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# news



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 4 · 2021

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## Editorial

Wayne Scott Communications Director

**W**e are finally allowed out after being 'grounded' by COVID. None of us really believes of course that it will all simply disappear overnight, but at least we can now start to learn to live with it and get the historic vehicle movement back on track.

For wider society, the pandemic has been a wake-up call to the fact that we can perhaps no longer continue to live in the way we did before. There is no doubt that the level of human consumption in the world must be reduced and our relationship with the natural world treated with more respect and care if we are to avoid repeating such disastrous episodes in the future.

Amongst all those changes though, it is perfectly possible and justified for the historic vehicle community to not just co-exist with the 'new normal' but actually thrive as an example of sustainable living and preservation of our heritage. Heritage that will be invaluable to learn from and reference as technology for transport develops.

On a level nearer to home, it is inevitable that it will be more difficult for some than others to get back to life as we once knew it. We are going to have to feel our way through the next few months and respect those who, for example, would rather continue with mask wearing and social distancing at shows, rallies and events.

The historic vehicle community also needs to continue to ensure we respond to forthcoming changes in society, attitudes and possibly even legislation

with one voice. The community risks getting confused and being seen externally as being out of touch and in dis-array unless we can make the roles of organisations within it clear and easy to understand, work together and avoid mis-information or sensationalism. It's going to be an on-going challenge with so many different stake holders in our community with different elements of it to defend. This means of course, it will be only natural that people will feel it necessary at times to fight for their own little corner of the community as things develop and society grapples with future changes and attitudes. But, united we stand – the friendships, collaborations and camaraderie that vehicle clubs and the historic vehicle community provide us with will get us through forthcoming challenges, especially if we open them up and welcome in new people from all walks of life.

The next time you hear from me, will be at our Annual General Meeting where I will be standing for election for a second term as your Communications Director. I hope to receive your support to continue to serve the historic vehicle community to the best of my abilities as we emerge into the post-COVID era. Much has been achieved and improved over the past three years, but there is still lots and lots left to do.

For whatever you have planned for the remainder of the summer season, enjoy your historic vehicle, cherish your time with it and above all else, share it and celebrate it with others. That's exactly what I will be doing.

President: **Lord Steel of Aikwood**  
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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](http://www.fbhvc.co.uk) or sent on application to the secretary.

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## Introduction

***Almost a year in as Legislation Director and it cannot be said my time has been event free even if we have all spent much of that time in some form of pandemic lockdown. Since I took up the reins, the government has legislated to ban the sale of internal combustion cars within a decade, consulted on the embryonic plans for autonomous vehicles ...oh and we left the European Union! (Well pick the actual date at your discretion!). The first two of those topics have been covered in reasonable depth but they will be a constant from now on.***

Lockdown may have reduced the number of individual legal questions, but now that we are tentatively emerging from some of the stronger restrictions, there are some issues related to exercising those freedoms, a few of which are touched on below. A couple relate to the long awaited ability to get across to the continent again and others relate to potential curbs on motoring freedoms. I also provide my customary summary of the CAZ and LEZ developments and a brief 'drive by' of an issue which was largely prompted by the expansion plans for one of those, the online petition to reduce the UK historic vehicle recognised age from 40 to 30 years. I also touch on legislative

proposals concerning a European Court of Justice insurance case which provides me with the opportunity to give a reminder. Those readers who are about to take their vehicles out for the first time in many months, as well as assuring the physical health and roadworthiness of their pride and joy, make sure all those boring legal requirements are fulfilled also; insurance and road tax if it has been SORN'd. Without being too pessimistic, it is probably worth a check of your roadside assistance cover; firstly, that you have it and that there is not some exclusion for what companies often term as 'older' or 'classic' vehicles

## Brexit

### Hurdles

The UK did exit from the EU with a trade deal ("TRADE AND COOPERATION AGREEMENT BETWEEN THE EUROPEAN UNION AND THE EUROPEAN ATOMIC ENERGY COMMUNITY, OF THE ONE PART, AND THE UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND, OF THE OTHER PART" to give it its full title) in December last year giving little time for companies and individuals alike to absorb the 1246 pages of text. Whilst obviously the Federation is concerned about and sympathetic towards businesses experiencing the extra bureaucracy and costs associated with the UK no longer being a member, they must look to professional advice for assistance because of the liabilities involved. Some of the organisations involved in the transport of goods and vehicles and several Chambers of Commerce have provided what seem to be sensible and coherent guidance on the paperwork requirements (Carnets etc.) to satisfy likely customs requirements in and outbound. Our focus has been on clarifying matters for the individual who wants to drive or trailer his historic vehicle

onto the continent. The pandemic has both prevented experience of the post Brexit arrangements and any subsequent smoothing out of difficulties as essentially there is no tourist interaction and precious few events overseas. In addition, the situation remains very fluid. For example, a study of the current government and motoring organisation websites states that insurance green cards are at the top of the list of documents required. Yet as I write this, the EU Commission is relaxing that requirement in part due to Northern Ireland Protocol issues (of which more later). We are hoping to clarify soon on the website how far if at all carnets are required for trailered cars or bikes owned by the driver of the towing vehicle given the indication that vehicles when towed behind motorhomes do not need such documentation. Ultimately it will turn on how far the customs officials of the visiting country are satisfied that you will not be parting with the vehicle on the continent trying to avoid duty which is what carnets are all about. More in due course.

## MoT

Another issue we are seeking clarification about, this time from the Department for Transport, is whether the MOT exempt status of many historic vehicles will continue to be fully recognised by our former EU colleagues. Whilst we were a member, our road traffic legislation was harmonised with other states through implementation of EU Directives. Thus, the ability to exempt historic cars from testing was covered in EU Roadworthiness Directive 2009/40/EC first implemented in the UK for pre 1960 vehicles then later in 2017 on a rolling basis for vehicles of historical interest (VHIs) subject to exceptions for our HGV colleagues. With our exit, the government guidance states that an MOT is required for international travel for vehicles over 3 years old. Ideally we would want to see the addition of 'where required' as road traffic laws were harmonised under even older Treaty law (the Vienna Convention on Road Traffic 1968) whereby so long as a vehicle complied with its domestic legislation, other countries were obliged to recognise its documents. The main issue is not whether in law a motorist is entitled to MOT exempt status overseas, but whether 'on the ground' hassle will prevail if one is not to hand. For example, you will not be surprised that European countries have applied the Directive differently; some have stuck to the pre 1960 categories for total exemption from testing and another has retained a test for vehicles over 30 years but at longer intervals than younger ones. Also, an MOT is at least some proof to insurers or authorities that a vehicle is roadworthy which could be significant in the event of an accident. Hopefully some clarity will be forthcoming with I suspect a similar injunction by the department to consider the wisdom of getting the vehicle tested before a lengthy tour overseas.

# Vnuk

Vnuk (Damijan Vnuk v Zavarovalnica Triglav), is the now notorious European Court of Justice case going back to 2014 which ruled that the EU Motor Insurance Directive extended the remit of motor insurance into uses and places of use that were beyond what had been intended. The effects of the case meant that compulsory motor cover would be required for a greater range of vehicles (simply requiring that the use is consistent with the 'normal function' of the vehicle) and for the use of vehicles on private land and not simply roads and places to which the public have access which is the traditional UK position. The Federation responded in detail to a government consultation in the aftermath of the case about the potentially adverse affect on

historic vehicles of changing the existing legislation and by the time of departure from the EU no amendment had been proposed. (WARNING bits of legal stuff coming) However, during transition, EU law as it was on exit day was retained in UK law, to be repealed or amended as and when the UK government decided. Thus, as a result of one or two UK court decisions which have followed Vnuk, there has been a declaration that UK motor insurance law is out of step with the EU Directive leaving the question open as to what should now happen. Since UK road traffic legislation has remained unaltered it is tempting to think all is well, but another camp of lawyers think legislation will be necessary to row back from Vnuk (as is happening in Europe).

Thus, a Private Members Bill has been laid in Parliament to prompt some government action. The main reason all this has not been much of a headache except for a worried insurance market, is that accidents on private land as in the Vnuk case are often covered in the UK by public liability insurance which most of us have in some way or another in house or business policies. There was therefore less impetus in the UK to extend motor policies to lawn mowers and farmer fields. However, one of the big differences between the two is that whereas motor insurance has the potential for unlimited damages, that is not generally the case with public liability insurance. We should know later in the summer which way the government thinks it needs to act.

## Clean Air/Low Emission Zones

### Truro

In the last Issue of FBHVC News, I covered proposals by the county council in North Somerset to close a network of lanes between Clevedon, Yatton, Nailsea and Backwell. Recently we were notified of similar proposals in Cornwall whereby 15 km of lanes in the Shortlanesend and Threemilestone areas of Truro are similarly intended to be closed to all traffic except for residential access by an Experimental Traffic Regulation Order for a 6 to 12 month trial. This rather confirmed the fear I expressed last time round that whilst central funds exist for such local traffic initiatives, councils would rush to copy each other to restrict access to allow greater freedoms for cyclists and pedestrians. It is clear from the Truro plans that changes in demographics have contributed to concerns about the volumes of 'rat run' traffic taking shortcuts down unsuitable byways. To be fair the councillors proposing the experimental restrictions say they are aware of the controversy attached to restricting access hence the need to consult after the experiment based on the data collected. You will recall the North Somerset proposals were withdrawn due to considerable outcry in the area and it may be similar local objections will prevent the experimental Truro Order turning into a permanent one. For reasons I outlined in the last Issue, these restrictions could affect historic vehicle operations and therefore we are watching matters with a view to intervening if appropriate.

Understandably our preference is for local democracy to decide in a way that historic vehicles can still enjoy their natural habitat. So, readers in Truro know what to do and I ask readers elsewhere to keep your eyes peeled for similar developments in your area.

### Scotland

As expected, Aberdeen, Edinburgh and Glasgow have started consultations on their Clean Air Zones. The good news is that the proposals are all in accordance with the regulations made under the Transport (Scotland) Act which will provide exemptions for vehicles defined as historic by the FIVA international standard of 30 years and utilising the EU inspired definition of a Vehicle of Historic Interest (VHI). We await further details on how the automated identification and exemption from enforcement process will work, whether by local or national registers or simply by age trusting that drivers will own up to any major modification of their vehicle!

### 30/40

With Wimbledon on the TV as I write this, the heading might seem to refer to a tennis score but it is a reference to the online petition which was started a few weeks ago and already responded to by government, asking for the Tax exemption age for classic cars to be reduced to 30 years. It is one of a number of similar petitions started since this online

phenomenon was started by a previous government. The petition's demand is oddly worded as the impetus for the change stirred on by some in the media seemed to be the imminent extension of the boundaries of the Greater London ULEZ. The headlines were that the additional daily charges would price out the younger enthusiast who would like to use their 'classic' car for commuting. Essentially if the government could be persuaded to lower the age, then a wider community could enjoy tax and charges benefits.

The Federation is anxious to ensure that the current generation of enthusiasts is replaced and supplemented by a younger one. However, the proposal is not a straightforward one in policy terms and the issues were exhaustively covered by my predecessor in FBHVC News Issue 3, 2019. All I can add to this for now is that it is obvious that we will not receive a favourable ear from government at the current time. As well as the obvious bill to pay for the Covid pandemic, the decarbonising agenda will not gel with lobbying for an extension of exemptions to a sizeable number of older non-compliant vehicles especially if used for commuting. I appreciate this is not welcome news to some, but an over dilution of the concept of a 'historic vehicle' will not assist the case for maintaining many of our existing freedoms.

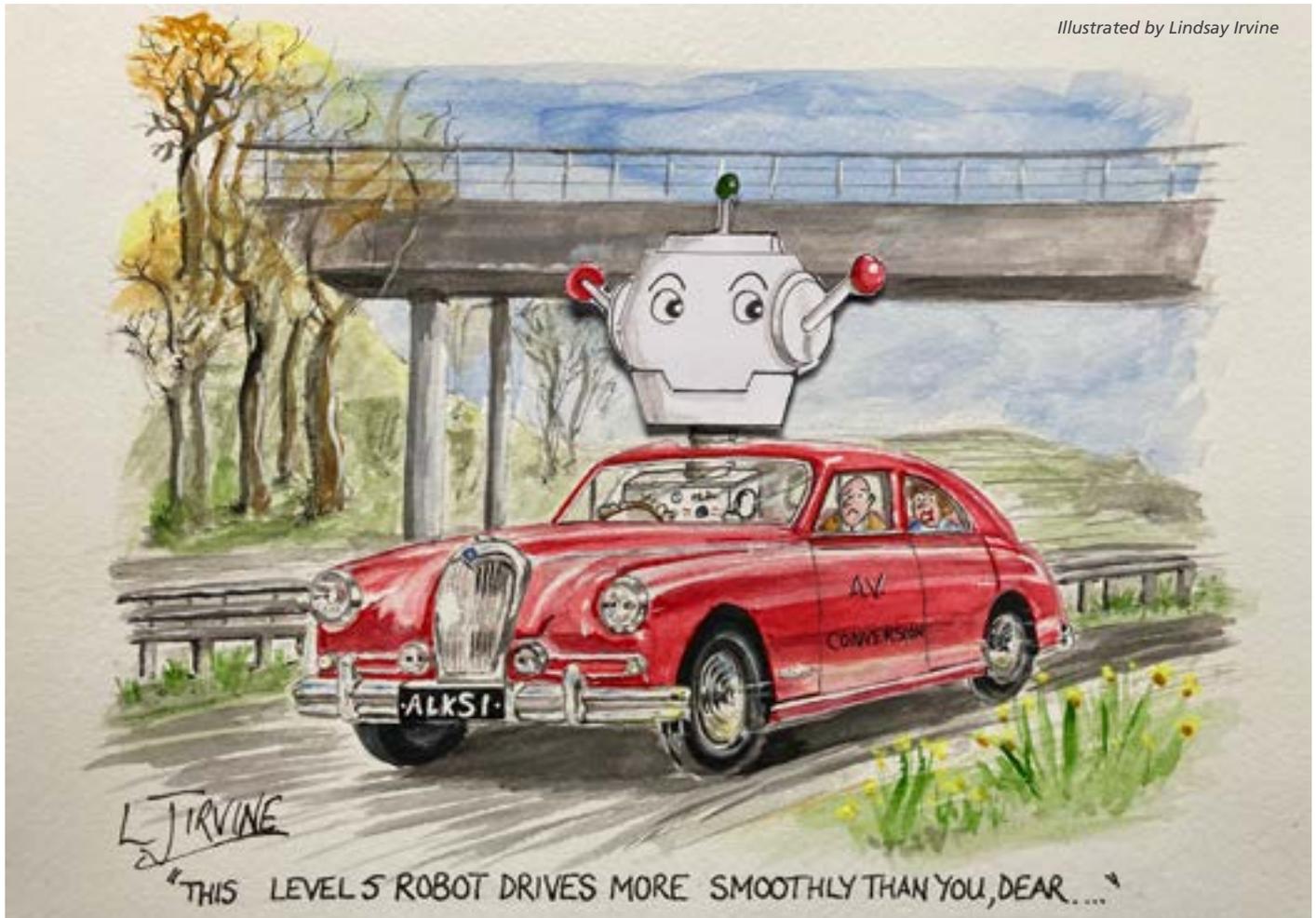


## Greater Manchester

Although a blanket extension of exemptions for younger vehicles is not actively being pursued by the Federation, where there are special cases we do. Thus in the case of the Greater Manchester CAZ consultation, we responded with a request

to consider exemptions from or reductions in charges for the younger coterie of recently retired buses to allow disabled access at shows and events. I am delighted to say that not only have they responded positively to our request but have gone

further in their final proposals for the CAZ and have alleviated from charge 'heritage buses' older than 20 years and retired from commercial service. Well done to them!



## Highway Code & Automation

In the last issue of FBHVC News, I indicated we were considering whether we needed to respond to the government consultation on amending the Highway Code to futureproof it for the great autonomous future. We did and the response is on the website. There is nothing earth shattering to report as our proposals were more aimed at improved clarity and drafting consistency. In any event our earlier substantive response to the consultation on automated lane keeping system (ALKS) technology had suggested that the government needed to go further than tinkering with the Highway Code to incentivise drivers to take back control when the vehicle demanded a transition.

I am pleased to note that whether coincidental or not, the Law Commission agrees with us! In their Consultation Paper 3 published in December last year, they seem to have picked up on the point we had made in October that a driver who fails to take back control when the system demands it should be subject to criminal liability for whatever happens whether something minor or major if it causes a pile up. There is a lot more of interest in their discussion papers demonstrating that whatever we think of this sci-fi future, there is a lot of thought going into its implications. Please let us know if you have any additional thoughts. It is coming.

## GB or not GB - that is the question

When you read about 'sausage wars' in the context of the Northern Ireland protocol, it is doubtful you would have expected that it would contribute to the 72 year old 'GB' vehicle badge being consigned to the bin in favour of a 'UK' version. It is a 1949 UN Protocol where countries agreed "The Distinguishing Signs of Vehicles in International Traffic" with 'GB' as the sign for the United Kingdom. The government's notification to the UN that from later this year it will be 'UK' could be regarded as a blow for tradition or correcting an anomaly depending on your view. The media are speculating that devolution pressures and emphasising Northern Ireland's place in the UK in the wake of sausage wars is behind this rather abrupt action. A more charitable view is that to allow further European concessions on the requirement for insurance green cards to encompass Northern Ireland, there needed to be a clearer delineator. At any rate, another issue to be aware of should you wish to cross the channel from late September.

As a starting point for this edition we should point out that at the time of writing DVLA are operating under some difficulty. DVLA staff were unfortunate enough to suffer a Covid infection rate somewhat above the national average and this has now led to a dispute. The Unions claim that the precautions taken were inadequate and negotiations have not been able to prevent a number of strikes. Whilst we do not have enough information to comment on the situation as such it is obvious that it is bound to have an impact on the work of the Agency.

It seems that effect has been greatest on the driving licence section and indeed I have some reports of registration applications still being returned with commendable promptness. On the other hand I also have a few reports of some strange decisions and dubious advice emanating from Swansea in recent weeks. For a number of reasons we all hope this can be resolved and the staff are able to take full advantage of the general lifting of restrictions.

In the last edition I reported that the Federation had responded to the DVLA CEO Julie Lennard concerning the DVLA Strategic Plan 2021 – 24. Just as I was about to send this text to Emma we received a very positive reply from Swansea and an offer of a further meeting to discuss future development of the relationship between the Agency and the Federation. We will, of course, follow this up and with a bit of luck the easing of the pandemic restrictions will permit an actual face-to-face meeting. I will report further in future editions.

As you will know DVLA have from the beginning reserved the right to inspect any vehicle for which they receive a registration application. These inspections have always been sub-contracted, most recently to a company called SGS. It appears that sometime earlier this year DVLA changed their supplier and these inspections are now carried out by a different company. I have requested confirmation and further information from DVLA but again – and presumably for the same reasons – have not as yet received a reply. There is nothing to suggest that the nature of the inspections has changed, the basic objective remains confirming that the vehicle actually exists, is what it claims to be, is substantially complete and, crucially, that chassis numbers etc correspond.

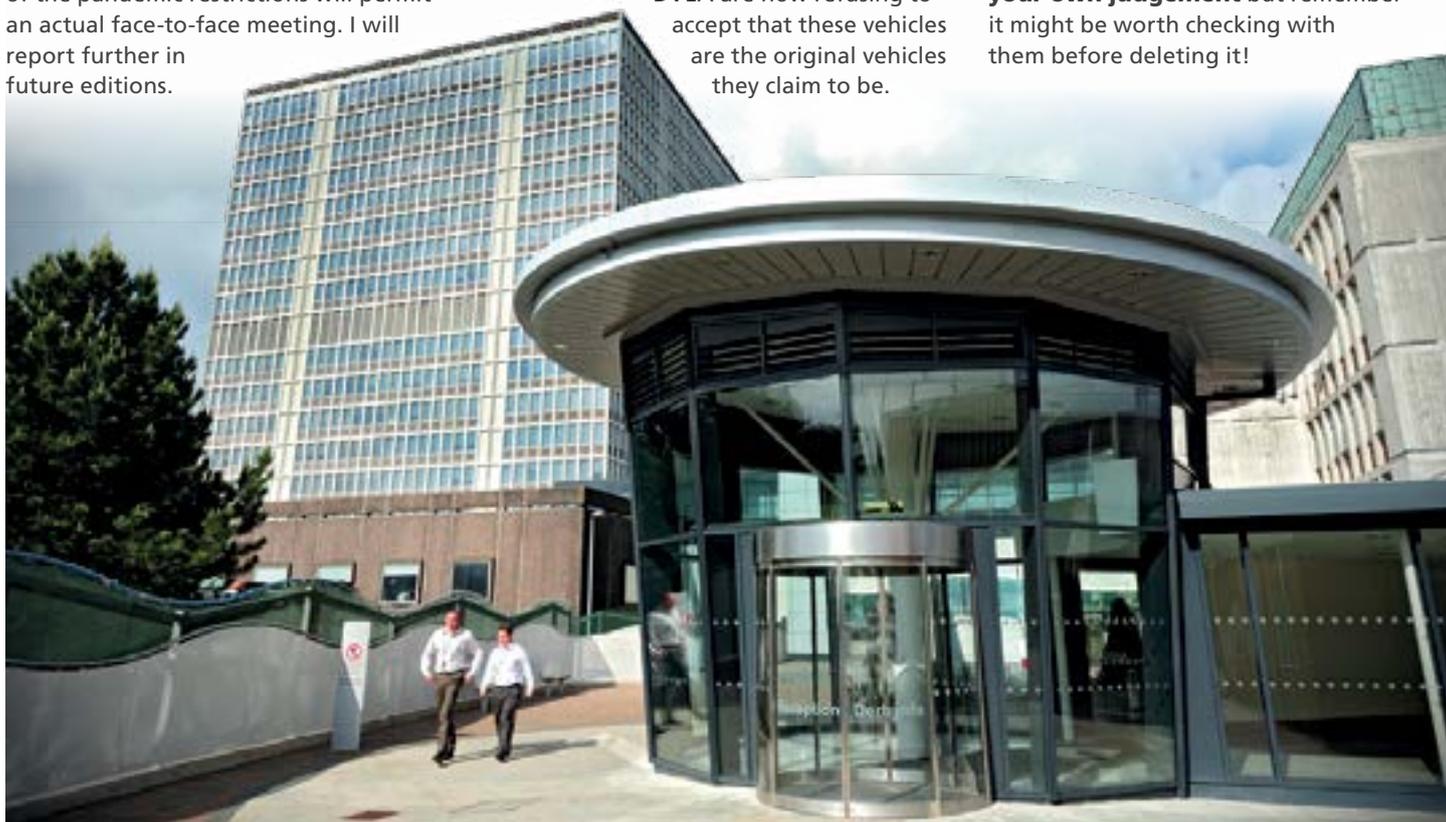
A number of items arriving in my inbox recently suggest I need to return to the subject of chassis numbers – frame numbers for motorcycles and VIN for later vehicles. The chassis number is the unique identifier of an individual vehicle allocated by the manufacturer and in effect DVLA issue registrations to chassis numbers. So it is not unreasonable that if the chassis number changes, for whatever reason, DVLA consider it to be a fresh vehicle and the old registration no longer applies. One particular manifestation of this has come to light recently with a few restorations where the chassis plate, the only location where the chassis number is marked on the vehicles in question, has been replaced in the course of restoration.

DVLA are now refusing to accept that these vehicles are the original vehicles they claim to be.

Now, without going into detail here on cases that are probably not finally resolved, I believe that in some instances DVLA are being unreasonable in terms of rejection of other valid evidence. Even so, one can appreciate the problem they are faced with given their statutory duty to maintain an accurate record. So I would stress – remember the sanctity of the chassis number. That number is the vehicle and if that number is in doubt for any reason so too is the identity, and possibly the authenticity, of the vehicle. That simple truth should be remembered throughout any restoration or repair work.

I will close with a topic which I feel I need to approach with some caution as I do not wish to be the cause of anyone getting ‘scammed’ nor of anyone’s computer becoming infected. A member club very public-spiritedly forwarded to Emma an email they had received purporting to come from DVLA because they considered it looked suspicious and they wished to warn others. To my inexpert eye I had to agree, it did indeed appear a little strange. However, after checking with DVLA it transpired that it was entirely genuine but because of some confidential content it was sent in an encrypted form. The club in question then made contact with DVLA and were in fact able to assist them with a query which is good for the reputation of the club in question and of the movement as a whole.

So, if you receive an unusual looking email apparently from DVLA please **make your own judgement** but remember it might be worth checking with them before deleting it!



Since Nigel Elliot became the FBHVC's fuel specialist he has completely updated the 18 pages of material on fuels on our website. Hopefully you have all taken a moment to look. If not, we urge you to do so.

Nigel has recently provided some further advice on ethanol with respect to fuel additives. Please read below:

## Ethanol and Aftermarket Fuel Additives

There are three key areas of concern with Ethanol compatibility with historic and classic vehicle fuel systems:

1. Corrosion of metal components
2. Elastomer compatibility - swelling, shrinking and cracking of elastomers (seals and flexible pipes) and other unsuitable gasket materials
3. Air/fuel ratio enleanment

### Corrosion of Metal Components

Ethanol has increased acidity, conductivity and inorganic chloride content when compared to conventional petrol which can cause corrosion and tarnishing of metal components under certain conditions. These characteristics are controlled in the ethanol used to blend E5 and E10 European and UK petrol by the ethanol fuel specification BS EN15376 in order to help limit corrosion.

Corrosion inhibitor additives can be very effective in controlling ethanol derived corrosion and are recommended to be added to ethanol in the BS EN15376

standard. It is not clear if corrosion inhibitors are universally added to ethanol for E5 and E10 blending so as an additional precaution it is recommended that aftermarket corrosion inhibitor additives are added to E5 and E10 petrol.

These aftermarket ethanol corrosion inhibitor additives often called ethanol compatibility additives are usually combined with a metallic valve recession additive (VSR) and sometimes an octane booster and have been found to provide good protection against metal corrosion in historic and classic vehicle fuel systems.

### Elastomer Compatibility

As the ethanol molecule is smaller and more polar than conventional petrol components, there is a lower energy barrier for ethanol to diffuse into elastomer materials. When exposed to petrol/ethanol blends these materials will swell and soften, resulting in a weakening of the elastomer structure. On drying out they can shrink and crack resulting in fuel leaks.

Some aftermarket ethanol compatibility

additives claim complete protection for operating historic and classic vehicles on E10 petrol. The FBHVC is not aware of, or has tested any additives that claim complete fuel system protection with respect to elastomer and gasket materials for use with E10 petrol. The FBHVC therefore recommends that elastomer and gasket materials are replaced with ethanol compatible materials before operation on E10 petrol.

### Air/fuel Ratio Enleanment

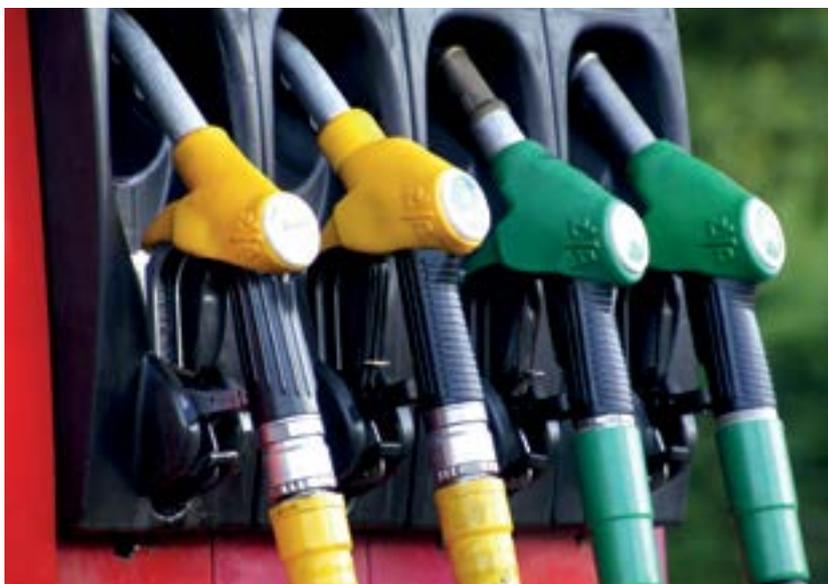
Ethanol contains approximately 35% oxygen by weight and will therefore result in fuel mixture enleanment when blended into petrol. Petrol containing 10% ethanol for example, would result in a mixture-lean effect equivalent to approximately 2.6%, which may be felt as a power loss, driveability issues (hesitations, flat spots, stalling), but also could contribute to slightly hotter running. Adjusting mixture strength (enrichment) to counter this problem is advised to maintain performance, driveability and protect the engine from overheating and knock at high loads.

Modern 3-way catalyst equipped vehicles do not require mixture adjustment to operate on E10 petrol because they are equipped with oxygen (lambda) sensors that detect lean operation and the engine management system automatically corrects the fuel mixture for optimum catalyst and vehicle operation.

## Operating Classic & Historic Vehicles on E10 Petrol

If you should decide to make the necessary vehicle fuel system modifications together with the addition of an aftermarket additive to operate your classic or historic vehicle on E10 petrol. The FBHVC strongly recommends that you regularly check the condition of the vehicle fuel system for elastomer and gasket material deterioration and metallic components such as fuel tanks, fuel lines and carburettors for corrosion. Some plastic components such as carburettor floats and fuel filter housings may become discoloured over time. Plastic carburettor float buoyancy can also be affected by ethanol and carburettors should be checked to ensure that float levels are not adversely affected causing flooding and fuel leaks.

Ethanol is a good solvent and can remove historic fuel system deposits from fuel tanks and lines and it is advisable to check fuel filters regularly after the switch to E10 petrol as they may become blocked or restricted. If your vehicle is to be laid up for an extended period of time, it is recommended that the E10 petrol be replaced with ethanol free petrol which is available from some fuel suppliers. Do not leave fuel systems dry, as this can result corrosion and the shrinking and cracking of elastomers and gaskets as they dry out.



## Events

**It is official - we can restart our club activities from 19th July in England, and hopefully the other home nations will follow in quick succession.**

Demand is likely to be very high for whatever events you and your club are planning to run, and there are bound to be weekend date clashes between clubs as well. As a result entrants may be spoilt for choice so make sure your club actively promotes its 'new' calendar via whatever media channels are available to you. E-shots tend to work well within the existing club membership, whereas social media and websites have a far greater reach - which is especially important when you are looking to find new (and younger) members or elicit entries from outside of your own club.

If your club needs advice about promoting the club, your events or similar then please contact us and we will help as best we can. A good place to start is having your club events published in the FBHVC Calendar, so please liaise with Emma to make sure your events are visible to all our members and visitors to the FBHVC site.

Also, please do not forget our Historic Vehicle Museums who are reopening and need your custom to help rebuild their business and repair their finances. Check our website <https://www.fbhvc.co.uk/museums>

Please also support our Transport Museums. Details can also be found on our website [www.fbhvc.co.uk](http://www.fbhvc.co.uk)

## Motorsport UK Update

### Brexit & overseas events continued

The ATA Carnet situation is better understood now as regards the consequence of the UK becoming a third country and the consequent customs checks, and costs, that ensue as a result.

For Competition Vehicles (e.g., not road legal) the discounted MSUK and ACU arrangement made with the Greater Birmingham Chamber of Commerce appears to be working as planned.

Also, the specialist handling/transport companies are well adapted to the UK/EU ATA Carnet scheme and will manage the whole shipping process on your behalf – at a price, but with peace of mind too.

If you are driving your own road legal vehicle through customs, then, as a tourist, an ATA Carnet is not required. However, some additional questions have arisen regarding the driving of a UK registered VHI (Vehicle of Historic Interest) into the EU without a current MoT. Although not legally required in the UK the FBHVC are recommending that you do have your VHI MoT'd and include proof of this in your document pack when visiting the EU.

There is also confusion regarding the Green Card requirement, do we, or don't we need to have one? Hopefully by the time you read this we will have a definitive answer, but again better to be safe than sorry so please contact your insurer and take their advice.

The FBHVC will continue to monitor developments and provide further updates and clarifications as and when these 'teething issues' get resolved. In the meantime, please use the links below to keep up to date with the latest advice from Motorsport UK and the two Chambers of Commerce.

<https://www.motorsportuk.org/the-sport/brexit-transition/ata-carnet-to-europe-faqs/>

<https://www.motorsportuk.org/movement-of-motorsport-vehicles-post-brexit/>

**ATA Carnet | What is a Carnet? | Carnet Application Form | GBCC ([greaterbirminghamchambers.com](http://greaterbirminghamchambers.com))**

<https://www.londonchamber.co.uk/export-documents/ata-carnet/>

## Heritage Open Days are in action again this year

Historic activities and properties up and down the country that are normally closed to the public, or those which normally have an admission fee, are open to the public free of charge. The 2021 dates are 10th – 19th September.

The Federation is keen to link historic vehicles with the well-established heritage world that concentrates so much on historic houses and gardens.

FBHVC has a small team with specific responsibility for heritage matters who encourage the staging displays of appropriate historic vehicles at as many of these venues as practical. For more information contact the Secretary, however in essence the idea is for clubs or club sections to identify a location of interest and make contact direct.

To find a location go to: [www.heritageopendays.org.uk/visiting/advanced-search](http://www.heritageopendays.org.uk/visiting/advanced-search)

Also on Facebook: (20+) Heritage Open Days | Facebook

Instagram: Heritage Open Days (@heritageopendays) • Instagram photos and videos

YouTube: (1403) heritage open days uk - YouTube

Twitter: @heritageopenday



## Archives

In recent weeks we have received a growing number of club enquiries related to copyright and which relate mainly to what a club can and cannot do with images and technical information they have without the fear of being taken to court.

Copyright is an immensely complex subject, so we have decided to work with a specialist copyright consultancy to create

a briefing document that is relevant to vehicle clubs. This will hopefully broaden your understanding, correct some of the copyright myths that exist and steer you on the right course to keep you out of trouble.

Our aim is to publish this document on our website in the next couple of months and we will advise you once it goes live.

Discussions are also still continuing with a number of club committees related to their archives and we are trying to help them find the best option for their club.

If your club committee still needs to review its club archive and identify the best way forward, we are more than happy to answer any questions you have on what to do - so do not be afraid to ask.

## Museums

We talked about our Museum Action Plan in the last edition and the help we wanted to give Museums as they start to recover from their COVID-19 closures. I am pleased to say we have had a great reaction from the museum community, and many have already signed up to the programme whilst we are talking to numerous others who about joining us.

It's great to see you all starting to return to events again and I was pleased to be part of a great turnout at the Jaguar Breakfast Club event held in May at the British Motor Museum at Gaydon, where there must have been over 100 cars and owners for a very relaxed, but totally COVID safe experience in the Museum, Collections Centre, and the Café.

Being keen to see what plans some of our member museums have for the Summer I firstly spoke to Katie Stanley, marketing manager for the Haynes International Motor Museum who told me that the Museum reopened its doors in May, delighting visitors with several new exhibitions which had been carefully curated over the last year and which comprise of:

### **WILLIAMS F1: THE DRIVERS AND THE DRIVEN**

This exclusive exhibition uncovers the story of Williams Racing across decades of cutting-edge Formula 1 competition. Some of the most iconic Formula 1 cars in Williams' history are on display, such as Nigel Mansell's FW14 'Red 5' and Damon Hill's FW17.

Using historical artefacts, photography, and footage from the Williams F1 Heritage collection the exhibition captures the incredible history of Williams and the excitement of the sport in a way that no matter what the visitor's knowledge of F1 may be, there is something to learn and enjoy throughout.

The exhibition also shines a spotlight on the wider story of the sport as a whole, changing beyond recognition over the years, from a minority interest for the true enthusiasts into a global phenomenon rivalling the Olympics in terms of popularity.

To highlight this, hands free interactives and integrated displays explore the wider connected stories surrounding the history, glamour, and culture of Formula 1.



### **JOHN HAYNES OBE: THE MAN, THE MANUALS AND THE MUSEUM**

Just 135 years ago the first 'car' road trip occurred and since that moment there has always been a special place in our hearts for the motorcar. John H Haynes's love for motoring became the driving force behind the hugely successful Haynes Manuals, the global go-to guide for car and motorbike owners.

Showcasing artefacts from John's life and a selection of cars that defined key parts of the story, this special exhibition explores: 'The Man', John's life, his energy, the support of his wife Annette and his love of people and life; 'The Manuals', the petrol-head entrepreneur feeding a new culture of hands-on enthusiasm for repairing your own vehicle and of course 'The Museum', his legacy, the cars and the stories behind them.

A miniature exhibition of David Hayward 1:12 scale models which were commissioned by John also forms part of the exhibition. Each model is an exact replica of a car that can be found in the Museum's vast collection.



### **ENZO FERRARI: THE MAN AND THE MACHINE**

This fresh interpretation of the Museum's Ferrari display showcases the beauty, performance, and distinctive elegance of this iconic marque.

Ferrari is one of the world's most recognised brands and conjures images of luxury sports cars designed to win on both the track and on the road, but this exhibition also explores the origins of the brand with the tale of the ambitious, young Enzo Ferrari in both words and film.

Visitors can discover what lies beneath the shiny metal, where the name Ferrari 'Dino' originated and the legend of the prancing horse and the Museum have a large number of Ferraris in its collection and visitors can get close to cars such as the 1960 Ferrari 250 GT Cabriolet, 1997 Ferrari 456 GTA and the 2000 Ferrari Modena 360 Spider.

If you plan to visit the Museum which is located just off the A303 in Somerset, its open every day from 10am. All exhibitions are included as part of a normal Museum entry fee, but Pre-booking is recommended More details on their website [www.himm.co.uk](http://www.himm.co.uk) or call 01963 440804.

I also spoke to Hannah Jacobs at The British Commercial Vehicle Museum, which is located just 3 minutes from the M6 at junction 28 signposted for Leyland so it makes a great stop off if you are travelling along the M6 in that area and they have a great café too!

This museum building was formally part of the Leyland Motor's factory and in period housed the Customer Inspection Department where both lorries and buses received their final inspection before delivery. It was transformed into a museum in 1983 and houses a vast array of items ranging from the bygone days of horse drawn carriages through to the state-of-the-art power trucks where you will discover a visually rich array of buses, fire engines, delivery trucks and even an incredibly unique lawnmower.

They also have an archive which holds comprehensive records dating back to the 1890's. These include thousands of photographs, technical publications and engineering drawings which provide a concise history of vehicle development by such famous names as Leyland, Albion, AEC, Maudsley, Thorneycroft and Scammell lorries and the museum holds many examples of these vehicles too. If you wish to visit the archive as well as the museum you just need to tell the reception desk team on arrival.

The Museum and Archive are open from 10am – 4.30 pm Tuesday to Sunday and full details can be found on their website: [britishcommercialvehiclemuseum.com](http://britishcommercialvehiclemuseum.com) or call 01772 451011.

I recently visited the opening of a new museum exhibition entitled Healey – Cars for Speed & Glamour put on by Heritage and Culture Warwickshire which tells the remarkable story of the Donald Healey Motor Company. It contains rarely seen archive material, photographs and artefacts and some great oral history from ex-employees. It is located in the Market Hall Museum in Warwick and the exhibition is on until Spring 2022 and is well worth a visit.

The exhibition has been organised jointly by the Museum and the Warwickshire County Records Office who were approached by members of the Healey family in 2014, regarding the transfer of archive material that had been retained by Geoffrey Healey. Through fundraising and a big grant from the Heritage Lottery Fund, as it was then called, they managed to purchase the collection.

Whilst the exhibition is just a small part of the collection you can also visit the Records office in Warwick to view the whole collection which encompasses material from the beginnings of the company in 1945 (in fact there is some printed material covering some of Donald's motoring exploits before the war) up to the activities of Healey Automobile Consultants still in operation in the 1980s.

One of the strengths of the collection is what it reveals about Donald and Geoffrey Healey's post

Jensen activities including records on a Canadian car project, the Fiesta Healey, some designs for Saab and a project relating to the generation of electricity through wind power.

There are hundreds of photographs of various Healey models including action shots, manufacture of the vehicles, celebrities, and the Healey family. Some of these images were used in books written by Geoffrey Healey but many have never been in the public domain including research and development work and the racing heritage and again if you are in the area well worth making an appointment to visit.



**Full details of all our member museums are contained on our website, and the list is growing weekly, so have a look at**

**[www.fbhvc.co.uk/museums](http://www.fbhvc.co.uk/museums)**

**and start planning your trips out over the summer**



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# New Era for Duckhams Oils Brand



- Duckhams brand re-launch for Europe
- New Brand Licensee deal announced consisting of 47 European countries including Russia
- New Duckhams brand website launched

Duckhams is pleased to announce its appointment of Moove Pro-Brands as the exclusive manufacturer and marketer of Duckhams lubricants, across 47 European countries including Russia.

Founded in 1899, Duckhams has been a leading lubricants technology brand throughout much of Europe for most of the 20th and 21st Centuries, with a significant brand presence in many forms of motorsport.

Jabir Sheth, Duckhams Chairperson Commented on this occasion: "The team at Duckhams is extremely excited in Partnering with Moove Pro-Brands, having carefully evaluated several companies Moove Pro-Brands stood out in terms of professionalism, enthusiasm and commitment for Duckhams: together, we hope to achieve the leading position in Europe in automotive lubricants."

Mike Bewsey, Moove Pro-Brands spokesperson commented: "We're

thrilled to have been trusted to re-launch and re-invigorate the iconic Duckhams brand across Europe. In spite of a brief market absence, our data shows time and again that Duckhams is still one of the most recognised lubricants brands amongst automotive consumers and trade professionals alike."

Founded in 1899 by British chemist Alexander Duckham, the history of Duckhams oils includes pioneering engineering developments in aviation, breaking land speed records and a prestigious motorsport heritage – over the years, some of the greatest names in motorsports have relied on Duckhams: Graham Hill, David Coulthard, Eddie Irvine, Nigel Mansell, Martin Brundle, James Hunt and Ayrton Senna, to name just a few on four wheels. On two wheels, Paul Smart, John Cooper, Ray Pickrell and Dave Crockford trusted Duckhams to support their success.

Mike Bewsey continues: "With a newly developed range of OE approved oils – offering coverage of the latest vehicles, a striking new brand image and packaging both reminiscent of the traditional identity and appealing to modern consumers alike, the Duckhams brand story is as much about the future as its rich and colourful past."

Mr. Sheth added "For Duckhams, Moove Pro-Brands is the perfect partner with outstanding lubricant technology and marketing expertise. We hope to deliver outstanding quality and service to our customers and help them grow their business."

For more information about the latest Duckhams brand and range development, visit the new Duckhams.com site; to investigate distribution possibilities in Europe, please contact Moove.



# 1972 Wings Tour Bus WNO481 Transported from Devon to Essex

On 4th July 2021 we travelled 250 miles from London, UK to near Exeter in Devon, UK. The Mission: To shadow the 1972 Wings Tour Bus WNO 481 and film it being transported to its next workshop near Clacton, Essex, UK almost 300 miles away.

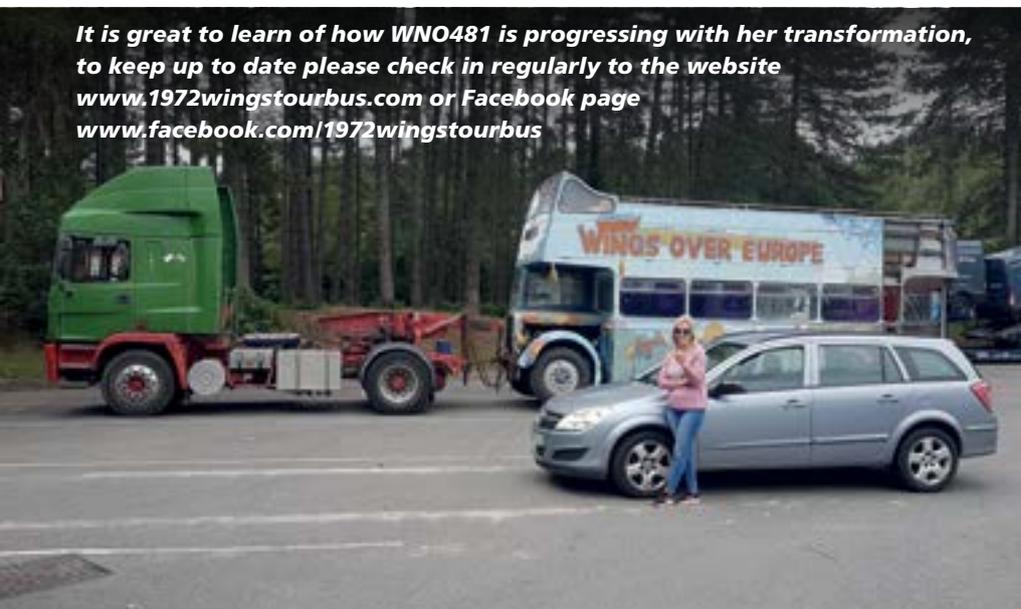
It was to be a Hard Day's Night 5th July 2021: After almost 300 miles of eventful driving and filming we arrived at our destination near Clacton. The bus was carefully driven into its garage and we headed back to London, tired but happy. Mission accomplished. Bus safely transported and lots of great footage in the can. Once back in London we totted up how far had been driven: 627 miles. It really was A Hard Day's Night!!! Well done Rose, well done Pete... Great driving made this video possible.

[https://www.youtube.com/watch?v=mw\\_3l3i77wA](https://www.youtube.com/watch?v=mw_3l3i77wA)

Hope you enjoy the video, we enjoyed making it.



**It is great to learn of how WNO481 is progressing with her transformation, to keep up to date please check in regularly to the website [www.1972wingstourbus.com](http://www.1972wingstourbus.com) or Facebook page [www.facebook.com/1972wingstourbus](http://www.facebook.com/1972wingstourbus)**



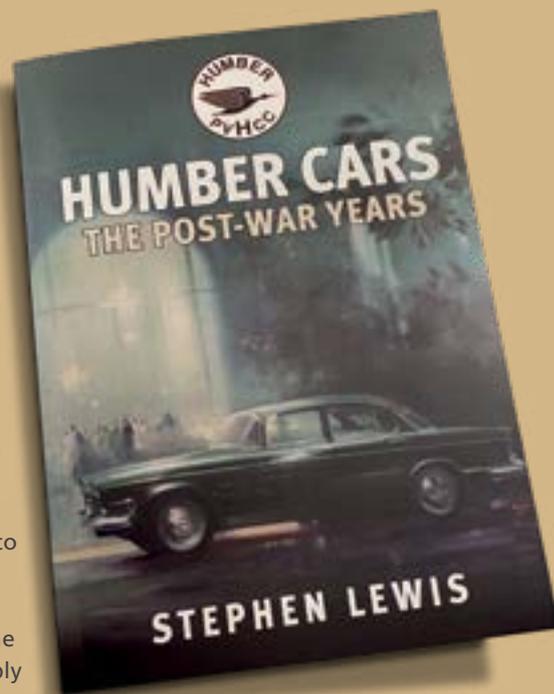
# HUMBER CARS: THE POST-WAR YEARS

By Stephen Lewis  
Amberley Publishing,  
Stroud, England, 2021.  
ISBN: 978-1-4456-9758.

The British are famous for supporting the underdog. Yet, whilst the famous names of the post-war British car industry are well-known and respected, with prestige products from Jaguar, Rover, Triumph and other makers revered and drooled over – how many remember Humber? Make a careful evaluation of the production standards of an early sixties Super Snipe and a large Jaguar of the same vintage, and you might find yourself surprised. Stephen Lewis's book might help to explain why.

Lewis sets the scene in a brief introduction, in which we meet the Rootes brothers and their inevitably Coventry-based factory. He tells how wartime brought enforced changes of direction for that factory, with chapter one revealing how Humber then reasserted itself in the years immediately following the conflict. One wonders how motoring history might have been different had Billy Rootes been offered not just the VW factory but the car as well after the war... Chapter two examines the 'Mark' cars, with prestige and ceremonial models featuring highly, alongside bizarre rubber-winged London newspaper delivery vans and pick-ups which were 50% bonnet. The 'Series' cars, American-influenced and now sporting a monocoque, form the focus of the book and are followed with a chapter describing the intriguing experiments with V8 power. 'Audax' and 'Arrow' platforms, along with the Sceptre, conclude the story, followed by a table of chassis numbers and a brief mention of clubs and support for the present-day owner.

This book is very well written and is an easy pleasure to read. Marque histories are not easy things to write without descending into a list of models, but Lewis keeps his story interesting and varied, each section being of the right length to inform



without descending into tedium. The PVHCC and the Rootes Archive have clearly been major sources and there is much new material, particularly images. Production is of a high standard, with just one minor caption hiccup and the odd misplaced word. Photographic reproduction is excellent, with the use of period promotional material helping greatly to set the context.

Due to a wager made at medical school, I have owned a Sceptre, Hawk, several Super Snipes and an Imperial over the years. I know how incredibly well-engineered these cars are, having once driven the mighty Imperial 350 miles home from Cornwall with a 1" diameter hole in the crown of no.6 piston, cruising at an easy 70 in great luxury all the way. Underdogs or not, these are truly great cars which do not have the following they deserve. Maybe the advent of the uncompromisingly European Rover P6 and, later, the XJ6 were the final nails in the large Humber coffin, as the influence of transatlantic styling waned: but this book rightly celebrates the sheer quality of engineering and build – and bemoans the sad demise – of a truly under-rated marque.





*This is arguably the largest event of its kind in the North of England, with around 50,000 visitors. Make a date for Fleetwood Festival of Transport 2022, whether you're an enthusiast or just enjoy a great day out.*

Also known as Tram Sunday, the event first took place in 1985 as a part of the celebrations for the 100 year anniversary of Blackpool trams. It has continued to develop over the years to include any form of transport. Classic cars, motorcycles, commercial vehicles and buses are included, plus of course, the trams.

Its popularity has increased through the years with transport enthusiasts and local residents. With a new management team in recent years, the festival has grown with the inclusion of further attractions.

Including the incredibly popular professional street artists, which have made the event bigger and better!

The event occupies much of the long and linear centre of the historic town. The main street was once the only one in the UK to share space with the tram network – until the new modern light railways made a return to numerous other towns. >>>

# MAKE A DATE FLEETWOOD FESTIVAL



# FOR FESTIVAL OF TRANSPORT



You can catch a Blackpool Transport Heritage Tram (or a modern service tram) from nearby Blackpool to the edge of this event. However, on the day you won't be able to travel along the high street, which is due to where this huge event takes place.

Closing the whole town centre also makes plenty of space for the hundreds of transport exhibits which attend each year. From steam engines to historic buses. Vintage commercials to historic cars and motorcycles. Plus, an impressive attendance from modern day enthusiast clubs – keeping the passion alive for owning unusual vehicles.

Running from the edge of the festival in Fleetwood through Cleveleys to Blackpool, the Heritage Trams are immensely popular and a wonderful addition to your day. You can also enjoy a static display of Heritage Trams near to the historic Upper Lighthouse at Pharos Street. Along with the internationally renowned Fisherman's Friend lozenge. Lighthouses are something else which Fleetwood is famous for. Both to have the first screw pile lighthouse in the world and the only place to have three such structures which work together to guide ships safely to port. >>>





The full road closure enables an impressive morning and afternoon parade to take place, made up of exhibits and performers which you can see individually throughout the day. In addition, the whole family can enjoy transport themed arts activities, thanks to a collaboration with Arts Council funded SpareParts Festival.

The SpareParts Festival ran for the first time in conjunction with the event in 2014. It added the exciting, transport themed professional arts performances, entertainment and displays.

Browse plenty of side stalls, many of which also have a transport theme too. Enjoy live music and entertainment, sample something tasty from one of the food vendors and even enjoy fairground rides.

There's no charge for admission. The free annual event is organised by a volunteer team which is a must-see visit for anyone living near or further away. It is an amazing experience, to see a town full of people having a great time, and such a friendly, good natured atmosphere. Make a date for 17 July 2022, we hope to see you there!



MORE INFORMATION ON THE EVENT CAN BE SOURCED VIA  
[WWW.FLEETWOODFESTIVALOFTRANSPORT.CO.UK](http://WWW.FLEETWOODFESTIVALOFTRANSPORT.CO.UK)



## Welcome

A very warm welcome is offered to our newest Members & Supporters: **Vauxhall Owners Club (1903-1957), Milford Vintage Engineering Ltd, Behind the Scenes Events Ltd,** and **DWH & Son Auto Restorers.** We have also had many Individual Supporters who have recently subscribed to the Federation to support the work we do in keeping our historic vehicles on the roads. We hope you all enjoy your subscription over the coming year.

## FBHVC News Articles

Please keep sending in your interesting features for FBHVC News. We'd love to especially love to receive copy on motorcycles, buses and coaches, military, steam and agricultural vehicles. Details can be sent via email to **secretary@fbhvc.co.uk** Alternatively you can send them via post to **FBHVC, PO Box 295, Upminster, Essex, RM14 9DG.**

## Recent Press Releases & Information

Hopefully you have all received the latest important information issued on the following subjects. If not, please let me know and I can arrange to send you another copy.

### Data Protection & GDPR Important Information from the FBHVC

The General Data Protection Regulation came into effect in May 2018 and the Federation commissioned Nettitude to produce a guide to the new legislation for historic vehicle clubs. We commissioned Nettitude to write an update which was mailed to you on 30 April 2021.



### Drive it Day to fund One Unforgettable Day for NSPCC Childline®

A Press Release was issued on 11 May 2021 detailing Drive it Day's achievement to fund One Unforgettable Day for NSPCC Childline®. **The donation made to Childline® has now increased to £40,310.**



### Museum Action Plan & New Interactive Directory

A press Release was issued on 17 May 2021 announcing the Federation's Museum Action Plan and new interactive directory which is available for all member museums.



### FBHVC Historic Vehicles - The Facts!

The Federation prepared and sent a summary document on 2 June 2021 containing the facts about historic vehicles and market statistics. This proved very popular with many clubs contacting the office requesting a print ready document to publish in their own magazines and newsletters.



### Safeguarding Information

In response to some requests from members on Safeguarding we sourced some important information and shared it with you all on 30 June 2021.

Safeguarding refers to the process of protecting children and vulnerable adults and providing them with safe, effective care and ensuring they come to no harm.

Every organisation who comes into contact with children (and/or vulnerable adults) needs to have a safeguarding and child protection policy statement, which details their commitment to protecting children from harm. You may think this does not apply; however, you may need to think about who you have as members and supporters of your organisation. Do you offer junior memberships? Do you offer activities which children take part in? Could you have any members who could be classed as vulnerable?

As a result of our charity partnership with the National Society for the Prevention of Cruelty to Children we are pleased to make available materials from their 'Learning' facility. Details can be found on our website <https://www.fbhvc.co.uk/safeguarding>



*In addition to your renewal notifications you will have also received a letter from our Chairman David Whale explaining what the Federation has been up to over the last year. The work coming through to myself in the office dramatically increased, which I can only assume was due to COVID and many governmental organisations being closed. Also with more time on people's hands being in lock down more enquiries and questions were received. This is a huge side of the Federation you do not get to see, and I thought you may like to be party to a tiny fraction of the enquiries received and answers provided by our dedicated team of volunteers who run this worthwhile organisation.*



## Question

Hello, I am after some advice as the gov.uk website cannot help me. I have a boat which runs a sea tiger pre cross flow engine which is basically a pre-1967 Ford Anglia 105e and am trying to find if it will run on E10 fuel or not. Please help.

## Answer

The basic Ford 105e engine is not suitable for E10 petrol for a number of reasons and Super E5 Unleaded petrol should be used unless the fuels system and engine is modified to be E10 compatible:

1. The cylinder head is iron without hardened valve seats and not suitable for unleaded petrol, base case. Hardened valve seats can be fitted or a valve seat recession additive added to the petrol to allow operation on E5 and E10.
2. The carburettor accelerator pump diaphragm, float needle valve and seals and gaskets may not be compatible with E10 and could leak. It may be possible to purchase an aftermarket overhaul kit with E10 compatible components or change the carburettor to one that is compatible.
3. The E10 petrol will cause the engine to run lean and it may not operate cleanly and can overheat. This can be corrected by re-jetting the carburettor.
4. The E10 can cause metal components such as the carburettor to corrode and so an ethanol corrosion inhibitor is recommended. A number are available on the market and are usually combined with a VSR additive.
5. Any flexible pipes may also not be compatible with E10 and could swell and crack. Modern ethanol compatible flexible pipes can be fitted.
6. Many boats have fibreglass fuel tanks which are not suitable for E10 petrol. The tank will have to be replaced with compatible plastic, steel or aluminium and an ethanol corrosion inhibitor is recommended.

Ethanol is a good solvent and so any historic fuel system deposits may be dissolved and can block filters initially. E10 petrol is sensitive to water contamination and it can separate into two phases (petrol and ethanol and water) which is highly corrosive and the petrol phase will have a lower octane which could cause knock at higher engine loads. It is therefore critical that fuel systems are kept dry.

If you decide to make the fuel system and engine E10 compatible, it is recommended that you check it regularly to make sure there are no leaks or corrosion. Further E10 advice is provided on the FBHVC website.



## Question

Our Committee have been somewhat exercised recently on the subject of fuel compatibility and E10 issues. The Chairman and I have noticed that certain manufacturers of additives are advertising them as "providing complete protection for your system from E10", one going so far as to say "protection against up to 100% ethanol". Several are stating that their additives are "tested as effective and endorsed by the FBHVC".

Now, it is my understanding that the use of E10 and higher concentrations of ethanol in older engines is a shortcut to disaster, and that there is no additive capable of overcoming the multiple issues concerned with its use. Additives can boost octane and provide anti-knock; they may be useful in providing better storage stability. However, I have not seen any evidence that they can deal with all the adverse effects of fuel containing 10% or more Ethanol. Neither recent articles in your Newsletter advocated their use for that purpose, nor the February Newsflash.

Have we simply missed the point here, or are these claims by additive manufacturers being exaggerated?

## Answer

Following receipt of your email below, our Automotive Fuels Specialist has been in copy and agrees there does appear to be some confusion and it seems the additive suppliers are making exaggerated claims which could lead to vehicle issues.

Currently we say the following with respect to VSR and ethanol additives on the website:

"The use of VSR aftermarket additives is now well established in historic vehicles and due to the changing nature of individual supplier product formulations, it is no longer possible to provide a listing of Federation endorsed additives. VSR additives containing potassium, phosphorous, manganese (MMT) and sodium have all been shown to be effective in preventing valve seat recession under all but the most severe operating conditions. It should be noted that the above VSR additives are not recommended for use in catalyst equipped vehicles and can result in catalyst fouling and oxygen (lambda) sensor failure".

"Long-term storage of petrol-ethanol mixtures (e.g. over a winter period) can lead to corrosion in historic vehicle fuel systems. Following tests, a number of corrosion inhibitor additives which were effective at protecting fuel system metals were identified by the Federation and previously endorsed. The use of corrosion inhibitor aftermarket additives is now well established in historic vehicles and due to the changing nature of individual supplier product formulations, it is no longer possible to provide a listing of endorsed additives".

2

### Question

We recently bought a 1937 Morris 8. We know the car does not require tax or MoT. The car has no brake lights. Are we allowed to drive it on the road or must we install brake lights?

### Answer

The simple answer is that your Morris 8 does require brake (stop) lamps.

The relevant regulations are The Road Vehicles Lighting Regulations 1989 (as amended) which state in Schedule 1 that stop lamps are required except on a vehicle first used before 1st January 1936. Obviously your Morris is very close to the operative date but nevertheless after it, so two stop lamps are needed.

As a comment many people, myself included, consider it wise in today's traffic to have stop lamps even on vehicles old enough to be exempt.

3

### Question

Hello, I have recently bought a xxxx motorcycle frame and crankcases (with engine number) and matching V5C document. The crankcases are slightly damaged, but I have a complete spare engine I would like to instal. However, having bought the engine in the 1990s, I do not have a receipt. A friend tells me a receipt is not necessary if the vehicle is over 40 years old (which it is), but I cannot find anything about this on the DVLA website. Please could you advise if a receipt is necessary?

### Answer

The 2006 date of first registration is the first registration entered onto the DVLA system and cannot be changed. Usually this comes about either because the vehicle has been imported or because it has been 'lost'. The date of manufacture will be sufficient to change to the 'historic' tax class.

You are correct in not requiring a receipt for a replacement engine in a historic vehicle. DVLA are only really interested in two aspects, maintaining an accurate record and collecting the correct Vehicle Excise Duty (VED). The VED due may vary dependent upon the capacity of the engine, but as historic vehicles pay no VED this is obviously not important. Sometimes the processing clerk will, for whatever reason, request further information including a receipt but a short reply explaining that the vehicle is historic will normally suffice.

Your best option would be to deal with these two issues separately. Firstly, the change to historic tax class can of course be done at a Post Office which would undoubtedly be the preferred option in the current circumstances. If this is done before notifying the change of engine it provides further evidence that the 'bike is historic.

4

### Question

Hi, I have a 1967 lotus xxx. It has stood since the 1980s until I purchased last year and has been fully restored. However, the previous owner replaced the chassis and notified the DVLA at the time. It was given an age related plate (1967) and I have tried to obtain the original plate providing all original info including logbooks, mot certs etc. I've had all the work verified by the club however the DVLA will not give it the original number because of the change of chassis in 1987. Due to this the car is registered on the V5 as first registered in 1987? Even though it has an age related 1967 plate?? Not sure if this is correct? Also means I have to MoT it and it's not tax exempt because of the re-registration in 1987. Can you confirm if this is correct?

### Answer

I believe the situation you describe with your Lotus and the replacement chassis is correct.

DVLA consider the chassis number to be the unique identifier of a vehicle and the registration is in effect issued to the chassis number. Thus DVLA will treat a replacement chassis as a different vehicle and hence issue a new registration. I think that by issuing a 1967 registration they have been as liberal as their procedures permit them to be.

Hopefully the above questions will not generate more enquiries, however I hope it will assist in your understanding of the types of questions we receive on a daily basis.

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# 22<sup>nd</sup> Annual General Meeting

Saturday, 9th October 2021



The Twenty Second Annual General Meeting of the Federation of British Historic Vehicle Clubs Limited will take place on Saturday 9 October 2021 at the British Motor Museum, Banbury Road, Gaydon, Warwickshire, CV35 0BJ at 10.30am for the following purposes.

1. To consider and approve the minutes of the Annual General Meeting held on Saturday, 26 September 2020 in audio visual format in accordance with the provisions of the Corporate Insolvency and Governance Act 2020 as made available to members in November 2020 [Copies available on request and via the FBHVC website]
2. To receive the Financial Statements for the year ending 31 May 2021
3. Election of Directors [See note 2 below]
4. To receive the Reports of the Directors

#### Notes:

1. The financial statements, directors' reports and the proxy form will all be distributed to club nominated contacts in early September.
2. Nominations for directors to fill the posts of Skills, Research, Events & Technical and Communications are required by 27 August 2021. Nominations from Member Clubs should be sent in writing to the secretary: ([secretary@fbhvc.co.uk](mailto:secretary@fbhvc.co.uk))
3. In accordance with the Bylaws, the Chairman will also be responsible for maintaining International Relations as he is well connected to FIVA and an elected member of the International Historic Commission of the Fédération Internationale de l'Automobile.

#### CONFERENCE

Saturday, 9 October 2021, commencing at 2pm. The conference programme is currently under development but will certainly include a presentation and Q&A session with the Federation's Automotive Fuels Specialist, Nigel Elliott.

#### COST AND REFRESHMENTS

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

Tea and coffee will be offered prior to the AGM and at the conclusion of the Conference. Lunch and snacks will be available to purchase in the Junction 12 Café.

All tickets should be ordered from FBHVC secretary ([secretary@fbhvc.co.uk](mailto:secretary@fbhvc.co.uk)) by Friday, 1 October. The address is **PO Box 295, Upminster, RM14 9DG**

Preferred payment can be made via BACS (Account name: Federation of British Historic Vehicle Clubs Ltd, Sort Code: 30-65-85, Account Number: 47342260)

Alternatively, you can send a cheque payable to FBHVC Ltd to **PO Box 295, Upminster, Essex, RM14 9DG**, or by card by telephoning me directly on **01708 223111**.

## Club Expo is BACK



We plan to hold Club Expo at the British Motor Museum, Banbury Road, Gaydon, Warwickshire, CV35 0BJ on 22 January 2022 so make sure you save the date in your diary!

Back by popular demand, will be our 'DVLA Question Time' with our DVLA Manager Ian Edmunds along with an Insurance Question Time. Plus many other important subjects too! More details including how to book for this vital event will follow later this year.





FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS IN SUPPORT OF

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# DRIVE - IT DAY<sup>®</sup>

## Drive It Day support for Childline<sup>®</sup>

Hopefully you all enjoyed reading about some of the various ways in which our members and supporters took to the roads on Drive it Day earlier this year? One event took place on the late May Bank Holiday and it proved to be a fine day...

Monday 31 May witnessed a rally between Shuttleworth and Harpenden in aid of the NSPCC, the FBHVC's charity partner. The initial disappointment that this had been delayed due to COVID from the official Drive It Day date of 25th April was soon forgotten as the sun shone on what must have been the warmest day the year to that point.

The rally was a sell-out. 60 vehicles entering in 4 groups of 15 each, with COVID compliance being maintained.

An eclectic mix; everything from the Edwardian Vauxhall Viper to a 'new' Mini; the 151st produced. 56 vehicles reached the start line, with 53 finishers enjoying a fiendish rally route through some of Hertfordshire's most picturesque villages.

Successful participants that picked up an NSPCC flag at the half-way mark were able to claim their goody-bag at either Shuttleworth, where the excellent museum at Old Warden was open, and Harpenden, where their motor cars were photographed, and a collection of cars was available for inspection. Food and drink was available at either end and many participants joined in with the spirit of the event by entering the 'best dressed' competition, with four driver/

navigator teams each winning a bundle of prizes. Entrants also tested their knowledge in a motoring quiz, again with four worthy winners claiming an assortment of prizes. A raffle, with yet more prizes, completed the competitive element of the event.

John Worth, event organiser, commented: 'We are delighted to have raised £11,000 for NSPCC Childline<sup>®</sup>. Thanks to the FBHVC's partnership with the NSPCC, and together with the sale of Drive it Day rally plates across the UK, this will fund the life-saving Childline<sup>®</sup> service for another day.'

**Drive-it Day 2022 is on Sunday 24th April. If you have ideas for an event in your area on this day, please feel free to contact the FBHVC secretary.**



Tony and Jenny Lees arrive at Beesonend, Harpenden in their 1913 Vauxhall Viper Aero 12 litre Edwardian Racer



Best Dressed' winners, Tim and Sara Hudson arrive in their 1953 Pastel Blue Jaguar XK120



Prize winners announced at Beesonend, Harpenden

### More news on Drive it Day...

The **Essex Historic Military Vehicle Association** have produced an additional special edition club magazine to mark the event. This edition ran in conjunction with their summer publication. It's full of wonderful images of various military vehicles in all their glory. Their journey took them past the BAE facility in Borehamwood with its famous radar tower and concluded at the Hanningfield Reservoir.



# Transport Yorkshire

Commemorating A Centenary Against All The Odds - by James Fairchild

On Saturday 22 May 2021, Transport Yorkshire Preservation Group and friends celebrated 100 years since the legendary bodybuilder Charles Henry Roe started building buses in Cross Gates, East Leeds.

For around five years, myself and colleagues have been campaigning locally for some form of public recognition for Mr. Roe, which culminated with the opening of a Wetherspoon public house in July 2020, as detailed in FBHVC News number 1 of 2021.

Before the pandemic hit, we were originally planning a large-scale event for summer 2020, which of course had to be cancelled.

## Who Was Charles Roe?

Charles H Roe (1887-1965) was born in York, and initially followed his namesake father into the North Eastern Railway, followed by a move to Charles Roberts & Co of Horbury and then to RET (Railless Electric Traction) of Hunslet (South Leeds). In 1920 he set up his own company, building bus bodies on chassis made by others, initially from a corner in RET's Hunslet yard. Buildings were soon purchased, and in spring 1921 bus bodies were outshopped from the new Cross Gates Carriageworks.

In 1923 that first company encountered financial difficulties, and as a result Mr. Roe purchased the assets and started again with Charles H Roe (1923) Limited. This company was a success, and in 1947 Park Royal Vehicles (of the eponymous West London suburb, and later to build the celebrated Routemaster) bought a controlling stake. Two years later, Park Royal themselves were bought out by Associated Commercial Vehicles, who at the time also owned AEC and other commercial vehicle manufacturers. ACV then merged in 1962 with Leyland, with Mr. Roe retiring the same year. Leyland closed the factory in Sep 1984.

## Choosing a Rebirth & a Switch

Former staff of the factory pooled their redundancy money and reopened it in Feb 1985 as Optare. Initially some traditional buses were built to Leyland/Roe designs, but very quickly, Optare developed its niche – minibuses. This company went through various ownerships before being acquired in stages by Ashok Leyland. In 2011 the Cross Gates factory closed, with

bus production moving to a new purpose-built factory in Sherburn. In November 2020, the company renamed to Switch Mobility.

The modern day Switch Mobility, while predominantly focused on manufacturing its cutting-edge electric buses, was very pleased to be involved in recognising its heritage.

## Changing the event format

As stated, the original idea was to do something large, in Summer 2020, following on from large-scale bus events we have successfully organised in 2009 and 2014 (the latter in conjunction with others). Obviously this idea had to be abandoned. We are fortunate that to commemorate a centenary, we had the choice of 1920, 1921 and 1923. It was therefore decided to plan a small something in May 2021, and potentially to plan a larger event for May 2023.

We had already decided that there would be no public riding on the buses,



*Seen outside the former factory site in Cross Gates, now houses, is the procession of historic buses.*

# Preservation Society

and instead that the display of buses would follow a road run, taking in Hunslet, Cross Gates, Sherburn, Boston Spa (where Mr. Roe lived) and then a display at a local shopping centre. We put out information as regards the route and encouraged people to watch from the roadside.

I was also pleased, a few days before, to be able to visit a local primary school with a bus (my first such visit since pre-pandemic) to show it to children and attempt to answer their variety of intelligent questions – one ten year old child asking me what horsepower the bus was and realising that I didn't know completely outsmarted me!

So, the Saturday morning arrived. Five historic buses with Roe or Optare

bodies, all made at the former Cross Gates factory, joined a modern Switch Mobility electric bus for a cavalcade around the former manufacturing sites. We started off running in date order – 1970 AEC Swift, 1978 Leyland Fleetline (the Daimler design), 1981 Leyland Atlantean, 1984 Leyland Olympian, 1986 Leyland Cub and 2019 Optare Metrocity EV. The procession became separated a few times, but for the passing through Cross Gates the five historic buses were together, being photographed by enthusiasts and the general public alike. As always happens, we were expecting a couple more vehicles which were unable to make it for various reasons which was to be expected with older vehicles.

All the vehicle owners enjoyed

themselves and were enthusiastic about the different format. The date chosen would have been Mr. Roe's birthday, and it was pleasing to find a manager at one of the local bus companies who shared the same birthday, and for whom a drive of the Leyland Fleetline was perhaps the most ideal birthday present ever.

Across the period 1921 to 2011, approximately 18,000 vehicles were bodied at the Cross Gates Carriageworks. The majority being buses but also coaches, bendybuses, trams, a train, some ambulances, charabancs, and a variety of lorries for military and airfield use.

If anyone reading this has a Roe bus (or even better, something other than a bus) please feel welcome to get in touch via the FBHVC secretary.

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# A (brief) history of The Morgan Sports Car Club

by Brian Downing



## A Club Is Born

The old saying "From humble acorns do mighty oaks, or should I say ash, grow" is most certainly true of The Morgan Sports Car Club with its 4,600 plus members worldwide. The humble acorn, namely The Morgan 4/4 Club, started with a short paragraph on page 598 of 'The Autocar' on the 18 May 1951:-

Any Morgan owner interested in the possible formation of a '4/4 Club' with a view to the organisation of, and the participation in, sporting events, is asked to write to D. Whetton, Rykneld Way, Littleover Derby, who is anxious to investigate the possible response to such a club.

This was seen by, amongst others, R. G. Pritchard of Spondon. He arranged a meeting in his sitting room with D. Whetton, J. Sutton Atkins and a few others. They decided to invite those who replied to the notice in 'The Autocar' to meet at 'Ye Olde Flying Horse' in Kegworth for the inaugural meeting on the 30th of June 1951.

As about 20 enthusiasts turned up it was considered there was sufficient interest to start a club. A second meeting was arranged at the same venue on the 21st of July 1951 and so The Morgan 4/4 Club was born.

The membership totalled 63 and the original officers and committee were:

President	J.M. Sparrowe of Bournemouth
Chairman	R.G. Pritchard of Spondon
Vice Chairman	L.A. Willsmere of Sheffield
Sec. & Treasurer	J.S. Atkins of Derby
Comp. Secretary	D.V.J. Whetton of Derby
Committee	W. Allerton of Chester B. Carroll of Leicester R.D. Hadley of London T.A. Parkes of Pershore



*TOK is the most famous Morgan, a +4, which won its class at LeMans in 1962*

## The First Steps

Throughout the fifties the club grew maintaining its enthusiasm for track events, rallies and treasure hunts. Although there were annual dinners, often combined with the AGM, it would seem that there were very few other social events. This was probably due to the fact that there were no centres and members had to travel quite long distances to attend meetings.

In fact, the idea of centres started in the sixties. The first centre to be formed, was the London Centre. The first meeting was on Friday the 3rd of November at Jim Banbury's home in Chelsea. The second was held at W.A. (Griff) Griffiths Garage on the 29th of September 1965. Next, the Northern Centre was formed, around the beginning of 1968 a founder member being Roger Rigden. East Anglia gets a first mention in August 1969 with a letter from David Hepworth.

## Same Club, New Name

The first major milestone in the club's history was the change of name. The question is often asked why the car was called The Morgan 4/4, the answer is quite simply really, just a case of numbers, wheels 4 and cylinders 4. With regard to the club, the 3 wheeler F type (3 wheels and 4 cylinders) was still in production so calling it 'The 4/4 Club' would not confuse it with the already well established 'Three Wheeler Club'.

However, the Morgan Plus Four had been seen at the Motor Show in 1950 and was road tested in the April 1951 edition of 'The Autocar' and until the introduction of the Series II in 1955 no 4/4's had been built since 1950. By the time I joined the club in 1968 talk had been going on for quite a while about changing the name. It was said that some Plus Four owners either thought that the club excluded them or would not join on principal. Then the arrival of the Plus Eight sealed the fate of the name.

At the end of 1969, a two-question referendum was held the results were proposed and passed at the AGM in June 1970 and with effect from the 1st of January 1971 we were "The Morgan Sports Car Club", with just over 600 members.

The Club has also come a long way in its first 70 years. The membership has grown from 20 to over 4,600 worldwide. I wonder what and where The Morgan Sports Car Club will be in 2051?

Thank you to all the clubs for continuing to send your magazines and newsletters to the FBHVC office. It is a real struggle to mention every single organisation, so please bear with me. If you feel as though you haven't been mentioned in a while, why not drop me a quick email to let me know. You could even send me a feature to print as a main article! [secretary@fbhvc.co.uk](mailto:secretary@fbhvc.co.uk).

'It is still just as important to take care of your four-footed friend'. A great quote taken from an article re-run from the June 1941 'Morris Owner' magazine as published by the **Morris Register**.

Time for a history lesson on the founder members of the Mille Miglia in the magazine of the **Rover P5 Club**. The opening image depicts Aymo Maggi (a highly accomplished racing driver), Franco Mazotti (financier), Giovanni Canestrini and Renzo Castagneto (journalist) all standing together.

According to the **Morgan Sports Car Club** the Morgan Experience Centre - the revamped visitor centre at the factory in Malvern - has now fully re-opened following the relaxation of lockdown measures. In addition, the Archive Room has now been fully completed and is also re-open. Maybe its time for a visit?

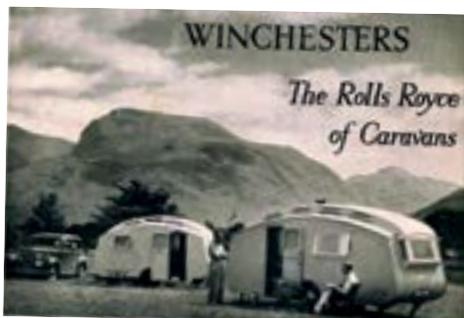


The **Military Vehicle Trust** take a look 'thro' the lens' at a Challenger 2 Main Battle Tank, the British Army's current generation of Main Battle Tank and the latest in a long and successful line of combat tanks. The images featured are all from the Downloadable Stock Images section of the defence imagery website, which is well worth a visit! [www.defenceimagery.mod.uk](http://www.defenceimagery.mod.uk)

An interesting feature fills the pages on how 'Street Gasser' the official journal of the **National Street Rod Association** is made. I don't believe many club members know how hard it is to produce a membership magazine, especially when club roles are voluntary! Maybe other clubs may like to do the same, an insight for their membership perhaps?

The **Gold Star Owners Club** provide information on the use of Lithium based batteries on BSA electrics. 'Lithium based batteries need to be charged in a different way to lead-acid types as the chemistry works differently. Vehicles have 6 volt or 12 volt systems and battery chemistry dictates a single cell as having 2.1 volts for lead-acid and 3.7 volts (typically) for lithium types so the batteries we use have to be made up from a few cells connected in series.'

Do you know how to use electricity to remove rust? Well, if not, then maybe you need to read 'Sloper' the **Panther Owners Club** publication. One member first came across the process of electrolysis when attempting to remove corrosion from metal-detector finds.



In 1911, a young man from Winchester called Bertrum Hutchings, supported by his new wife, Grace, became entranced by 'a life on the road' and in a very short time designed and had built new-style caravans, initially for hire then for sale. He went on to become a leading figure in the business, with a reputation of building the 'Rolls-Royce of caravans'. He got into his stride after the First World War: 'Winchesters' were the epitome of design and craftsmanship.' What a fascinating article from the **Historic Caravan Club** for their members.

Heads of state are chauffeured in only the highest quality motor vehicles. In Britain, royalty enjoyed the majesty of Napiers and Daimlers before Rolls-Royces were favoured; now it is Bentley that has regal status. American presidents had their official Cadillacs while elsewhere the more high profile leaders were seen being driven in fabulous Rolls-Royce Phantoms...' 'The French, being patriotic, their presidents would only favour home-built automobiles such as Delaunay-Belleville, Delage, Hotchkiss, Panhard, Peugeot and Renault.' I wonder when Citroën fit into the mix? We shall have to see as this is only part 1 of 'Presidential Citroëns' taken from the **Citroën Car Club** magazine.

**Hooe's Old Motor Club** added a reminder in their July News on the programme "Classic British Cars: Made in Coventry" which was aired on BBC4 on 17 May. If you missed it, it is well worth a watch and can be downloaded from BBC iPlayer via: <https://www.bbc.co.uk/iplayer/episode/m000w6sp/classic-british-cars-made-in-coventry>

You may even recognise one of the experts in the **Rootes Archive** - yes our very own Director Andy Bye!

If you're looking to renovate a water pump for a Morris Major (& other related cars) then look no further than the 150th edition of 'Morris Monthly' the magazine of the **Pre 1940 Morris Register**.

Featured inside the July edition of 'Jaguar Enthusiast' from the **Jaguar Enthusiasts Club** is a page providing details on E10 fuel. Well worth the read!

John Sprinzel became one of the best-known drivers of his era despite never racing single-seaters, which didn't interest him. What he really enjoyed was an ordinary production car - ideally small-engine with little or no sporting pretensions - modifying it within the regulations, and then driving the wheels off it in some of the world's top-flight motorsport events. The **Austin Healey Club** provide a wonderful dedication to John Sprinzel's life who sadly passed away in May 2021 aged 90.

The **Riley RM Club** has a wonderful feature on a Portsmouth city police force Riley RMF in action. It features 9 photographs depicting some police officers giving chase in their Riley RMF to apprehend some villains. What a wonderful piece of history to share!

The **TR Register** provide their readership with a youth report on 'Pre-flight checks before lockdown escape'. A great insight for any of their younger members.

Delighting almost 7 pages of 'Gazette', the magazine of the **Mercedes Benz Club** is a feature on the Revs institute which is located in the wealthy city of Naples in Collier County on the Gulf Coast of south west Florida. It's a not-for-profit working museum and library, which is regarded as one of the world's greatest car museums and sources of automobile reference and published literature. You may wish to take a look online by visiting [www.revsinstitute.org](http://www.revsinstitute.org)

Another club paying tribute to John Sprinzel is the **Mini Cooper Registrar**. In addition they also feature a four page guide to 'The Distributor'. They answer questions as to what it is, >>>

what it does and how it does what it does!  
A must for anyone wanting to know.

The **Vintage Horticultural & Garden Machinery Club** provide well penned article on the Villiers Engineering Company Ltd. and their products and history. Provided within is an article taken from The Engineer, 9 November 1934 - Villiers Engineering Works.

One member of the **BSA Owners Club** has found an ingenious way to reuse old rear shocks. He was sorting out the garage during lockdown as he needed a handle for his side gate. The perfect item appeared in the form of a used old rear shock from his A65 Star twin. Apparently it works very well and is comfortable on the hands!

Invaluable information is provided on the MG Guarantee plate inside the **MG Octagon Car Club** 'Bulletin'. Depicted over 3 pages is a step by step guide on how to distinguish the information. Great news for members!

For anyone owning a Norton the **Norton Owners Club** have some post-lockdown spares news. Some new parts have become available to purchase such as wheel spacers etc. Great news if you require some!

It was great to see the **Gay Classic Car Group** feature Drive it Day within their summer edition of 'Big End'. Here's looking forward to Drive it Day 2022!

As always it is great to view the **Routemaster Association** magazine. It is always a pleasure to see the images shown within. Issue 126 provides information on the London Bus Museum's route 65 running day held under Covid restrictions on Sunday 11 April 2021.

Shared over 15 pages within the quarterly magazine of the **Steam Car Club of Great Britain** is a story by Rudyard Kipling (1902) named "Steam Tactics". The article comes courtesy of The Saturday Evening post, Philadelphia December 1902. A wonderful read!

Many interesting articles are featured within the summer edition of **The Invicta Military-Vehicle Preservation Society** publication. One of interest provides a page dedicated to 'The Floods of '47 - and how the military tried to avert a disaster in the Fens.'

Adorning four pages within 'SAHB Times' (**Society of Automotive Historians in Britain**) is an article on 'Sopwith's Motorcycles'.

'How old are your tyres?' Is a question asked in the **Francis-Barnett Owners Club** directory. They provide images and dates to assist their readership.

We are all fond of our bikes, cars, buses and trains etc., and there is a strange fascination for seeing them in a miniature form. We marvel at the detail shown in a die-cast model or construction kit and we are more than tickled pink if that model happens to be one of our own vehicle. One member of the **Benelli Motobi Club GB** provides an informative article along with many images of the models he owns.



Congratulations to the **National Autocycle & Cyclemotor Club** on reaching their 40th year Anniversary. To mark the occasion they have issued their regular journal plus a special 40th Anniversary edition. It provides a huge amount of information for any historic vehicle enthusiast.

The **Morris Marina Owners Club** also celebrate a milestone this year, their 50th Anniversary. Congratulations!

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