, and we who have followed it from day to day can look back calmly upon the incidents thereof and form our own conclusions upon the performances of the cars, it must be admitted that the event has been a decided success. In the first place, seeing the apathy which apparently existed throughout the country upon motor matters, we were distinctly surprised at the enthusiastic welcome accorded the autocarists at every point of the thousand miles, not only in the towns but even in the country villages. That the cars favourably impressed every onlooker can scarcely be hoped for, seeing that, following in each other's dust on dusty days, the occupants presented a decidedly dirty appearance, whilst their leather garments and varied headgear and goggles certainly did not add to their beauty. Apart from appearance, however, there is ample evidence that the public were impressed and impressed favourably, with the wonderful ease of management and the general reliability of the cars.

Here is just a sample of our member clubs' reports and pictures

Bromsgrove & District MG Owners Club was joined by members of the MG Car Club and 48 cars started the run from the Dog Inn at Harvington in Worcestershire. Tulip notes were provided for a scenic route with a stop at Burford House Garden Centre where the cars were displayed along a cherry tree avenue in full blossom. The run continued to lunch and then on through Herefordshire, over the Clee Hills for a photograph opportunity and back to the Dog Inn for post-run refreshments. Only one MGB, did not make it to the end.

Western Desert Recce Group: The photos show a couple of desert vehicles from WW1 and WW2 - a 1919 Light Car Patrol (LCP) Ford Model T and a 1943 Ford GPW jeep in LRDG guise. Over the Drive it weekend they attended and



Western Desert Recce Group



Western Desert Recce Group



Wigton Motor Club

supported the Poppy Scotland Gathering in Stirling by providing a small exhibition all about the LCP and early pioneers in desert driving.

Suffolk Vehicle Enthusiasts Club: Around 50 cars from a number of clubs set off for Snape, each with a St George flag flying. Except for a jammed starter motor requiring the AA to assist a VW Beetle owner, we all enjoyed the journey. They also enjoyed a cream tea which has become traditional for the opening event of the season for the SVEC, and the sunshine (now somewhat warmer) made a fitting end to an enjoyable day.

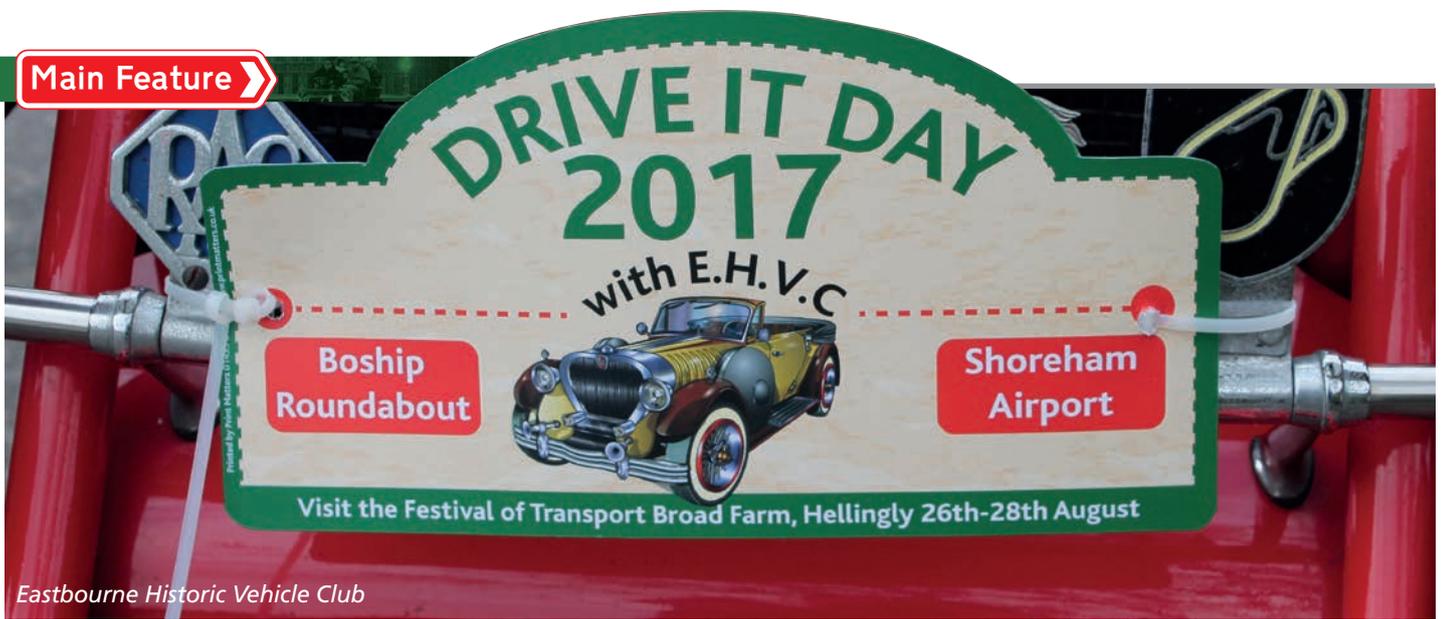
Wigton Motor Club ran the Cumbrian gathering at Dalemain with 235 cars from all over the north of England coming from as far afield as Preston, Lockerbie and Darlington. They raised £260 for Jigsaw Children's Hospice and West House charities. There were a number rare cars on display including a Turner sports car, an unusual 1970s Colt Coupe and a 1940s Wolseley police car.

20 members from the Norfolk and Norwich Rover Owners Club enjoyed a leisurely 50 mile road run around rural Norfolk to Carlton Colville Transport Museum. Car were parked alongside the museum's own exhibits and participants were given a conducted tour of the museum and the history of many of the half-forgotten exhibits on display, which included vehicles from Blackpool, London Transport and many other areas including those that operated locally in the Lowestoft area.

Eastbourne Historic Vehicle Club A splendid array of motor vehicles assembled for a long drive to Shoreham Airport. The vehicles arranged for the drive range from a 1939 Bedford medium sized truck to various private cars including a Trabant from the former Eastern German Democratic Republic. They were taken on a tour of the airport lasting some 90 minutes taking them conveniently to lunch time.



Norfolk & Norwich Rover Owners Club



Eastbourne Historic Vehicle Club

Cavalier and Chevette Club: The pictures show Vauxhall Cavalier Mk1. GLS at the Manchester Ship Canal, Ellesmere Port, parked up near the Daniel Adamson steam tug (on the Historic Vessels Register herself). Stanlow Oil Refinery visible in the background, taken at the completion of a 60-mile tour of West Cheshire. The Scottish Highlands area contact organised a multi-marque road run for local classic enthusiasts on the 'Snow Road', the A939 Grantown-Braemar road.

Yeovil Car Club put on a great display at Weymouth including Alan Hawkins' Morris proudly displaying the new Drive It Day artwork.

Cavalier and Chevette Club



Yeovil Car Club

Cavalier and Chevette Club



MEET THE NEW FBHVC SECRETARY

Meet Emma Balaam, our new secretary. It was never going to be easy replacing Rosy Pugh who for many years has been the 'acceptable face' of the Federation (the rest of us being grumpy old men!). However, Emma beat off some pretty serious competition at interview and won through.

I'm allowed to call her an Essex girl because as an Essex boy myself I would never use this as a term of derision but merely a statement of geographical location. She currently lives on the very edge of where the greater London conurbation becomes the rather pleasant Essex countryside: Upminster to be precise at the very end of the District Line. She lives there with husband, Paul and six year old son, Thomas.

Now anyone who knows Essex will know that this is serious Ford country: much as Oxford is Morris, Birmingham is Austin, Solihull is 'the' Rover and Liverpool is on strike! Literally thousands were employed by the blue oval in its vast Dagenham plant in its heyday and there were tractor plants at Basildon, a huge technical facility at Dunton and the hallowed ground of Boreham where the AVO vehicles were conceived and tested. Not so surprising therefore that Emma's previous employer was the Ford RS Owners Club, a very successful, popular and international club and a very valued FBHVC supporter. But it goes deeper than that, because Emma's Dad started his engineering career as a Dagenham apprentice and spent 45 years as a toolmaker at the company. Courtesy of the

very generous employee purchase schemes, Emma's childhood memories are littered with a succession of 60's and 70's Fords, which many now regard as the company's golden era.

The seed was sown and her passion was sealed when she met partner, Paul. A member of the RS Owners for 27 years and owner of several of the more desirable fast Fords, Emma threw herself into club scene and embarked on her own journey through RS land. First up was an RS1600i but this gave way pretty quickly to a Mk 6 RS2000 4x4. For the last eight years she has owned an immaculate 1973 Mk1 Escort Mexico. The car is factory standard save for electronic ignition and the obligatory bank of four Cibie Oscars.

But there is more to Emma than simply cars. Her enthusiasm for heritage has led her to an eclectic mix of interests. Art Deco figures strongly. In fact her entire front living room is furnished in the 1930's style. She also has a thing about 70's and 80's BMX bikes. She has two, a '79 model and an '82 model. Now here I am learning something because I had no idea how strong the heritage BMX bike scene was. Emma and Paul belong to a group that organises charity ride outs and we're talking about anything from 4-500 bikes! At Easter they all dressed as rabbits for an Easter Egg Run in aid of St Thomas's Evalina Children's Hospital. At Christmas they take part in an event amusingly entitled, the Santa Cruise!

Here's some other insights into our new secretary...

Favourite food...

Roast beef dinner

Favourite band...

Muse

Favourite marque...

Ford (pay attention!)

Favourite sport (doing)...

Horse riding

Favourite sport (watching)...

Football (former season ticket holder at Dagenham & Redbridge)

Favourite holiday...

Visiting relations in Australia

Money no object favourite car...

To look at...World Cup Rally winning Escort; to drive...Lotus Elise.





As usual the calendar of scenic tours is now in full swing and available for your enjoyment of the classic scene during the coming months. Please have a look at www.hrcr.co.uk/hrcr-championships/scenic-tours-series. Who knows, you might even find a great photo of

A short contribution from me this time as I'm currently on the London to Lisbon rally in a Porsche 911 RS in Portugal.

your car or even get a late entry on a couple of them if you're lucky.

Following my plea for more economical rallies for our younger friends in my last contribution I received an email from Graeme Forrester of Wigton Motor Club. He tells me that NESCR0 (North of England and Scotland Classic Rally Organisers) organise events just as I outlined. This is very good news and it may well be that other geographical or regional groups do likewise. If so, please let me know and I will willingly help to promote your events. We need to encourage young enthusiasts to join us in the historic vehicle movement.

Keep your eyes open for the availability of the new FIVA ID Card in July. It is designed to be document that will reflect your vehicle and become part of its provenance rather than just as an 'in' for some high-end events.

Also the new FIVA Events and Technical Codes will be available on the FIVA website in July. It's all happening within FIVA at present with a recent partnership with UNESCO also announced recently.

Drive It Day went well again this year with evermore enthusiasts on the road and great venues adding to the pleasure.

The 2017 FIVA Events Calendar is also flourishing with circa 22 international and 75 national events included. These include events from ERA, Rally Round UK and HERO within the UK. Hopefully we can maintain the momentum going forward.

Change of Address

From 1 July the FBHVC address will be

**Federation of British Historic
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**PO Box 295, Upminster,
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Email: admin@fbhvc.co.uk

Telephone to be advised – there will be a redirection on the old phone number however.



Club News

Please note that the FBHVC address changes at the end of June and amend your publication mailing lists.

First some feedback from members: in the last issue we reported 'Startling intelligence from the A40 Farina Club who tell us that there are now less than 60 still on the road in 2017'. This originated from an article from Classic Car Weekly reproduced in the **A40 Farina Club's** magazine whose large caption does indeed state that. However, the newspaper itself had committed the howler and the statement *does not represent this Club's opinion*.

Club Peugeot appreciated the centre spread on the Bristol in the last issue and report that there is an excellent publicity film on YouTube <http://youtu.be/atP0kFM-Xko> of the Peugeot 403 production line in 1954. It shows, for the period, a highly automated production line and even includes shots of producing their own nuts and bolts. The 403 was the first Pinin Farina-designed car for Peugeot (the 406 coupé was the last) and the first Peugeot model to break the one million barrier.

Finally, a correction to the reference to a chain saw attachment for a Land Rover. It was, in fact, powered by compressed air! It now resides in the **BMIHT** collection at Gaydon.

The **Sunbeam Motor Cycle Club** reminds us that Murray Walker OBE has recently celebrated his 93rd birthday. Murray, famous (notorious) for his motor racing commentaries is the son of Graham Walker, motorcycle racer and journalist, who established the club during his time at Sunbeamland in the 1920s.

The bulletin of the **Morgan Three Wheeler Club** reminds us that Redditch was the centre of the needle making industry in the 19th century – which led on to the manufacture of springs. The connection is that a Redditch company is making a batch of hairpin valve springs for the Matchless engines. The company is 180 years old and is still making needles.

There is an excellent photo-reportage of the Goodwood Festival of Speed in the

Aston Martin Owners' Club quarterly magazine which features many iconic cars.

There is a description of the installation of a four-cylinder BMW motor cycle engine in an Imp in the **Imp Club** magazine (Editor's note: I wonder if the writer is aware that combining this engine with the engine management system used on a modern Mini Cooper will give remarkable results...)

The **Light Industrial Truck Club** magazine has a feature on the extraordinary pedestrian controlled lift truck produced by Lancing Bagnall for London Transport to pick up the front of a Routemaster bus. Has anybody got one?

An interesting article in the **Riley RM Club** magazine on the subject of lead wiping reminds us that this technique is of especial interest to owners and restorers of cars with timber frames under a steel skin. The lead joints will tolerate the flexing of the body when the car is moving.

The Journal of the **Fire Service Preservation Group** has the heartening story of the 1930 Merryweather pump which is now under restoration after enduring a very traumatic last few years.

There is an advert in the magazine of the **Manchester Historic Vehicle Club** for Valvolene oils which claims that the company has just celebrated its 150th year. Is this the oldest oil company?

The **Military Vehicle Trust** magazine reminds us that 2016 was the 75th anniversary of the Diamond T truck and that 25 of them attended the Yorkshire Wartime Experience Show.

The **Southern Daimler & Lanchester Club** magazine has a short feature on the Icona Volcano, the world's first ever titanium car. Don't all rush at once with your cheque books. At the moment there is only the one and the price tag is £2.1 million. The extraordinary conversion of an Enfield 8000 into a record breaker is also recounted: this conversion which includes the starter batteries for a Bell Super Cobra attack helicopter enables this tiny car to reach 100 mph in less than six seconds whilst remaining road legal, tax exempt and free from the London congestion charge.

There is a magnificent study of Alan Sparkes' Fowler BB1 doing its bit for global warming on the cover of the magazine of the **National Traction Engine Trust**. The centre spread is equally impressive with a line-up of more than 30 engines at the World Ploughing Championships.

The **Lea-Francis Owners' Club** magazine informs us that the lap record of the Isle of Man TT course for a Lea-Francis motor cycle has been broken by John Hayes with a lap at 35 mph.

The story of the DAF Siluro is recounted in the magazine of the **DAF Owners' Club**. 2017 is the golden jubilee of the DAF 33. The current issue has an informative article on the dark arts of 'pop' riveting, pointing out that whilst they are unacceptable to your MoT man if they are performing a structural joint Concorde was riveted together.

The **London Austin Seven Owners' Club** magazine relates the story of Reinhard Heydrich's Mercedes 320 Type B coupe which was involved in the (successful) assassination attempt. After a false start, the actual car was located in a barn near Prague and it has now been restored.

Staying with Austin Sevens, the **Pre-War Austin Seven Club** magazine has a reflective article on scrap yards in the golden age deploring the change to recycling depots.

If you ever wondered what the inside of a First World War tank looked like, then the article in the **Daimler & Lanchester Owners' Club** reveals all – including, of course, the Daimler sleeve valve engine. There is also an illustrated article on the interAvto, the first sat-nav, from 1930. How many survive?

The centre spread of the **Armstrong Siddeley Owners' Club** magazine shows the impressive interior of the spares scheme stores.

The magazine of the **Standard Motor Club** informs us that the Duke of Edinburgh's first car was a 1935 Standard Nine.

There is a 1921 Austin 20 on display in the **British Motor Museum** at Gaydon. The magazine of the **Devon Vintage Car Club** tells us all about it and of the extraordinary adventures in Africa of Archibald Edmund Filby.

There is an extremely interesting and comprehensively illustrated article on the MG 6R4 in the magazine of the **MG Car Club**. There is also the sad news that the last MG3 and MG GS cars have been turned out from Longbridge, thus ending car production of the site which commenced in 1906. There will be a special 70th birthday Round Britain Rally for Y Types. The total distance will be 1,834 miles divided into 37 stages - half of which will proceed clockwise and the others anti-clockwise.

The **Talbot Owners' Club** are planning to mark the 85th anniversary of the Talbot victory in the 1932 Alpine Trial with a celebration tour starting from Reims on 30 June - 8 July.

The journal of the **Dormobile Owners' Club** reminds us that a wise man does not keep a sledge hammer and a slow computer in the same room.

A remarkable statistic is quoted in the magazine of the **H & H CV Club**. In 1890 electrically powered cars outsold other propelled cars by ten to one!

In a similar vein, the **NECPWA** magazine tells us that in life you need only two tools: WD40 and duct tape. If it doesn't move, but should, use the WD40; if it moves but shouldn't, use the duct tape.

The **Pre-1940 Morris Register** has found another of those delightful pieces of 1930's artwork from the Morris Owner magazine to grace the cover of their December issue.

There is an excellent mini-biography of motorcycle and car maestro Piero Taruffi in the magazine of the **Lancia Motor Club**.

The magazine of the **Jaguar Enthusiasts' Club** is as big and impressive as their cars. There is a feature on the four-cylinder XK100 that never went into production and which featured a 2.0 litre DOHC engine. It would appear that this power unit's brief moment in the limelight was as the power unit in the MG EX 135. And for those of you who like a challenge there is a useful and informative article on testing for electrical short circuits. Finally, there is a report on the British Race Festival held at Zandvoort in the Netherlands.

The **Allard Owners Club** certainly believe in getting amongst it as their newsletter

is full of the achievements of members using their cars in the sorts of activities for which they were intended. There is also a brief feature on the new-build Allard JR which is under construction at the Allard Sports Car works in Gloucester.

The very impressive **Rover P4 Drivers' Guild** year book has a comprehensive and beautifully illustrated feature on how to buy the best Rover P4 There is one big issue, however, windscreen replacement does present a significant problem.

Staying with Gaydon, the cover of the magazine of the **BMW Historic Motor Club** is a striking aerial photograph of the club's National Festival Centenary event - has anyone counted the cars?

There is a comprehensive illustrated report on the **Vintage Motor Cycle Club** Levis Trial in the journal of the **BSA Owners' Club**. This 90 mile road trial re-enacts the spirit of the original event where the principal trophy is a cup presented in the 1930s by the Levis Company (nothing to do with jeans).

The meticulous preparations for a tour of Spain and France with two adults and three small children in a 1929 'Chummy' (and trailer) are described in the magazine of the **Scottish Austin Seven Club**.

I'm not quite sure how I would phrase this when informing my insurance company. A member of the **Deux Chevaux Club of GB** discovered that a fox had chewed off the rubber handles for the bonnet stays during the night.

The **TR Register** have really enjoyed themselves in 2016 at the Goodwood Revival, at the International Weekend on the wide-open spaces of the Lincolnshire Showground and at the Scottish Weekend held in conjunction with the Bo'ness Hillclimb and Heritage weekend.

The **Bentley Drivers' Club** Review is full of reports of Bentleys being used with verve and vigour. From Kop Hill and AMOC Silverstone and getting down and dirty at the VSCC Welsh Trial to reports on activities in Colorado and in Yorkshire and on the first Eight-litres Rally in the Black Forest. Eight litre Bentleys would appear to be not only very impressive but very thirsty; 8.7 mpg and four litres of oil were used - but what are such trifles when set against the pleasures of motoring?

The newsletter of the **Knighton Historic Vehicle Club** reminds us of the only Olympic Games where a motoring event was included. The 1936 Berlin Olympic included a nine day 2500 mile rally. The only British entrant was Betty Haig driving a 1.5 litre Singer Le Mans. Miss Haig was the first driver to enter the Olympic Stadium and therefore was awarded the gold medal. The Singer still survives, BLN 291.

There is an interesting map in the journal of the **Austin Healey Club** showing most of the Motor Sport venues extant in 1964.

Every year we receive a weighty tome from the **Jersey Old Motor Club**. This year is extra special as it commemorates the club's golden jubilee. It makes for a really good read and includes such bon mots as this observation which is attributed to Albert Einstein, 'Any man who can drive safely while kissing a pretty girl is simply not giving the kiss the attention it deserves'.

There is a progress report on the land steam record motorcycle in the magazine of the **National Steam Car Association**.

The magazine of the **Scottish Vintage Bus Museum** lays down a bit of a challenge. A Leyland PD1A supplied new to Peterhead in 1947 currently resides in Pensacola, Florida. The owner (McGuire's Irish Bar) is willing to exchange it for another British bus. The logistics and costs would be significant, but somewhere there will be an enthusiast who likes a challenge.

There is a comprehensive report on the **Club Triumph** Round Britain Reliability Run in the magazine and a useful check list to apply to your car if you are contemplating participation in competitive or non-competitive events.

The centre spread of the magazine of the **Austin A30 -A35 Owners' Club** is a striking photograph of a seemingly immaculate four-owners-from-new AS3 that has never been restored.

There are some useful suggestions for winter storage preparations in the **Morris Minor Owners' Club** magazine plus a feature on a Morris Minor factory in Southern Sri Lanka.

The **Pre-1950 American Car Club**

magazine has photographs of the millionth Ford produced in Canada in 1931 and the twenty millionth Ford, a 1931 Model A, being driven off the line by Henry himself. It is quoted that the Model A was the first car to have safety glass in the windshield. There is also a feature on a 1929 Studebaker House Car, the precursor of today's mobile homes, in remarkably unmolested condition. It was due to be auctioned in Houston with a guide price of \$125,000-\$175,000.

Some useful information on the Zenith 24T2 carburettor in the newsletter of the **Bristol Austin Seven Club**. A cartoon in the **London Austin Seven Club's** magazine has one enthusiast telling an onlooker that he has changed so many bits that only the rust is original. The **Colchester Vintage Motor Club** newsletter tells us that at the outbreak of the Great War the French army had 265 motor vehicles whilst the British Army had none.

Foden Society News tells us that Owen Springs of Rotherham seem to be the only people who are prepared to tackle man-sized springs.

There are some misty eyed reminiscences of the 1950s Practical Motorist (Cam's Comic) in the **Micro Maniacs'** magazine.

The **6/80 & MO Owners' Club** is celebrating its 40th anniversary this year. In the latest edition of their excellent magazine the burning question of succession is posed. Many of the stalwarts involved in the running of the club are past the first flush of youth and are looking for understudies to carry on the good work and to keep the club in business. How often do we read these sentiments these days?

The journal of the **Ford Sidevalve Owners' Club** gives us the low-down on fitting the Aquaplane and the snags you might come across. There is also a useful article on converting from six volts to 12.

An abbreviated history of the Liege appears in the newsletter of the **Reliant Kitten Register** to celebrate the 21st anniversary of its appearance at the Kit Car Show and its debut in the Land's End Trial. It is believed that some 60 kits were produced and almost 50 made it on to the road. Some 21 of the beasts got together at country house hotel near Coventry for some fun and games to celebrate the occasion.

The principles of the gas turbine are outlined in the newsletter of the **Austin Big Seven Register**.

The magazine of the **British Two-Stroke Club** lists the common causes of piston circlip failure and appropriate remedies – one of which is not to re-use a circlip.

There is a comprehensive report on the Newbury Show and accompanying auction in the magazine of the **Vintage Horticultural & Garden Machinery Club**. We are reminded that the Museum of English Rural life has re-opened after a £3 million refurbishment.

The journal of the **Traditional Car Club** relates the decision by the Ford Motor Company to provide the 1970 World Cup Squad with customised 1600E Cortinas and some of them still survive. A wonderful collection of artwork graces the centre pages of the **Bullnose Morris Club** magazine. It is remarkable how such illustrations almost always seem more attractive than contemporary photographs. There are also some fascinating photographs of dealers' plates - when did this practice die out?

The **Bristol Owners' Club** Bulletin has a well-illustrated account of a 1949 Bristol 400 successfully completing the 2016 Mille Miglia whilst the **National Street Rod Association** reports on a successful expedition from London to the North Cape.

The journal of the **BSA Owners' Club** reminds us that the nine year quest to lap the IOM TT course in a race in excess of 100 mph and to *finish* has been achieved by Phil McGurk riding Dave Harrimans' machine.

There is delightful little story about a member's researches into the history of his Crayford Convertible 500 611D in the journal of the **Mk II Cortina Owners' Club**. Can you fill in any of the gaps?

There is an important article in the newsletter of the **Historic Caravan Club** which clearly describes the legal requirements for towing mirrors. There are no special dispensations for historic outfits.

There is an outline of the extraordinary achievements of the Wanderwell Expedition of the 1920s in the magazine of the **Ford Model T Register**. Sadly, the car was scrapped during WW 2 but it would seem that many of the films and the notes taken during the four years of travels across four continents have survived.

The Bulletin of the **Vintage Sports Car Club** can be relied upon to source fascinating images of motoring in the heroic era and the photograph of a refuelling stop in the 1922 GP in Strasbourg is a priceless example. The club basked in the glow of an extremely successful opening Formula Vintage event at Silverstone in April with a record number of spectators including more families than ever before, off-track entertainment, parades, concours, autosolo, a members lounge and of course, plenty of racing. The cover photograph of the **Land-Rover Series One Club** is a striking study of a Land Rover on railway wheels. There is a lot more to this than meets the eye and all is revealed inside the magazine.

There is a very useful and informative article on pre-monobloc carburettors in the journal of the **Velocette Owners' Club**.

There are some remarkable reminiscences of life in the Foden works in the War Years in the **Foden Society** News.

There is a brief account of the steam (and diesel) locomotives used within the Dagenham works in the journal of the **Ford Sidevalve Owners' Club**.

James Hewing, museum director at the **National Motorcycle Museum**, was presented with the Frank Farrington award for services to the classic motorcycle movement at the International Classic Motorcycle Show in April.



James Hewing receives the award from ex-world superbike champion Troy Bayliss



First time exhibitors at the Practical Classics Classic Car and Restoration Show, the **On-line Austin 7 Club** made a full size model of an Austin 7 Chummy in plastic and polystyrene. The tyres and

hubs were cast polystyrene, the spokes black drinking straws, and the headlights pudding basins: total weight 63 lbs, mounted on an 11 feet high number Seven. At its base an immaculate 1929

Chummy and a 1928 fabric saloon, complete with birds nest on the back bumper - in as found condition but in perfect running order.

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Ford Model A Loan Hand-Over Event

A presentation and hand over of a Ford Model A loan car took place in March at the British Motor Museum. The restored 1929 Ford Model A Phaeton was offered for loan for a year by Ford enthusiast Peter Garrett to 26 year old Richard Gordon-Colebrooke from Thame in Oxfordshire.

Peter Garrett wanted to encourage a young enthusiast into the older classic car scene, "the best way seemed to offer one of my cars for extended use rather than see it languishing through infrequent use".

Peter approached Bob Wilkinson to organise the initiative. For several years Bob has been involved through the British Motor Museum in running Classic Virgins days aimed at recruiting newcomers to the classic car scene. Bob responded by seeking interest through the classic car press.

Viewing the Model A Richard said, "I had restored a Mini which my dad bought for me when I was 11 years old... and still have it. I was keen to get into the older car scene. This

Model A Phaeton is a real beauty and I am thrilled to have this car for the year. Peter Garrett's offer is a very generous gesture."

Richard and Peter both signed a formal agreement covering car use, maintenance and insurance. Richard was able then to commence old time motoring with a promise to keep all informed of the experience over the year.

Support for the initiative came from Stewart Miller & Peter James Insurance, Longstone Tyres, the British Motor Museum and the Model A Ford Club of Great Britain. The museum including a driving familiarisation area, was an excellent venue for the car hand over.

Looking to the future Bob Wilkinson is keen to see other individuals, or clubs, following this car loan example to reach out to the next generation of enthusiasts and for others to tap into the process. Bob can be contacted on bobwilkinson49@hotmail.co.uk





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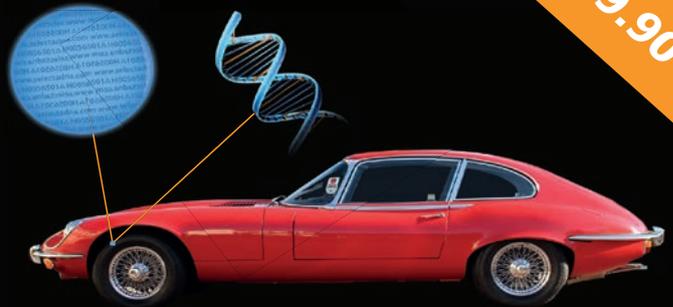
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Welcome

Welcome to the following clubs who have joined the Federation

- 1959 Mini Register
- Hereford and District Preservation Society
- Kettle Club
- Split Screen Van Club
- Toyota Enthusiasts Club
- Usk Valley Classic Car Club
- Warton Classic Vehicle Group

Trade Supporters

Welcome to the following trade supporters.

- Classic Car Developments/ Chris Draycott Motorsport
- Historic Car Parts

A complete list of all clubs, museums and trade supporters can be found on the website www.fbhvc.co.uk



Subscriptions

Many of you have already paid your club, individual and museum subscriptions – very many thanks for such prompt returns. For any organisations that have not yet paid please do note that we will have a new address at the end of June and that our bank details changed in April.

To help Emma when she takes over please, when contacting the FBHVC, don't just give your club initials – we have around 550 clubs, many with the same initials. It is very difficult to work out who you are from such limited information.

On a similar vein, clubs must take note of the instruction to return the *whole* renewal form with the payment, not just the anonymous lower half. It is not possible to process

these anonymous returns. Anyone paying by bank transfer does also need to send us remittance advice – for clubs this is the completed renewal form with the declaration of club numbers. Receipts are always sent so clubs do not need to hold back this form. Please bear in mind we are processing around 1000 payments at this time of year: we have payments without paperwork and paperwork without payments, or just anonymous payments sometimes. Please be kind to our next Secretary!

Finally, in order to save postage costs we do email receipts where possible, please make sure we have an email address at least for your club nominated contact.



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