

**FBHVC**

# news



The Newsletter of the Federation of British Historic Vehicle Clubs

Issue 1, 2013

In this issue:

## Celebrating Motoring Heritage

English Heritage and automotive architecture

## Roadworthiness Testing

EU Proposals

## FBHVC Re-brand

Celebrating 25 years in style



Visit our NEW website at [www.fbhvc.co.uk](http://www.fbhvc.co.uk)

The UK Member of FIVA



# FBHVC Insurance Scheme

The Federation and Aston Scott Ltd can offer bespoke insurance products specifically tailored for vehicle clubs. **These products are exclusively available to FBHVC members** and can cater for all their insurance needs.

**Aston Scott Ltd** was selected by the Federation due to our expertise and knowledge. We have placed the emphasis on providing a market leading product, at a competitive price, combined with excellent service.

Aston Scott Ltd are also able to offer competitive quotations for classic motor traders and all types of business insurances

## Standard Covers:

- £5,000,000 Public Liability
- £250,000 Libel & Slander
- £750 Club Property\*
- £200 Money\*

\*These limits can be increased

## Optional Covers:

- Products Liability
  - Regalia Only
  - Full Cover
  - Exports to the USA
- Employers Liability
- Professional Indemnity

## The policy covers all normal club activities such as:

- Social events
- Meetings
- Organising of shows/displays
- Participation in events organised by other clubs

However cover can not be provided for the organization of, or the participation in any racing activity.



If you wish to obtain a quotation, or you simply want some more information please contact one of the people below who will be happy to assist:

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## Welcome

Welcome to the first newsletter of 2013, the first of our 25th year and the first in a new design. I explained all about the Federation's five year strategic plan in the last issue and this newsletter launches the new logos and designs in time for our 25th anniversary year.

By the time of publication we expect our re-designed website at [www.fbhvc.co.uk](http://www.fbhvc.co.uk) to be up and running and we hope that everyone will find it easier to navigate and will take advantage of the vast amount of information provided on legislation, fuel, heritage, trade and skills, events and FAQs on many subjects.

Once again we will be at Gaydon for Club Expo and will be providing speakers as well as manning our exhibition stand. We would be delighted to see members (and potential members) there on 2 March and will be delighted to answer your questions on all aspects of historic motoring. Please do come along and meet us.

Drive It Day is approaching and we will be helping clubs to celebrate this day and hope that it will be bigger and better than ever. Keith Gibbins, our new director for heritage and culture and his team will be masterminding the plans for this as well as for Heritage Open Days later in the year.



**David Whale**  
Chairman

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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.

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

## Contents

### 4-6 Legislation & Fuels

EU Proposals on roadworthiness

### 7 DVLA

All the latest DVLA news

### 8 Re-branding

All the latest on our new branding

### 9 News

Aston Scott Insurance Scheme

### 10-11 Trade & Skills

Plan for Skills Preservation

### 12-15 Heritage, Culture & Museums

Celebrating automotive architecture

### 16 Technical & Events

Looking forward to 2013

### 16 Drive It Day

Information on this year's event

### 18-19 Scenic Tours

An insight in to social motoring

### 20-22 Club News

Information and updates from around the clubs

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Cover photo: Colyford Filling Station, East Devon.

# *EU Proposals on Roadworthiness Testing - A curate's egg*

**FBHVC's objections to the proposal to replace the current Roadworthiness Testing Directive with a Regulation have been well covered in the two most recent newsletters. Since the last issue went to press, there have been several developments some of which are clearly beneficial to the historic vehicle movement, others less so.**

First, the European Presidency acknowledged the misgivings of many Member States whose governments objected to the loss of national flexibility that would result from the change from a Directive to a Regulation and on 16 November put forward a revised draft in the form of a Directive. This draft dropped the proposal to require mandatory testing for trailers of less than 750kg, changed the definition of vehicles that may be considered 'of historic interest' and, crucially, dropped the proposal that roadworthiness tests should include an element of checking for conformity with original standards. The table below shows the relevant changes.

Please note that neither version of the text says that historic vehicles should be exempt from testing, but both say

that Member States may set their own requirements for historic vehicles that fall within Article 3(7).

On 26 November, the Department for Transport hosted a meeting for stakeholders to discuss and review the EU Presidency's amendments. The historic vehicle movement was represented by David Hurley and Bob Owen, the FBHVC's director and deputy director of legislation, as well as Andrew Turner, FIVA's legislation consultant, Mike Stripe from the Vintage Sports Car Club and Colin Billington from the National Association of Road Transport Museums.

DfT officials fully supported the proposed change to Article 3(9) as it would enable Member States to test vehicles for roadworthiness without

having to verify compliance with specifications and standards that may no longer exist. It was clear that the officials were very much on 'our' side as far as testing for historic vehicles is concerned and wished very much to be able to maintain the status quo – in other words they were keen that the government should be able to maintain the recently introduced exemption from testing for all pre-1960 vehicles. The officials clearly believed that the changes shown in the table would achieve this end, but were unable to explain how they would be able to transpose the requirements of the Directive in to UK law without also including the limiting conditions included in the revised Article 3(7).

The matter was discussed at a meeting of the All Party Parliamentary Historic Vehicle Group that took place late in

November at which the chairman, Greg Knight MP, agreed to seek a meeting with Stephen Hammond, Minister of State for Transport, so that FBHVC's concerns could be set out in detail before the proposed Directive went through the next stage in the EU legislative process – a Transport Council meeting on 20 December.

A meeting with Mr Hammond took place on 13 December where a delegation from FBHVC and APPHVG explained the concerns. These were reinforced with a short, but detailed, briefing paper. Mr Hammond said that great progress had already been made and that he was confident that there will be sufficient latitude in the Directive to allow the UK government to adopt a reasonable and wide interpretation of the rules.

By the time the Transport Council meeting took place on 20 December, further amendments to the Presidency text of 16 November had been proposed (including one to remove trailers under 3.5 tonnes from the scope of the Directive), but none were relevant to historic vehicles. The official press release and webcast of the meeting

show the Council agreeing to this revised text. Historic vehicles were mentioned only once, in passing, by Sweden. Nonetheless, late on 20 December, the DfT press office issued a release to selected motoring journalists that began as follows:

*Transport Minister Stephen Hammond has helped secure a crucial deal protecting British motorists and businesses from controversial, economy-damaging European Commission proposals for road vehicle testing.*

Under the original plans, millions of British caravan and trailer owners would have been forced to put their vehicles through MoT tests, while classic and historic vehicle owners faced having their vehicles taken off the road if they had been modified – even if only slightly – with components such as new indicators.

There is no doubt that the revised text approved by the Council has answered the most serious concerns that FBHVC has identified in the past and does most of what the Minister has claimed, but the specific concerns discussed at the meeting on 13 December (as detailed

in the briefing paper that can be found under the news item posted in December at [www.fbhvc.co.uk](http://www.fbhvc.co.uk)) remain. The qualifications in the text of Article 3(7) are unchanged, and it is difficult to see how the current exemption from testing for all pre-1960 vehicles could continue when the Directive allows exemption only for those in their original state and without substantial change to the technical characteristics of any major components, including body.

FBHVC has argued consistently that the only practical definition of an historic vehicle for the purposes of this type of legislation is one based on date of manufacture alone. It will now seek to persuade MPs and MEPs of this position before the proposed Directive is considered by the European Parliament later in the year.

A meeting in Brussels between FIVA legislation chairman, Tiddo Bresters, and Andrew Turner, Malcolm Harbour and other MEPs has been arranged with the Raconteur on this topic on 23 January 2013. Andrew, Malcolm and Tiddo will all have the FBHVC submission paper we gave to our Minister in December.

Original text from 13 Jul 2012	Revised text from EU Presidency 16 Nov 2012
<b>Article 2 - Scope</b>	<b>Article 2 - Scope</b>
2. This Regulation shall not apply to:	2. Member States may exempt the following vehicles registered in their territory from the application of this Directive:
vehicles of historic interest	vehicles of historic interest
3. Member States may introduce national requirements concerning roadworthiness tests for vehicles listed in paragraph 2 registered in their territory.	3. Member States may introduce national requirements concerning roadworthiness tests for vehicles not covered by the scope of this Directive or vehicles listed in paragraph 2.
<b>Article 3 - Definitions</b>	<b>Article 3 - Definitions</b>
(7) 'vehicle of historic interest' means any vehicle which fulfils all the following conditions: <ul style="list-style-type: none"> <li>- It was manufactured at least 30 years ago,</li> <li>- It is maintained by use of replacement parts which reproduce the historic components of the vehicle;</li> <li>- It has not sustained any change in the technical characteristics of its main components such as engine, brakes, steering or suspension and</li> <li>- It has not been changed in its appearance;</li> </ul>	(7) 'vehicle of historic interest' means any vehicle which has been declared as historical by a Member State or one of its appointed authorising body (sic) and fulfils all the following conditions: <ul style="list-style-type: none"> <li>- It was manufactured or registered for the first time at least 30 years ago,</li> <li>- Its type is no longer in production,</li> <li>- It is in its original state and has not sustained substantial changes in the technical characteristic of its main components such as engine, brakes, steering, suspension or body.</li> </ul>
(9) 'roadworthiness test' means a verification that the parts and components of a vehicle comply with its safety and environmental characteristics in force at the time of approval, first registration or entry in to service, as well as at the time of retrofitting;	(9) 'roadworthiness test' means an inspection to ensure that a vehicle is safe to be used on public roads and complies with required environmental characteristics;

## VOLUNTARY MOT TESTS

At the NEC show last November several members raised queries regarding the operation of voluntary MoT tests.

All testing stations were notified by Special Notice from VOSA that as and from the date of exemption for pre-1960 vehicles, these owners can apply for a voluntary test. These can be booked in the normal way and charged the normal fee (or lower if the garage is giving special offers) and garages cannot refuse to test them. Please notify the secretary if any garages are refusing to conduct a voluntary test.

Those few vehicles that have always been exempt from MoT, mainly specialised vehicles for which no manuals exist and fall outside testing protocols, are not eligible for voluntary testing. (These vehicles are listed on the V112 form, the Declaration of Exemption from MoT Testing.) However DfT have been under pressure from the EU and are starting to consider reducing the approximately 30 types of exempt vehicles (most of which are now built on modern truck/bus chassis) down to only those machines with specially tailor made layouts i.e. extremely low volume production.

Any voluntary test should be conducted as previously practiced and the normal pass or failure notification will be issued together with 'advisories' if appropriate. It therefore follows that an electronic record will be held on the VOSA database, which the enforcement teams of VOSA and the Police may interrogate. It is plainly not acceptable for owners to ignore a failure and continue to use a vehicle without correcting a known fault and use an excuse of: "Well, I need not have had it tested anyway". Good practice is to resubmit for a retest after the rectification of a failure fault.

## Military Vehicle Export Licences

In February 2010 we published details of the Open General Export Licence (Historic Military Vehicles and Artillery Pieces). The Export Control Organisation (part of the Department for Business, Innovation and Skills) has recently amended the Export Control Order allowing an exemption from the OGEL for temporary export of historic military vehicles within certain conditions.



The important paragraphs are as follows:

1. This Licence permits, without further authority but subject to certain conditions, the temporary exportation to EU destinations, Channel Islands or Norway, for a period not exceeding 3 calendar months, a range of unclassified military goods including vehicles manufactured 50 years or more before the date of exportation. The conditions include that the exporter shall not sell, dispose or transfer to any person ownership of the goods or any interest in them or take any other action which may have the result of impeding or diminishing his power to ensure their safe return to the UK.

2. A licence exemption is in place which allows the temporary export of historic military vehicles to certain named destinations (Belgium, France or Germany) when certain specified conditions can be met. An export licence issued by the Export Control Organisation is not required if you can meet the specified exemption conditions and are exporting historic military vehicles (ML6) to the named destinations. This exemption is specified in Article 14a which is made in Export Control (Amendment)(No 2) Order 2012 (SI 2012/1910). This amends the Export Control Order 2008. The order specifies:

"14(A) – (1) The prohibition on the export of military goods in article 3

does not apply to the export of a vehicle or component falling within entry ML6 in Schedule 2 provided that the following conditions are met. (2) The conditions are that – (a) the vehicle or component was manufactured more than 50 years before the date of exportation (b) the exportation is to a destination in Belgium, France or Germany (c) the exportation is for the purpose of a military re-enactment, commemorative event or recreational activity, and (d) the vehicle or component is to be returned to the United Kingdom within 3 months of the date of exportation."

This export authorisation is valid for exports to the following destinations: Austria, Belgium, Bulgaria, Channel Islands, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain and Sweden.

For further information there is a comprehensive FAQ section to be found at: <https://www.gov.uk/open-general-licences-an-overview>

To register go to:

<https://www.spire.bis.gov.uk>

Please note that if you are searching any of the gov.uk pages you will need to enter 'OGL' and not OGEL to find the information.

## New V765/1 List

A new V765/1 list of authorised clubs was published by DVLA on 7 January. The list is available on the DVLA website: <http://www.dft.gov.uk/dvla>

Any club that wishes to join the scheme should apply to the DVLA. The Federation receives very many requests for application forms, usually erroneously passed on to us by DVLA themselves. However, we do not carry copies of the application form which is only available from the DVLA. Any member club which has difficulty obtaining a form is welcome to contact the secretary who will be able to pass on details to the correct department within DVLA.

## DVLA Warns Motorists to check the certificate of entitlement for a personalised registration number

DVLA has warned motorists to check the Certificate of Entitlement (V750) when purchasing a personalised registration (number plate) from a private seller after 900 blank certificates were stolen. Motorists are advised not to purchase the registration number if the serial number of the V750 certificate falls within the range 5930101 to 5931000. The serial number is located in the top right corner of the certificate.

## Post Office® Wins Contract to Provide DVLA Services



On 13 November the Secretary of State for Transport announced the intention to let the contract for the Front of Office Counter Services (FOCS) to the Post Office. The current arrangement between DVLA and Post Office expires on 31 March 2013. A new seven year contract will run from 1 April 2013 until 31 March 2020, with the option to extend by up to three additional years.

The Post Office has provided face-to-face counter services for Vehicle Excise Duty (VED) collection since 1972 under a series of contracts with DVLA, mainly for VED collection. In 2010 the contract was extended and the Post

Office was able to check details and collect a customer's photograph for the 'Ten Year Renewal' photocard licence transaction.

The scope of the contract is for existing and new FOCS, including applying for tax discs and driving licences. The Post Office will also provide some services currently available through DVLA local offices, such as, the provision of duplicate licences and licensing of heavy goods vehicles. These additional services will become available through designated branches of the Post Office network giving greater accessibility to motorists.

DVLA also provides for a further extension of services through this contract. For example, further driver transactions and, possibly in future, road tax refunds and other vehicle transactions. The contract also gives scope for the winning bidder to provide FOCS for other government departments, an expressed intent of Government for some time.

Savings to DVLA are expected to be in the region of £13 to £15 million per annum and wider savings are possible through economies of scale for similar services across Government in the future.

## Introducing DVLA's new logo

In common with all government departments, DVLA is getting a new logo which introduces a more consistent unified approach to identities and branding. The logo will aid transparency, cut future costs and support digital communications.

Transition to the new logo will be gradual to minimise cost, so for a while both old and new logos will be used at the same time.

The new logo has three parts:

- a green coloured stripe (representing the Department for Transport)
- the Royal Crest
- the Department name.

The Royal Crest is the basis of the existing HM Government brand and is already identified by the public as a sign of government.



Driver & Vehicle  
Licensing  
Agency



# New Look for FBHVC Marks Silver Jubilee

In July this year the Federation celebrates 25 successful years representing the owners of historic vehicles and the considerable industry and employment which has grown up around the historic vehicle movement. Our raison d'être has always been to uphold the right of our members to continue to enjoy their vehicles as they were supposed to be used, on the roads. This right persists to this day in the UK despite challenges along the way from regulatory authorities in Westminster and latterly from Brussels.

Over time the challenges to our rights of access have become more complex and we have reformed and modernised our approach to our lobbying activities accordingly. Reflecting on this and the

opportunity provided by the jubilee we have decided to bring our visual identity right up into the 21st century. From 1 February we will have a bright, new identity featuring British Racing Green to emphasise our national heritage and a new strap line *'Yesterday's Vehicles on Tomorrow's Roads'* stating our primary objective, clearly and reinforced on all our messaging.

Clarity of communication is essential in all our external dealings, none more so than with national and specialist press, and we believe this new look will serve us well in this endeavour.

We are dedicated to represent all types of historic vehicles, so to remind our audiences of our scope we will

always incorporate the supporting banner shown at the foot of this page. Member clubs who wish to acknowledge their FBHVC allegiance may use a logo designed specifically for their vehicle sector, be it motor cycle, car, buses and coaches, steam powered, commercial, military or agricultural. It is important to us that our activities are inclusive of these interests and thus it is appropriate that our new identity signals this fact.

This newsletter and specifically this article illustrate many of the new elements of our new look and in February we will relaunch our website in the new livery. There will be many other new features of the site which will still be accessed at [www.fbhvc.co.uk](http://www.fbhvc.co.uk)



The new logo is a vibrant, contemporary design whilst acknowledging the automotive heritage and traditions of the Federation.

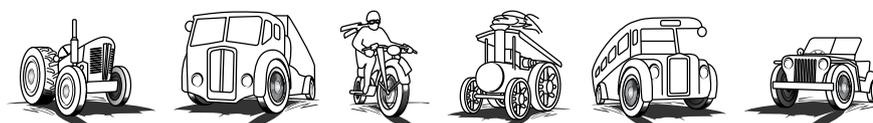


The redesigned, easy to navigate website features all the latest Federation news and information. The new logos will be available to download from the members area.



Vehicle sector specific Member logos are available for those clubs wishing to show their affiliation to the Federation.

Supporting icons will always be used at the bottom of the page and represent the interests of all historic vehicles.



Supporting the use of all Historic Vehicles

# The Aston Scott Insurance Scheme



The scheme policy provides affordable insurance for clubs. Standard cover is outlined below but club secretaries can tailor their policy to fit their activities, liabilities and assets. Aston Scott will advise and arrange cover to suit your particular circumstances.

Premiums are modest by commercial insurance standards but as broker to more than six hundred businesses who sell, restore, repair, service and prepare veteran, vintage and classic vehicles for historic racing and events, we understand the connections between clubs, individual owners and people in the trade. They are the historic vehicle movement in the UK, and we are keen to play our part in its protection.

The basic policy is renewable on 1 February but FBHVC clubs may join throughout the year and pay pro rata.

The standard covers are:

## Public liability, £5,000,000

Premium based on the number of members. Cover is for socials, meetings and events. It does not cover vehicles or any liability in relation to the driving of vehicles as this is provided by the member's motor insurance. A £250 third party property damage excess applies.

## Club property, £750

This covers trophies, artwork, spares and regalia. The sum

insured can be increased as required. The standard single article limit is £2,000 unless an increase is arranged. A £50 excess applies.

## Money, £200

An increase in cover can be arranged if required either on an annual or short term basis. A £25 excess applies.

## Libel and Slander, £250,000

The following additional covers are available if required

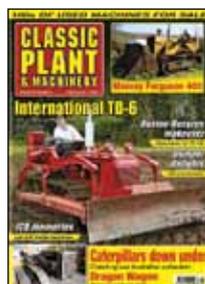
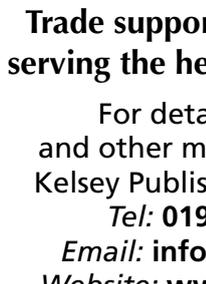
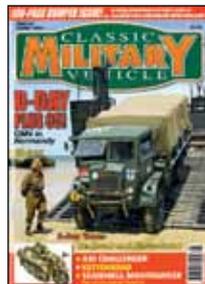
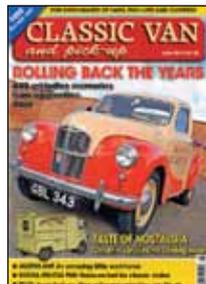
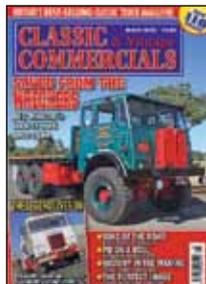
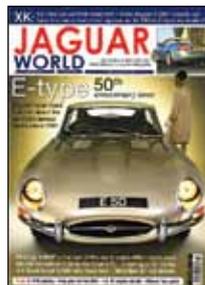
- Professional advice
- Employer's liability
- Products liability with further extensions available for
- Safety critical parts
- Exports to the USA/Canada

We are also able to provide separate insurance policies for:

- Directors and Officers insurance
- Travel insurance
- Office – general contents etc.
- Buildings
- Other insurance as may be required

Debbie Adye and Yvonne Bates are dedicated to administering and developing the scheme. Its growth will provide the economies of scale to enable us to enhance cover and value to clubs. Please contact them on: [debbieadye@astonscott.com](mailto:debbieadye@astonscott.com) or [yvonnebates@astonscott.com](mailto:yvonnebates@astonscott.com) Telephone **01252 377546**; Fax **01252 375922**

## KELSEY PUBLISHING GROUP



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# Skills Preservation

It is commonly understood that apprenticeship training, once given by highly skilled and experienced tradesmen, has been in decline for many years. Apart from small pockets around the UK it will continue to dwindle unless there is a change in our thinking with regard to the way we provide learning opportunities. The deficits in skills and skills training are something the Federation has been working hard to identify and establish a measure of the situation.

Although some information has been received and collated there is still more data required from members, enthusiasts and professionals before a true appraisal of the situation can be completed and published. Once this evidence has been gathered the Federation can then produce a strategy for the preservation and the long term sustainability of heritage automotive skills.

Using this strategic framework a new scheme can be developed. The knowledge and experience of vehicle

restorers, museums, tradesmen, automotive engineers, colleges and universities can produce a number of training initiatives and hopefully an accredited, and nationally respected, qualification tailored to the needs of the sector.

Only those with the skills from the past coupled with the experiences of the present will be able to cope with the demands of the future.

The Heritage Lottery Fund has been, for the past eight years, heavily involved with the support of heritage skills across the whole sector and the FBHVC is now looking at potential funding from the HLF and other funding bodies in support of heritage automotive skills training. Recently a member of the FBHVC Trade and Skills Working Group attended an HLF workshop called 'Skills for the Future' to learn more about the possible initiatives and funding programmes available.

In addition to our work with the HLF we have also contacted both the IMI

(The Institute of the Motor Industry) and SEMTA (The Sector Skills Council for Science, Engineering and Manufacturing Technologies) requesting contact names to meet and discuss skills gap research, apprenticeships, training and funding opportunities. To date we have not had any feedback so we will be pursuing both organisations again in January. Also an initial meeting with the Dept. for BIS in late 2012 will need to be followed up.

However, none of this work can be progressed unless we have the evidence to back up the claim that there are skills deficits at present and potentially in the future. Hence we would like all of our historic vehicle owners and users to complete our questionnaire (see over) to give us some tools with which to move forward. The key objectives of our questionnaire are to establish the personal opinions of you, the historic vehicle enthusiasts, on the availability, or otherwise, of relevant specialist restoration skills.

Welcome to the following traders who have recently joined: **Laura's Vintage Limousines** and **Mirrortrim.co.uk**



# Calling all Classic Vehicle Enthusiasts - FBHVC NEEDS YOU!

In our last Newsletter you saw the results to date of the responses to the questionnaire soliciting opinions on the availability of specialist restoration skills for historic vehicles. The UK really should be at the forefront of providing such opinion rather than merely bit-part players. So, in an attempt to gather more opinions, I am going to continue with the questionnaire process during 2013. I shall open up the questionnaire to all historic vehicle enthusiasts in the UK via the QR Code or tiny URL (shown opposite) in some of our national journals, so please encourage your friends and colleagues to look out for it during 2013. Hopefully this approach will encourage more of you involved in the historic vehicle movement to express your concerns about the future.

We do need your help to achieve our aims of skills preservation and you, the enthusiasts and owners of historic vehicles, are key stakeholders. The questionnaire, which can be completed via the internet, can be completely anonymous as required and will be evaluated by FBHVC and FIVA.

Hence the FBHVC would like all owners and users of classic cars, motorcycles, commercial and military vehicles etc. to take part in this survey. The questionnaire only takes a few minutes to complete and you will be helping to maintain your freedom to use yesterday's vehicles on tomorrow's roads. So please either enter <http://tinyurl.com/8cpqxf> on your browser or scan the QR code with your Smartphone and you will be automatically directed to the questionnaire.

During 2013, I shall be expanding our search for such information to the trade and professional service providers to establish their views on the same subject. Small and very small enterprises are, I believe, the most under threat as the larger businesses can usually fend for themselves when times get difficult. As mentioned earlier the information gained will be used as a basis for investigating the possibility of providing relevant specialist training opportunities for young trainees and apprentices.



## TRADE SUPPORTER BENEFITS

I expect to be in a position to announce a significant benefit for our trade supporters and their trainees within the historic vehicle restoration movement in our next Newsletter. You may also wish to keep an eye on the Trade and Skills sections of our new website to be launched at the end of January.



So please continue to express your views; they are valued. Our work is becoming more important as we move forward as both Westminster and the European Parliament are now taking more interest in our work as a result of the FBHVC's efforts to highlight potentially endangered skills and our contributions to the national economy.

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# *Celebrating Motoring Heritage*

English Heritage celebrates the age of the motor car with 13 new listings and a new book published through Yale



Top left: The former H A Saunders Garage, Worcester, built 1938-9

Bottom right: The former Dawnier Motors, now Ewell Honda, Surrey, built 1961

Bottom left and main image: The former Tower Garage, Alderley Edge, built 1962

From turn of the century “motor stables”, purpose built for one of the men who introduced the motorcar to Britain, via the original 1909 home of Morris Motors in Oxford, to the air-travel inspired 1960s Forton Tower on the M6, English Heritage’s project to understand and protect car-related structures and landscapes has resulted in 13 buildings being listed by the Department for Culture, Media and Sport on the advice of English Heritage. An exciting book, ***Carscapes: The Motor Car, Architecture and Landscape in England*** written by English Heritage experts Kathryn A. Morrison and John Minnis, is also published for The Paul

Mellon Centre for Studies in British Art by Yale University Press.

These 13 buildings, all listed at Grade II and dating from the turn of the century to the 1960s, chart the rise of motoring from an aspirational pastime for the few to a necessity for the many. Among the new listings are a grand Edwardian building decorated with stone tyre motifs in Kensington, a First World War air hangar converted to service cars, rural 1920s filling stations mimicking barns to blend in with the countryside, and a futuristic garage from the 1960s. These often little-known buildings provide a rare glimpse into England’s motoring past and how its landscape and

architecture were re-engineered to accommodate cars.

Heritage Minister Ed Vaizey said: *“There was an undeniably romantic flavour to motoring in the UK during the first half of the twentieth century. Cars looked distinctive and many designs we now think of as classics were born in that era. What’s less well recorded, however, are the buildings and structures that provided the setting and infrastructure for the golden age of the motor car. These listings, and the book being published alongside them, go some way to filling that gap. Cars are safer these days and driving far less of an adventure, but some of us still like to embrace our inner Mr Toad, and so it’s great that our motoring heritage is properly recognised in this way.”*



Dr Simon Thurley, Chief Executive of English Heritage, said: *"The motor car, like the railways before it, changed the world in which we live. Now, in an age when it is common to blame cars for blighting our environment, it is time to recognise and appreciate the positive contribution they have made to England's heritage. This book represents the fruit of a major English Heritage research project, part of our commitment to understanding the heritage of the 20th century. We expect that over the next few years it will improve our ability to protect early motoring structures in England."*

*"This project is one of many English Heritage is carrying out which explores the historic environment according to themes and puts forward proposals for their better protection, including designation."*

The book sets out to illuminate the century-long process that saw the world around us re-engineered for cars. Exploring the history of various building types and structures associated with

the car - filling stations, garages, car showrooms, car parks, motels, roadhouses, highways, bridges, and even signage - the book looks at how the car became such a powerful catalyst for change.

In May 2012, English Heritage announced the Grade II listing of the Markham Moor canopy in Nottinghamshire and the Red Hill Mobil canopies in Leicester. Other motoring related buildings that have already been listed include the former premises of the car dealer and manufacturer Rootes in Maidstone, Kent. Built in 1937-8 and Grade II listed, this is an excellent example of the large moderne style garages popular in the 1930s with an eye-catching vertical fin, rounded corners and extensive showrooms and workshops. The former Antiquarius building just off the Kings Road in London, where in 1919 a new garage was disguised to look like an "olde English" inn, and the Forge Garage in Penshurst, Kent, where an old blacksmiths was converted into a garage in 1965, are two other examples of buildings that represent our varied and much loved motoring heritage.



### Sir David Salomons' motor stables, Broomhill, Kent, 1900

The motor stables are some of the earliest purpose-built examples of their type, built by Sir David Salomons who put on the first public demonstration of motor cars in Great Britain in 1895. The motor stables were designed and fitted out as a complex dedicated to the management and maintenance of motor vehicles. Executed with a high quality of materials and craftsmanship, Salomons used these buildings as an exemplar in his writings on motoring. The stables are almost as Salomons would have left them, the appearance and fittings largely unaltered since the 1900s.

### The former Morris Garage at 21 Longwall Street, Oxford, 1909-10

Built for William Morris as his first purpose-built motor garage and the birthplace of the bullnose Morris Oxford, this building is a key site in the development of the British motor industry. Although converted into student accommodation, the façade of the building has survived remarkably well. The sophisticated neo-Georgian facade built of high-quality materials provided a respectable and aesthetically acceptable face to an industrial site among Oxford University's ancient buildings.



### Empire House, 230-244 Brompton Road, London, 1909- 1916

Built as the offices of the Continental Tyre and Rubber Company, this is an extremely opulent piece of street architecture and a testament to the growth of motoring in Edwardian England. Sculptural decoration all around the outside of the building featuring tyres in the place of classical wreaths celebrates the company's products.

### Savoy Garage, Blackpool, 1914-15

Originally built to serve the now closed Savoy Hotel, the garage dates to the earliest days of motoring in England and unlike many of its contemporaries, has changed little over the years. It has kept a number of its original features, including a very rare motor car lift and turntable. The building also represents the impact of the burgeoning motor industry on the development of seaside resorts, such as Blackpool, which became more accessible with the increase of popularity in motoring.





## Much Marcle Garage, Herefordshire, moved and re-used as a garage in 1926

A WWI aircraft hangar re-used as a service station, Much Marcle is a rare example of a building adapted for use for the repair of motor vehicles as the early national road network grew. It retains all of the 1926 internal features and the building itself is an increasingly rare example of an aircraft hangar dating from 1917-1920.

## The former Colvin Bros. filling station, Rother, East Sussex built in 1926

One of a very small number of early filling stations to survive, the station was designed to fit in to its rural landscape. In doing this, the station reflected the ideas of the newly formed Council for the Preservation of Rural England on good garage design.



## The East Sheen Filling Station, Surrey, c. 1926

This is one of the earliest surviving examples in Britain of a purpose-built filling station and a pioneering instance of an "American-style" filling station, with canopy and office under a single roof. The design of the building is of considerable charm, its external details echoing the neighbouring suburban buildings and reflecting an attempt to give the motor car a reassuringly domestic face.

## Colyford Filling Station, East Devon, 1927-8

This is a rare example of a 1920s architect-designed filling station with many significant features surviving, including 1950s Avery Hardoll pumps, two of which are original and thought to be the best still in their original setting. The design was intended to be sympathetic to its rural location, as set out in guides such as the Design and Industries Association's "The Village Pump: A Guide to Better Garages" written in 1930.



## Wellingore Garage, Lincolnshire, 1933

Built to designs by F. Glanville Goodin to look like a barn with a half-hipped roof, this design aimed to calm the public concerns that new motoring buildings were a blight on the rural landscape. The garage is a rare survival of this type of building.

## The former Pennine Tower Restaurant on the north-bound side of Forton Service Area (now known as Lancaster Service Area), 1964-5

As Britain's motorway network began to flourish so too did motorway service stations. Forton is one of the earliest and most striking examples of this new type of post-war building with a unique 22 meter high tower and a cantilevered restaurant and sun deck. Forton demonstrated a new popularist architecture ideally suited to the democratic accessibility of the motorway. The Pennine Tower Restaurant acted both as a beacon to attract passing motorists and as a glamorous vantage point from which they were able to enjoy spectacular views of the surrounding countryside and motorway below. Reminiscent of an airport control tower, Forton also evoked the glamour of 1960s air travel and followed the trend of constructing towers with restaurants and observation platforms as seen at the BT Tower in London of 1961-4 and the Tower of Cairo of 1956-c1961.



# Pirelli Classic Marathon Returns To Cortina

Very shortly someone will write the history of historic rallying.

The first historic rally was probably the RAC's Golden 50 Rally in 1982, but the Pirelli Classic Marathon in June 1988, the twentieth such event, was a landmark in historic rallying. In celebration the rally returns to the scene of that important anniversary this year, Cortina in Italy. It will be a FIVA event run by the Classic Rally Association, who are a member club on the FBHVC. I was working in the USA at this time and my first Marathon was the fourth edition in 1991. I competed on that event with Terry Hands-Heart (where is he now?) in his flat rad Morgan and we ended our event embedded in Armco driving out to the night-navigation section in heavy rain. So I did not experience the 'nightmare' as it became known. The architect of this nightmare is nameless but he was aided by some inaccurate Italian maps and possibly some errant marshals setting up their secret check on a road which was not on the map!

Whenever those Italian TCI maps are used they lead to problems and many really good navigators have fallen foul of them. I am told that they will not be used on the 25th event and I am grateful for that as I suspect that the latest route coordinator will find some places where the maps were wrong to catch out innocents such as me.

# Drive it Day, 21 April 2013

Drive It Day encourages our 500-plus club members and their supporters plus other historic vehicle enthusiasts to use yesterday's two, three, four or more wheeled vehicles for a day to celebrate the UK's transport heritage at its finest.

All owners of historic cars are encouraged to take to the roads on the 21 April to demonstrate how many historic and interesting machines are still on the road today.

Most FBHVC members already have planned to make the most of this day by using the public roads, meeting at local venues, places of interest, including museums such as Beaulieu, National Trust and heritage properties, transport cafes, like the Ace, local beauty spots or even car parks.

The FBHVC team will be attending a number of the many events and in celebration of our 25th anniversary we have made special arrangements with the Heritage Motor Centre in Gaydon, which is home to the world's largest collection of British historic cars. Centrally positioned Gaydon would make a good start point, intermediate waypoint to visit en-route and an excellent location to finish a day's run.

In support of Drive it Day, the Heritage Motor Centre will offer a special admission price of £5 for museum entry for those arriving in historic vehicles. In addition a discounted rate will be offered for the Land Rover Experience. This is a ride, as a passenger, through the steep and twisting multi-terrain track, either in a modern Discovery or an early Series III.



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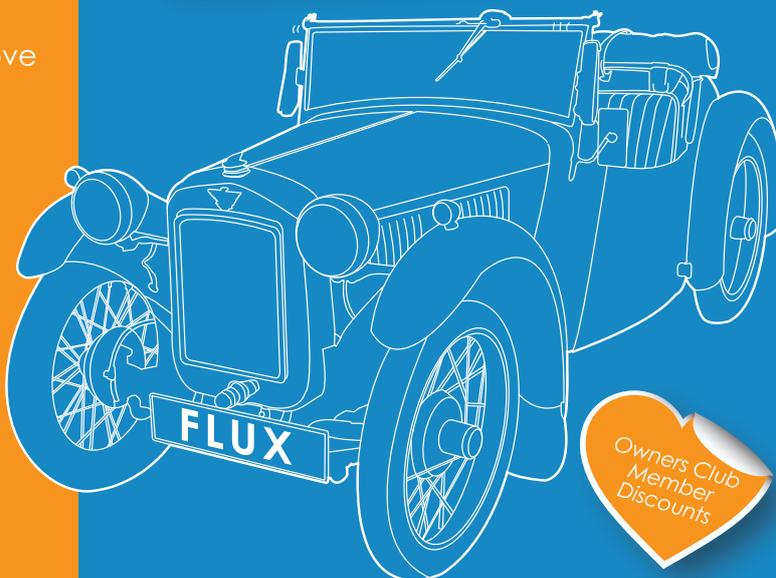
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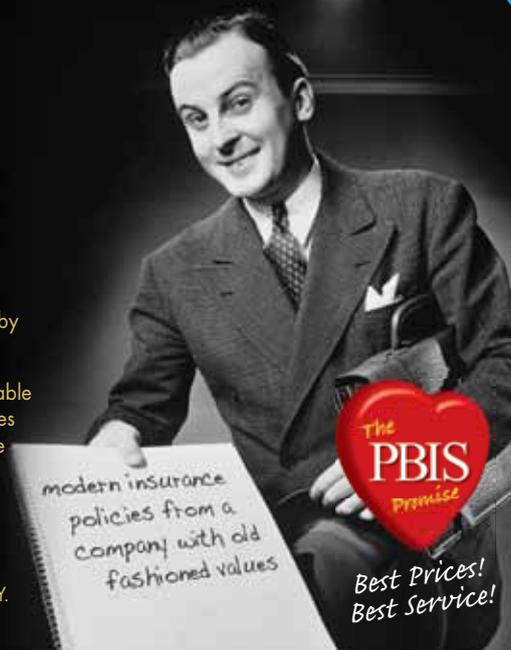
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# Scenic Tours

## What is a Scenic Tour and what do I need to take part?

Scenic tours are a social motoring event open to vehicles of 30 years and over. There is no competition element to a tour.

## Objective

The objective is for classic car owners to use their cars on an organised, social event following a pre-determined route. They are suitable for families, with youngsters under ten having proved capable of reading a road book on past events.

## Vehicles

These events are usually open to vehicles of thirty years and over. Later vehicles of interest may be allowed to take part, however this is down to the individual event organiser's discretion.

## The Event

The average tour is approximately 100 miles long with comfort/refreshment breaks. There is usually the opportunity to visit places of interest along the route. The entry fee usually includes all refreshments associated with the event and normally a commemorative rally plate. You do not need to be a member of a motor club to take part.

## Route

The route is usually defined by tulip diagrams contained in an easy to use road book. The tulip diagram originated from the Tulip Rally in the

early 1950s. It is basically a line diagram of a road junction with an arrow head designating the direction of departure and a ball showing the direction of approach. Additional information is usually added such as distance from the last junction, total distance from the start and relevant road sign/landmark information. Some events incorporate route checks, passage code boards to confirm that you have followed the correct route.

## Equipment

A clipboard is advisable; pens and pencils to record possible route information and mark off road junctions in the road book; a trip meter, which is an instrument that accurately records distance. The latter usually has two displays, one for total mileage and one for interval distance. It will make reading the road book tulip diagrams easier but is not a necessity; a normal vehicle speedometers odometer will normally be accurate enough.

## Time and Money

Most events are a one day format, but this is obviously dependant on where you live. The entry fee is dependent on what refreshments are being offered. They start from £45.

## Event Information

The Historic Rally Car Register has for 2013 a list of events that they consider to be of an acceptable standard. They can be viewed at [www.hrcr.co.uk](http://www.hrcr.co.uk). There are also a number of tours that are not on the list but are still very well run.

## Authorisation

This is a topic in its own right and this is a very brief introduction, mainly for the benefit of clubs with no motor sport connections who may be in ignorance of the requirement. Running an unauthorised event may have implications in the areas of liability and insurance. It is a criminal offence to promote or take part in an unauthorised event, with the possibility of a fine of up to £1,000 (although not an area in which the police are particularly vigilant) and there is a possible liability of club officials.

Any event on the public roads in which more than 12 vehicles are required to follow a set route, whether there is any element of competition or not, is legally required to be authorised by the MSA. It is not necessary for the organiser to be an MSA recognised club for this purpose. MSA recognised clubs will in addition require either an MSA permit or a Certificate of Exemption depending on the type of event

The MSA as the agent of the DfT for authorising routes cannot distinguish between MSA recognised clubs and others, it must treat them on an even-handed basis.

## Events with fewer than 12 cars:

The Regulations state that these are treated as authorised, nothing else is required.





### Events with more than 12 cars - MSA recognised clubs:

The clubs are required to get a) route authorisation, as a legal requirement and b) a Certificate of Exemption (from permit) as an MSA requirement. They can do this online. The MSA carries insurance covering most of their activities.

### Events with more than 12 cars - other clubs:

These clubs simply require route authorisation, as a legal requirement. They do not need a CoE because as they are not MSA clubs they do not require a permit anyway. They cannot apply for route authorisation online. They have to arrange all their own insurance.

The MSA website gives more information including the complete list of exempt events: [www.msauk.com](http://www.msauk.com)





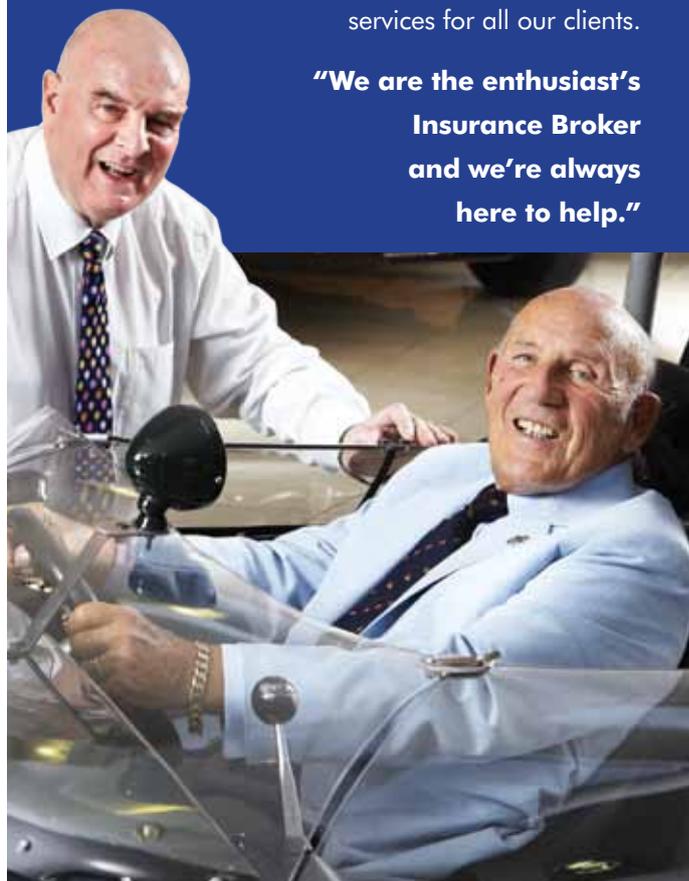
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## Club News

Rumcar News from the **Register of Unusual Microcars** reports on the extraordinary prices being achieved by some Microcars, with a Messerschmitt KR200 selling for £23,750 and an Isetta 300 for £12,233. There is also a mention of the second prototype 'Frisky' having completed the 1958 Monte Carlo rally in 23.5 hours. Amazingly, it has survived and is to be restored. Round and about 1970 the Japanese introduced a Kei-Class sport car concept. This translated into 'sporty' microcars. One example stands out from an array of frankly quite grotesque prototypes and that is the stylish mid-engined Honda Beat which was introduced in 1991. Some 33,600 were made before production ceased in 1996. Are there any over here?

The **Messerschmitt Owners Club** inform us that their 23rd International Rally will take place in Kettering on 11-14 July. Some people show remarkable ingenuity (and fortitude...) **Horsham**

**Historics** report on one couple who camped in their Messerschmitt Kabin Roller, together with their small dog, on a 10-day continental holiday.

The **Rapier Register** News prints some bizarre tips taken from a motoring book of the 1920s which include the suggestion that urinating into a failed accumulator will effect a temporary 'repair'. I'm sure that it is no more than a coincidence but another edition has a useful article on battery care and maintenance.

The **Triumph Sporting Owners Club** magazine gives us a brief illustrated description of two concept cars that only reached the prototype stage - one was a 'fat' TR3 and the other was an upmarket beast with a two litre OHC engine developing 120 bhp.

The **Sunbeam Talbot Darracq Register** gives us notice of their

centenary celebration on 16 February at Brooklands to mark the first 100 miles in one hour achieved by Percy Lambert in a Talbot.

We all know that the **Vincent HRD Owners Club** are just that little bit special, and so it is not really a surprise to learn that Gino Cavanna, a motor cycle dealer from Piacenza in Italy, was famous not only for his record-breaking exploits on his Black Lightning but for wearing a helmet with 'devils horns' on it and a gas mask as face protection.

The **Standard Motor Club** point out that 2013 is a landmark year for the Standard marque: 110 years since the founding of the company, 100 years since the introduction of the Model S and 60 years since the introduction of the Standard Eight. Sadly, it is also 50 years since the last Standard car was produced, a major event is being planned for 17-19 May. The same magazine has



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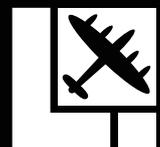
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photographs of some very challenging restoration projects. The centre spread of shows a view of the production line for 'Vanguards' in the early 1950's that warrants careful study.

There is a wonderfully atmospheric centre-spread in the **Bugatti Owners Club** magazine of the starting line-up for the 1931 Grosser Preis von Deutschland at the Nurburgring.

The **Singer Owners Club** magazine has details of the British Pathe Film Archive. Have a look at the website for more information on motoring films <http://www.britishpathe.com/record>

The **Cambridge and District Classic Car Club** magazine informs us that the genesis of the Japanese car industry came about through a tie-up between Wolseley Motors and the Japanese ship-builder Tokyo Ishikawajima in 1922; this metamorphosed into Isuzu. There are some thoughts and conjecture as to why we drive on the left.

The **Spartan Owners Club** Journal has a useful list of our MEP's and the areas they represent.

The **Morgan Sports Car Club** tells us that the Morgan Company has sufficient ash in stock to last for a couple of years and that they have already taken steps to secure further supplies from areas of the world that are disease-free

Are there some subversive elements about? So asks the **Bentley Drivers Club** Review. An immaculate R type Continental was spotted recently in the centre of Paris with a miniature bust of Stalin in place of the winged 'B'.

There is a thought-provoking piece in the **Colchester Vintage Motor Club** Newsletter. It is claimed that a 1935 Mercedes-Benz 500K Special Roadster was impounded by the German authorities at the auction at the Techno-Classic Essex Car Show under a court order which stated that the car should be returned to the family of the pre-war owner. The car had been taken by US personnel in 1945 and shipped to the USA.

For those of you who enjoy a really good fiddle about and who have good eyesight and steady hands, the article describing the overhaul of a Smiths rev counter in the magazine of the **Bristol Owners Club** is just for you.

The **TR Register** magazine has an educational feature on how to use a multimeter to fault find and reminds us that July 22 2013 will be the 60th birthday of the first production TR2.

The **Riley RM Club** gives us advance notice of their National Rally to be held at Wincanton Racecourse on 19-21 July.

Flutenews, the newsletter of the **Vauxhall Owners Club**, has an account of a model Velox made in Surrey in the 1950s. This 1/18th full-size car sold for 41 shillings and 6 pence - do any survive? There is also fair warning of the International Rally in Sweden on 16-20 May in Gothenburg.

The **Austin Ten Drivers' Club** magazine has a brief but informative article on Sir Herbert Austin's short-lived foray into agriculture in the early 1920s with a two-ton tractor.

The **Jowett Car Club** claims to be the world's oldest one-make car club (unless you know better...) and 2013 is the 90th year of the club.



There is a reference to the photographic and catalogue collection that had been amassed by the late Jack Harper in the magazine of the **BSA Front Wheel Drive Club**. Does anyone know what happened to it? There are also photographs of two three-wheelers that were operated by Northamptonshire police in the 1930s: VV 1700 and VV 1701. Where are they now?

The **Wirral Classic Car Club** magazine has some interesting statistics on 1951 cars and 1963 cars as an interesting comparison. Some fuel consumption figures are thought-provoking.

The **Pre-1940 Triumph Motor Club** Magazine has a brief but interesting biography of KV 6906 which some of you may have seen at the NEC. This car is thought to be the only survivor of the seven cars which took part in the 1934 Monte Carlo Rally. The centre spread of the same magazine has some atmospheric photographs of Triumph sports cars in action in the 1930s.

The **Ariel Owners Club** have given us advanced notice of their 2013 Annual Rally to be held in Jutland 22-23 August.

Wolseley World proudly informs us that the **Wolseley Register** was awarded the Club of the Year at the NEC Classic Car Show. The same magazine has some wonderful photographs of the Wolseley Tool & Motor Car Company London Depot taken in 1910, which was open 24 hours a day seven days a week and was situated in York Street Westminster.

The **Austin Cambridge-Westminster Club** will be holding their annual rally at the former home of William Morris, Nuffield Place, on 14 July.

The **Cornwall Vintage Vehicle Society** magazine reminds us always to read the small print on rally and event entry forms and to make sure that organisers of such event do have appropriate public liability insurance cover in place. If not, go home.

The **Chester Vintage Enthusiasts Club** magazine enlightens us to the delights of the diesel particulate filter and its wicked little ways.

There is an interesting article in The Mascot from the **Association of Singer Car Owners** - on an electronic conversion kit now available for those of you who have DK4 distributors. >>>

# Club News

▶▶▶ The **Citroen Car Club's** Citroenian magazine features the 1930 Citroen Lictoria Sex which was donated to Pope Pius XI in 1930 and which resides in the Vatican Museum.

The **Classic & Historic Motor Club** magazine reminds of the chicanery of the French which resulted in the disqualification of the winning team of Mini Coopers from the 1966 Monte Carlo Rally.

The photographic coverage in the magazine of the **Bullnose Morris Club** suggests that the centenary celebrations went off very well indeed in spite of the weather.

The **MG Octagon Car Club** bulletin reveals to us that the oil dip-stick was an American invention!

Old Stager magazine from the **Historic Rally Car Register** reminds us that the RAC Rally was 80 years old last May. There is a brief and informative history of the event and a cover photograph of the Mk II 'Zephyr' that won the 1959 event - 155 LVX are you still out there somewhere?

The Magazine of the **Rover P4 Drivers' Guild** has an interesting article on a 1958 1055 that has been modified into a viable competition car which is driven by two delightful young ladies

The impressive magazine of the **Aston Martin Owners Club** has a magnificent run of photographs of Aston Martins engaged in competition in the 1930s.

Safety Fast, the magazine of the **MG Car Club**, has a photographic reportage on over 2,000 MGBs that turned up for MGB50 at Blenheim Palace in September.

A race-tuned A35 sold at Goodwood for a reported £30,475 according to the **A30-A35 Owners' Club** magazine. A photo-feature of townscapes of the 1950s proves that A30's and A35's were everywhere!

There is a brief account of the Daimler trolley buses, built in batches from the

1900s until 1951 in the magazine of the **Daimler and Lanchester Owners' Club**. Do any survive in preservation? *[David Hurley tells us that the answer is yes, there are four – two in the UK, one in Spain and one in South Africa. Ed.]* The Club's annual rally will be held in Shrewsbury on 6-9 June this year.

Wolseley had a fatal (?) attraction for providing motive power for unusual contraptions in the Edwardian era. There are photographs of some of them in the magazine of the **Wolseley Owners' Club**.

Jampot, from the **AJS and Matchless Owners' Club** has an interesting article on the on-board toolkits that were provided or which could be purchased as extras: now a useful diversionary hobby to pursue at autojumbles as you try to assemble a full house.

An illustrated guide to servicing a 1960s and '70s Bosch distributors is written up in the magazine of the **Crash Box & Classic Car Club**.

For those of you who just cannot resist fiddling with things, there is an in-depth illustrated article on odometers (and how to reduce them to useless scrap?) in the **Land-Rover Series One Club** magazine.

The **Fairford Classic Car Club** magazine has an article on the trials and tribulations encountered with an SU fuel pump which makes educational reading.

There is a brief but useful history of the development of the London taxi from the Heavy 12/4 Austin of the 1930s to today's TX4. The production figures exceed 100,000 over six decades – all this in the magazine of the **Austin Counties Car Club**.

There is a thought-provoking article on the future of steam rallies in the Magazine of the **National Traction Engine Trust**.

# Member Organisations

Welcome to the following clubs which have recently joined:  
**National Street Rod Association**  
**Droop Snoot Group**

## Mini Cooper Register trip to Marseilles in 2012

*Glenn Fisher with his daughter  
Amanda co-driving ▼*



▲ *Some of the cars at Chalet Reynard, half way up the ascent of Mont Ventoux*



▲ *John Heatlie celebrates getting to the top of Mont Ventoux*

## NEXT ISSUE

Issue 2, 2013 will be available in April



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