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About FBHVC

The Federation of British Historic Vehicle Clubs exists to uphold the freedom to use old vehicles on the road. It does this by representing the interests of owners of such vehicles to politicians, government officials, and legislators both in UK and (through membership of Fédération Internationale des Véhicules Anciens) in Europe.

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

There are over 540 subscriber organisations representing a total membership of over 245,000 in addition to individual and trade supporters. Details can be found at www.fbhvc.co.uk or sent on application to the secretary.

EDITORIAL

Geoff Lancaster

The late great Spike Milligan used to quip that, “just because you know you’re paranoid, it doesn’t mean we’re not all out to get you!” In the quieter moments of reflection it sometimes feels like this at the Federation. Why this obsession with defending our rights of highway access? Is it really necessary that we should expend so much effort and money on a pastime that isn’t really under any significant threat in our free society?

Well, a number of things have cropped up since our last FBHVC News which have served to confirm to me that we are not wasting our time on your behalf. Firstly, there is the ongoing saga of Ultra Low Emission Zones. In the UK our LEZ and ULEZ regime has so far been focussed in London and around a levy charging model. In other European cities such as Paris and Amsterdam it involves outright bans. Should it ever spread to Venice it will only be of concern to users of Amphicars and Schwimmgagens!

The second item that aroused my attention was a footnote to one of the new ministerial appointments, that of my own MP, the Rt Hon John Hayes MP. As a minister in the Department for Transport and a member of the All Party Parliamentary Historic Vehicle Groups he seems well placed in Government. However one of his tasks will be to report on the Government’s view of new technologies in transport and in particular the much vaunted autonomous vehicle. Now this may or may not present a threat to our members. Be assured we shall be engaging with him during his deliberations.

The final example that presented itself happily does not directly affect us in UK but may have profound effects across the pond. The US Environmental Protection Agency is trying to ban the conversion of historic road cars for racing on the grounds that it alleges they come under its jurisdiction within the Clean Air Act. Our counterparts have challenged this in Congress with some success but the EPA still maintains its opposition to modification of historic for racing.

If you still think I’m paranoid, look to the horizon. The Norwegian and Dutch Governments have both declared their intentions to ban the internal combustion engine by 2025, and India is discussing the feasibility of introducing an electric only fleet by 2030. Now who’s paranoid!

ADMINISTRATION PROFESSIONAL

An exciting opportunity for an Administration Professional will be created when the existing, long serving, Secretary to the Federation retires in mid-2017.

The Federation was formed in 1988 and exists to uphold the freedom to use yesterday's vehicles on tomorrow's roads. We represent over 540 historic vehicle clubs with approximately 250,000 enthusiasts owning not only cars but motor cycles, commercial, agricultural, military and steam vehicles plus passenger service vehicles such as buses and coaches all of which are more than 30 years old.

The successful candidate will work closely with the Chairman, Finance Director, Legislation Director and other board members.

The role requires:

An ability to maintain daily contact by telephone and email with the Board, member clubs, individual members, trade and museum supporters.

The ability to research government and other relevant websites to identify potential legislation that could impact our movement.

An ability to interact effectively with members, media and commercial partners at shows and conferences. General office administration including maintenance of membership records, accounting records and preparation in draft of the monthly trial balance.

A high degree of IT literacy and familiarity with web-based communication tools that facilitate user interaction.

But equally importantly we seek applications from individuals who truly believe they could contribute to the future development of the Federation.

The Federation follows a clearly defined strategy focusing on key areas of Legislation, Research, Trade & Skills, Heritage & Culture, Technical & Events and International Relations.

Over the past four years as well as focusing on our primary objective of lobbying government, their agencies and other NGOs; the Federation has created the only Ofqual accredited Apprenticeship Course in Historic Vehicle Restoration and developed our focus on the cultural impact of historic vehicles to the extent that Mr Loyd Grossman, chairman of The Heritage Alliance will speak at our AGM and Conference later this year.

The role requires a high degree of diplomacy and an interest in historic vehicles and the movement in general. An appreciation of the technical aspects of motor vehicles would be helpful but is not essential.

Working hours have a certain degree of flexibility although an ability to work some weekends, currently spread over ten days is essential. The tasks of Newsletter editor and Custodian of Archives may be incorporated within the role subject to the experience of the successful candidate.

An appropriate remuneration package will be negotiated.

Further details of the Federation are available at www.fbhvc.co.uk

The chairman, David Whale, will be pleased to receive enquiries and expressions of interest via email to: chairman@fbhvc.co.uk

LEGISLATION

Bob Owen

It is actually not a surprise, given that there has been so much general political turmoil over the last two months, that there has been no progress on DVLA matters since the last Newsletter, though I realise it must be frustrating for those still affected by current DVLA policies. As Ian tells you, normal day-to-day contact with DVLA on specific matters continues nevertheless. I need to ask you to bear with us for a further period. We have not in any way ceased our efforts, nor do we intend to do so.

Nor is there much else of a Governmental or administrative nature to report on. Again this is not surprising. Looking forward, we have just responded to an initial consultation, issued by the Department for Transport and the Centre for Connected and Autonomous Vehicles, on the way forward towards driverless cars and goods vehicles.

It is of course entirely proper that Government should be giving serious thought to the need to prepare for what will be a change in the way of using our roads which is unprecedented, I was going to say in our lifetimes, but in fact I mean *ever*.

Humankind has never until now considered handing over responsibility for how we undertake road journeys to a machine, either in whole or in part. Of course it started quietly a long time back with cruise control systems. Anyone who has driven using these systems on a motorway will know it does significantly change the style of driving, in that instinctive and often imperceptible reactions to the conditions on the road in front have to be replaced by conscious decisions, such as overriding the cruise control or indeed disabling it by applying the brakes or changing gear. Already we have lane keeping mechanisms, parking aids both passive and active, speed sensing devices and intelligent lighting systems.

But the initial Government consultation appeared to the Legislation Committee, as we considered it, to be perhaps too focussed on the technological and indeed financial benefits to be accrued to the United Kingdom by the active encouragement of autonomy, up to full autonomy, in vehicles. It seemed relatively unconcerned with the fact that it is going to become increasingly important to consider the effects on 'conventional' vehicles, which include essentially all of our current members' vehicles, as a driverless cars and trains of lorries in intelligent 'convoy' encroach in significant numbers onto the roads.

Perhaps most worrying is the fact that the writers of the consultation refer to a 'transition phase' after which they seem to see driven vehicles as a thing of the past. That, were it true, would signal the end of use of our historic vehicles on Britain's roads, which is what we in the Federation claim to be all about.

The goal of totally driverless cars will doubtless be promoted as being the way to achieve great strides in road safety, but Britain's record on road safety is already fairly good, if never perfect, and that gain would come about at the cost of an immense reduction of freedom, which would affect many more people than us, the historic vehicle enthusiasts.

Clearly the Federation cannot be, nor do we wish to be, Luddite about the inevitable increase in driverless vehicles, but we will be at the forefront in reminding everyone that this is not only a technically but socially vast change, which needs to be handled by Government with great care and sensitivity. Our interests will be only a small part of those which need to be taken account of. We will make sure they are not forgotten.

Diabetes: changes for PCV and HGV drivers at DVLA

James Fairchild

The Federation have been made aware of a DVLA medical change that occurred earlier in 2016.

For people driving historic buses/coaches/trucks we first need to consider which of our licence categories we are using at a particular time. The article below will assist you in doing that.

The change only affects people using vocational licences (i.e. category C C1 D or D1) and only people on the sulphonylurea or the glinide group of tablets.

The old rules were a finger prick test twice a day (at times relevant to driving). The change is that a finger-prick test is now required every two hours.

Writing in Route One magazine Dr Phil Thornley says: “It is inconvenient for a lot of PCV drivers to have to pull over every two hours to do the test but fortunately there are now new medicines that don’t run the risk of causing a low blood sugar level. Go to your doctor and ask if he can change you onto a different medication that doesn't require finger prick testing”.

The full article in Route One can be read online at www.route-one.net/articles/Driving/Are_you_in_danger

We can only echo the advice to make an appointment to visit your own doctor to clarify whether this change is relevant to you or not, and whether it may be appropriate to consider changing medication or not.

Which Licence? James Fairchild

As many of us are aware, older buses and trucks can in certain situations be driven using a car licence and a recap might be appropriate.

In addition to affecting members with historic commercial vehicles, this article is also relevant to those who use a 7.5 tonne medium sized lorry to transport an historic vehicle around. We would particularly encourage those who were granted their C1 licence automatically (this would be people aged 36 to 69 who passed their car test in 1996 or earlier, and also those aged over 70 who have opted to attend a medical to allow such entitlement to continue) to consider which entitlement they are using at a particular time. I am ignoring for the purposes of this article 16 seat minibuses driven on a category D1 licence and often used by community groups etc (as not really relevant to historic vehicles). Guidance is in leaflet INF52.

The boxes will assist you to do that, though as always you may wish to check with the DVLA and/or read their leaflet INF52.

BUSES CATEGORY D LICENCE

Category D licence needed unless all these can be ticked:

Bus/coach/minibus constructed at least 30 years ago;

Driver aged 21 or over;

Car licence for same transmission type (i.e. manual or auto, auto including in this context pre-select and semi-auto) passed at least two years prior;

Vehicle not being used for any form of hire or reward;

Vehicle not being used for any form of business purposes;

Vehicle carrying max 8 passengers.

LORRIES CATEGORY C LICENCE

Category C licence needed unless all these can be ticked:

Lorry or HGV Tractor Unit constructed in December 1959 or prior;

Driver aged 21 or over;

Car licence for same transmission type (i.e. manual or auto) passed at least two years prior;

Vehicle used unladen;

Vehicle not drawing a laden trailer.

SMALLER LORRIES 3.5 TO 7.5 TONNE CATEGORY C1 LICENCE

Category C1 licence (whether C1 was granted automatically when you passed your car test or you sat the specific test) needed unless all the conditions in the previous box can be ticked.

There are a limited range of other exceptions which I haven't covered on the basis they aren't really relevant to historic vehicles. These can be found in DVLA leaflet INF52 which is available to download online at <https://www.gov.uk/government/publications/inf52-large-vehicles-you-can-drive-using-your-car-or-lorry-licence>

We do acknowledge the disparity between buses and trucks in the date range 1960 to 1986. Possibly in the future there may be a suitable opportunity to raise this but for now we must all respect the concessions as they have been provided.

This article is purely to assist you in deciding whether a category B, C, or D licence is needed. Issues of whether drivers' hours regulations apply, or whether a tachograph is needed, what type of MoT (if any) is needed, whether an operator's licence is needed, or whether Driver CPC is needed will have to wait for another day.

It is worth adding that during a day a vehicle (or indeed a driver) may well do some driving that is covered by a car licence and some that needs a vocational licence. In these circumstances we need to consider carefully the effect of driving hours and potentially also working hours.

As always, the vehicle owner/keeper/driver is responsible for compliance. This article is intended to be a guide to assist you, but if you are unsure or have an unusual situation you may wish to check with DVLA and DVSA as appropriate.

DVLA

Ian Edmunds

Although as Bob notes elsewhere the more fundamental aspects of our discussions with DVLA have temporarily fallen victim to the greater upheaval in Westminster there are one or two operational level updates to pass on to you.

We have received a few reports recently regarding problems in providing adequate dating evidence for vehicles which were originally exported in CKD form and have now found their way back to the UK. The manufacturers' records, even if available, will only record the date the set of parts left the factory whilst DVLA are requesting evidence of when that set of parts was assembled into a complete vehicle. In many cases the assembling company, often a subsidiary of the manufacturer, no longer exists and neither do their records. If the foreign registration documents show the original date of manufacture/assembly that will normally be adequate but unfortunately, particularly it seems in Africa, they often don't.

As this is all part of the larger issue of DVLA on occasions requiring excessive documentation, I don't have a simple answer to this problem, so we simply have to warn potential purchasers of such a vehicle that they should search for as much evidence as possible in the country of first sale to support the original build and/or first registration date.

Another warning concerns DVLA inspections of vehicles. As you know these inspections are now subcontracted to SGS and are conducted at no charge at the owners' premises. However it seems that recently DVLA have decided to have vehicles inspected in circumstances where they have not done so in the past. Examples have been vehicles which have been inactive for a long period when DVLA have wished to have inspections carried out prior to issuing new V5Cs. In my opinion there is no fundamental objection to this. If the vehicle is what it purports to be and if the owner has nothing to hide there should be no problem. Difficulties have arisen where owners have commenced restoration work concurrent with their application to DVLA with the result that SGS have then claimed they cannot inspect the vehicle because it is incomplete! Whilst we have disputed this refusal to inspect with DVLA the advice to owners has to be to complete the paperwork before dismantling the vehicle.

Some months ago we were contacted by the new owner of a classic car who was rather perplexed by the reaction of DVLA to his perfectly normal request for a V5C in his name. To cut a long story short, after some

correspondence with DVLA he eventually persuaded them in a phone call that there was nothing strange or suspicious about this car and duly received the V5C. Whilst he has understandably asked me to not to identify him or the car the moral of the story is that polite persistence can pay off.

A member was apparently recently told by DVLA that although a V62 (Application for a Vehicle Registration Certificate) enquiry had shown that the vehicle in question was not on the record the £25 fee was not returnable. I have confirmed that is incorrect. DVLA tell me, "If we don't have a record of the vehicle we cannot action the request, therefore it is fair to refund the £25, or not cash it". They also suggested that the person applying should be sure the vehicle is on the record before they apply. I reminded them that although in theory it is possible, in fact very easy, to do so by means of VES we know that for a number of historic vehicles a simple VES search will not produce a result because the 'Make' is incorrectly recorded on their system. Without access to the previous documents (whether V5 or V5C) it is impossible for the applicant to identify how the vehicle Make is recorded in the system. Thus, although a V62 enquiry is not the intended method to ascertain if a vehicle is on the registration record in practice it may be the only way.

You may recall that some months ago I reported a problem with the latest iteration of the online MoT system in that it would not accept non-alpha/numeric characters (eg /, *, \etc). DVSA assured us they were aware of the problem and that if the tester entered the chassis number without the non-alpha/numeric characters the system would search and find a match. We had heard of no further problems until recently. We have now had one instance reported to us where the tester did just that and satisfactorily completed the test but the keeper later received a letter from DVLA querying the discrepancy between the chassis number on their record and that recorded by the MoT tester. At the time of writing this is still very much on-going but I would hope to report a conclusion in the next Newsletter.

You may be aware of a recent consultation issued by DVLA referring to reforms in the VED process to identify the price of the vehicle. We have clear written confirmation from DVLA that this refers solely to brand new cars registered from 1 April 2017 and does not affect vehicles in the historic tax class.

My thanks to the member who drew our attention to an MoT problem with black and white/silver registration plates. We reported correctly last year that the date up to which these plates were permitted had become linked to the historic tax class; that is 40 years old. Thus currently vehicles manufactured before 1 January 1976 are permitted to use black and white plates. However this revision to the Regulations has not yet reached the MoT Testers Manual where the cut-off date is still quoted as 1 January 1973. DVSA have informed us that the manual will be revised ASAP but until it is the MoT status of vehicles manufactured between 1 January 1973 and 1 January 1976 which are fitted with black and white plates will have to be established on a case by case basis. It may unfortunately be necessary on occasion to explain this to an individual tester.

Finally I would like to close with a plea! Many clubs and individuals contact me for advice with problems they have encountered in attempting to register their historic vehicles. That is absolutely fine, it's part of what I'm here for, and I always attempt to respond to the best of my ability. A large proportion of my correspondents keep me informed as to the final outcome of their particular problem, but some do not! Whatever knowledge and understanding I may have of the practicalities of the registration system is to a large extent derived from the joint experience of all historic vehicle owners. The more feedback I receive the more I will know! So, please, if you contact the Federation for advice report back with the final outcome, even if the advice proved to be completely wrong it will at least avoid that mistake being repeated.

The direct email address is vehicles@fbhvc.co.uk

TRADE AND SKILLS

Karl Carter

Are you covered? Changes in insurance from 1 August 2016.

Amongst the responsibilities of all club officials, directors and/or committee members, is to ensure that the club has adequate insurance arrangements in force and that the insurance company or insurance advisor has been provided with full and complete risk details. Amongst other requirements the new Insurance Act which

has been operative from 1 August 2016 reinforces this need to provide full and proper details so reputable insurance companies are likely to ask you more questions to ascertain the risk.

As a consequence there is a need for all new and existing clients to have a completed risk review pro forma in place. Details of the headings incorporated into an example Risk Review Form are now set out below with brief explanations and these may help you with assessing your club risks.

- Material Damage Insurance – Provision of cover for such as buildings, machinery plant and miscellaneous contents, stock, computers etc.
- Consequential Loss – Loss arising from a material damage claim including cancellation/abandonment of an event/show.
- Goods in Transit – Provision of cover for such occasions as the movement of property to and from and whilst at vehicle shows.
- Money Insurance – Provision of cover for money whilst for example being moved to and from and at a vehicle show.
- Engineering Inspection – Provision of periodical inspection service for such as lifting plant/ air pressure vessels as required by statute.
- Employers Liability – provision of cover in respect of liability arising from death and/or injury to employees. The definition of employees extends to both part-time, casual and volunteer; in fact to all circumstances where there is consideration.
- Public Liability – Provision of cover in respect of liability arising from death and/or injury to third parties including third party property damage can be extended to include libel slander, breach of copyright, patent and design.
- Products Liability – Provision of cover in respect of liability arising from death and/or injury and property damage to third parties arising from an occurrence in respect of products supplied.
- Professional Indemnity – Provision of cover in respect of liability arising from provision of advice for a fee e.g. vehicle valuations.
- Cyber Insurance – Losses arising from data breaches, hackers and other cyber breaches.
- Personal Accident – Provision of cover for such as volunteers following an occurrence.
- Business Travel – Provision of cover for such as club officials whilst travelling on club business.
- Legal Insurance – Provision of cover in respect of the costs of legal expenses including directors and officers liability.

FBHVC presently recommends both Aston Scott and Peter James Insurance for club insurance and with many renewals in the next few months we strongly recommend you review your insurance needs and discuss these with your insurers.

OLD AMERICAN CARS IN CUBA

Karl Carter

My wife Elaine and I decided to have a holiday with friends in Cuba, and in May this year we stopped in Havana for a week. The thought was that with the change in relations with the United States, Cuba is likely to change as American money and the big corporates start to invest in a country that has had little investment since the revolution in 1959.

After the revolution there was an embargo on the importation of cars and their parts from the United States to Cuba and with the Americans also leaving Cuba, this left tens of thousands of pre-1960 American vehicles trapped in Cuba. Today it is reported that there are 60,000 American vehicles in use and nearly all are in private hands. Many of the vintage American cars have been modified with newer engines, disc brakes and other parts, often scavenged from Soviet cars and most bear the marks of decades of use. Pre-1960 vehicles remain the property of their original owners and descendants and can be sold to other Cubans providing the proper certificate is in place. As you would expect very large engines in these pre-1960 cars are relatively inefficient, with fuel consumption being very high and emissions very noticeable everywhere you go. With the oil price increase, this has in fact noticeable dropped the amount of travel that Cuban people try to undertake

and resulting in cars usually loaded passed the maximum allowable weight, resulting in even more abuse to the already under maintained vehicle.

Since 2009 Cuba has imported cars from Chinese automaker Geely, to serve as police cars, taxis and rental vehicles. Previously the Soviet Union supplied Volgas, Moskvich and Ladas. In Havana we saw the full range of classic American '50s cars, some of which were still fairly original and in good condition, but unfortunately there are large numbers of extremely poorly maintained cars, many of which have been converted to diesel engines which from the emissions look as if they come from lorries rather than modern cars. There are still lots of Ladas running about but we also saw a number of British cars, and particularly Morris Minors, Morris Oxfords and a Triumph Herald. We did spot an Austin Healey 3000 one day, which unfortunately was in very poor condition and I am still not sure which Healey 3 litre it actually was.

We all had a great time in Havana where you certainly will meet some lovely people, but if you are thinking of going, be prepared for what is likely to now be a huge building site as investment starts to come into the country particularly from the United States. The good news is that they are renovating existing buildings which have some fantastic facades and this restoration is being done sympathetically by the Cuban government. American cruise ships are now docking in Havana on a regular basis and this is likely to increase, but I certainly hope that this does not change the sort of experience we had in our time there.

HERITAGE

Keith Gibbins

As I write this Heritage Open Days are looming close and it was pleasing to see the Vintage Motor Cycle Club Journal identifying one of the events their members are attending. This was at the Stroud Museum in the Park, where a special Celebration of Stroud's Motor Racing History was being held as part of HOD 2016. Included was the celebration of the 70th Anniversary of the Baughan motorcycle winning its last Cotswold Cup, with a motorcycle outfit being on show.

Baughan was a British cyclecar and motorcycle manufacturer in business from 1920 until 1936. Founded in 1920 in Harrow, Middlesex, from 1921 the company moved to Stroud. Trials were seen as a marketing showcase at that time and Baughan bikes were used to great effect in the Motor Cycling Club's London to Land's End, London to Edinburgh and London to Gloucester events and won the 1933 Scottish Six Days Trial benefitting from its sidecar-wheel drive. As such innovations go, it was outlawed as the powered sidecar was considered to give it too much of an advantage.

We do get the occasional inquiry about HOD events. Since the decision about which event to attend is managed at club or more likely club section level it is difficult for us to respond. Can I suggest posting the plans for your attendance on our Facebook page?

Talking of which, I was reminded, when we shared the Mini Cooper Register's photo of a Mini Cooper on our Facebook page, that it was the 57th birthday of the iconic Mini on 26 August.

You may recognise the cardboard replica standing next to the car in the photo as Enzo Ferrari. He was a fan of the Mini and used one in the 1960s. According to some sources it was delivered personally by Alec Issigonis! (<http://maximummini.blogspot.co.uk/2011/11/who-coachbuilt-ferraris-mini.html>)

A new chief executive has been appointed at the Heritage Alliance. Lizzie Glithero-West, is taking over from our long-time friend Kate Pugh. Loyd Grossman, chairman of The Heritage Alliance, said: "We are thrilled that Lizzie will be our new chief executive. Kate Pugh will be a very hard act to follow. But Lizzie will bring a fresh perspective to bear on the Alliance's important work representing the independent heritage sector to Government and opinion formers. Lizzie is that rare combination: a passionate enthusiast for heritage of all kinds, but someone with in-depth inside knowledge of how the corridors of power in Whitehall and Westminster work. We look forward to welcoming her to the Alliance and its family of over a hundred members".

The Alliance's strategy for the next four years (2016-2020) is set out in Realising the Power of Heritage document (www.theheritagealliance.org.uk/leaflet2016) which includes the following bullet points:

- 4 out of 5 adults believe that heritage makes their area a better place to live.
- 1% of England's adult population volunteer in the heritage sector.
- Participation in Heritage Open Days has doubled in 10 years. The four-day festival now attracts between 3 and 4 million people every year.
- Heritage tourism generates £26.4bn for the British economy

To which we would add the part that mobile heritage paid in improving life in the 20th century.

TECHNICAL AND EVENTS

Tony Davies

Well July was real landmark for me – navigating in a Ferrari 250GTO (yes a real one!) on the Enstall Classic Rally in Austria. I even got to drive it for a few miles too. Sadly problems with our mechanical trip-meter affected our result adversely but we still managed to finish in the top quartile and as the best Ferrari.

Coming back down to earth the variety of scenic tours available for your enjoyment of the classic scene during the coming months is starting to fade as autumn approaches. However, one I can recommend is the Autumn Leaves in October. Have a look at www.scenictoursuk.co.uk I really do recommend this two day touring event in mid-Wales.

I was in Italy to steward the Gran Premio Nuvolari in late September but my latest competitive event was the Devon Classic in early October in an MGB GT. I'll let you know how we got on in the next Newsletter.

However, if you have yet to venture out this year on a competitive event with your classic, have a look at HERO's Rally of the Tests taking place in early November. Not an event for first-timers I suggest but definitely a challenge for the more experienced amongst you. A look at www.heroevents.eu/Events/rally_of_the_tests/ will tell you all you need to know. Le Jog (Land's End to John o' Groats) will also take place in early December if you fancy a real challenge. Again the link is www.heroevents.eu/Events/lejog/. Also I'm sure any offers to marshal on either or both events would be appreciated by HERO – an email to enquiries@heroevents.eu will start the ball rolling.

For adventures further afield have a look at www.endurorally.com/pages/coming-rally-events. ERA really does put on a great cross-section of events as does Rally Round UK <http://rallyround.co.uk/> with Japan, Europe and Mediterranean locations featuring in their 2017 calendar.

Indeed all three of the UK's principle organisers of top-class classic rallies are now putting some of their events onto the FIVA International calendar which is a sign of the progress being made.

Finally ,FIVA's General Assembly will be held in Paris over 17-20 November. It will form part of FIVA's programme of 50th anniversary World Motoring Heritage Year celebrations and will, I'm sure, have some interesting and testing topics to discuss.

Ex-Daily Mirror World Cup Rally car wins enduro award on its first international historic event Dave Richards

Two Brits won a long-distance prize on a prestigious Italian driving event earlier this year. They drove a 1968 Morris 1800 MkII 2500 miles in six and a half days to take part in the Terre di Canossa. The car, known as The Beauty Box, has an illustrious career under its belt already.

Owner David Scothorn and navigator Dave Richards drove the 1968 Morris all the way from Oxford to Parma, Italy, to reach the start. "It was quite simple," laughs Scothorn: "we were originally going to trailer the car over the Alps. But the logistics became a lot simpler once we decided to drive the blighter". The car was prepared for the event by a specialist classic car garage, The Project Shop near Bicester, Oxfordshire. The

Morris was prepared for the event by Iwan Jones who is one of the apprentices at Bicester College in the scheme supported by the FBHVC.

The car was built by BMC in 1968. Its first career was on the Press fleet and it was driven for a road test by John Bolster in Autosport. It was then converted for use on the 1970 Daily Mirror World Cup Rally at Special Tuning in Abingdon. Woman magazine signed up for sponsorship. Jean Denton, Pat Wright and Liz Crellin drove it from Wembley Stadium to Mexico City in April and May 1970. The World Cup rally was the most arduous ever seen. And the Morris 1800 finished 18th. But after its return to Britain it eventually became just another rusted out old car.

Four years ago it was restored. And in 2016 made its international historic rally debut on the Italian event from 15-17 April.

Navigator Dave Richards, co-owner of the Project Shop reckons: "Coming home with the distance prize was the icing on the cake. The trip was arduous. How the crews on the World Cup Rally did the mileage we did every week for six weeks running proves what heroes and heroines they were".

CLUB NEWS

David Davies

An imaginative bit of PR by the **Jupiter Owners Auto Club**. A Jupiter accompanied the Ambassador's Caravan on each of the three days of the Tour de Yorkshire cycle race – Yorkshire cars supporting a Yorkshire event.

A seriously modified Austin Atlantic is featured in the **Austin Counties Car Club** magazine. This immaculate conversion now features a Ford V8 engine and transmission combined with a lowered roof line and suspension; it could be yours for £15,000.

There is photographic evidence to support that apocryphal story about potatoes. An AA mechanic wired up a potato to act as a condenser to enable a Land Rover to get to a garage and is featured in the **Octagon Car Club** bulletin. And staying with ignition systems, there is a most useful check list for fault finding in the event of a non-starter.

The quarterly magazine of the **Speedsters and Spydery** enthusiasts tells us that the Pilgrim Speedster has been relaunched. All you need is a VW Beetle and £3810 (plus VAT) and lots of patience and you will be the owner of a very impressive copy of a 356B.

There is photo reportage in the **Series One Land Rover Club** magazine on a pilgrimage to Red Wharf Bay, Anglesey, the place where Maurice Wilks is claimed to have sketched the outline of the Land Rover in the sand whilst on holiday in April 1947.

A 1960s advertisement for the Hamblin Cadet glass-fibre body shell for an Austin Seven features in the magazine of the **South Hants Vehicle Preservation Society**. Has anyone got one?

For the Morris owner who has (almost) everything, the magazine of the **Morris Register** has an in-depth article on the adjustable spanners and, more importantly, the hammers that were provided in Morris car tool kits.

The Circuit Historique de Laon looks like a really good weekend away and the **Morgan Sports Car Club** magazine tells us that of the 1000 cars present at the 25th event, 100 of them were Morgans – and they were all lined up together on the ramparts of Laon.

In September 2016, the **Morris Minor Owners' Club** is celebrating its ruby anniversary by taking a standard specification 1963 Morris Minor four door saloon on a celebration trip throughout the UK. The aim is to travel from John O'Groats to Land's End but, instead of going directly, the car will, over a period of four weeks, visit every MMOC branch in the UK as well as a number of additional locations that are significant to the

history of the car and the development of the club since 1976. Amongst these will be the site of the former Morris works at Cowley, where the car was built, the British Motor Museum at Gaydon, the National Motor Museum at Beaulieu and the home of the founder of Morris Motors, Nuffield Place.

There is a steam powered motorcycle featured in the magazine of **The Steam Car Club of Great Britain**. Don't rush all at once to buy one. The Back Pearl manufactured by Revatu Customs in Holland has a maximum speed of 5 mph – and no price is quoted.

There is an in-depth article on the firm of A. Archer, of Great Dunmow which is closing down after one hundred and twenty-seven years in the **Talbot Owners' Club** magazine. Archers had a close association with Talbots.

The journal of the **Daimler and Lanchester Owners' Club** has a useful article on the resuscitation of 1950s electric windows.

The **AJS & Matchless Owners' Club** journal continues the life story of that larger-than-life motorcyclist Colin Seeley - well worth a read.

The journal of the **BSA Owners' Club** has a useful piece of lateral thinking to make a low cost, no mess cable lubricator.

Just a reminder that 2016 is the golden jubilee of the **NECPWA**, while the **Traditional Car Club** will be celebrating next year and we are informed that a very full programme of activities is being planned already.

The **Bentley Drivers' Club** Review is a really top class publication and the August issue gives us excellent coverage of the 80th anniversary Run to Blenheim Palace and the 70th Annual Summer Rally and Concours d'Elegance.

On a slightly different wavelength but just as impressive is the photo reportage of the **National Street Rod Association** at the Billing Aquadrome. Of especial interest is the annual display of Tot Rods - what an imaginative approach to the challenge of attracting the next generation into the hobby.

The magazine of the **Rover P5 Club** gives us a brief but informative history of the Solihull Rover factory.

The **British Made Car Club** newsletter tells the story of the birth of the electric starter which was installed first on Cadillacs and then on Lanchester cars.

There is an intriguing photograph in the magazine of the **Classic and Historic Car Club** of the two mile long 100 metre wide Brabazon runway at Filton with a posse of Bristol cars tastefully arranged on it. I am assuming that the comparably large Brabazon hanger also survives?

The **Rapier Register** News has a useful article on filter cleaning on the SU petrol pump (I'll bet you didn't know there was one!)

There is a fascinating article on participating in the 2016 Le Mans Classic in the journal of the **Jowett Car Club**. Members' children interacting with their parents' cars also feature strongly in the magazine.

The story behind the importation of Austin Sevens into Japan in the 1920s is related in the magazine of the **Austin Seven Clubs' Association**.

It's still out there if you look hard enough! The **Sunbeam Talbot Darracq Register** reports on the repatriation of 15 tons of Edwardian/early vintage Sunbeam detritus from New Zealand.

The **Pre-war Austin Seven Club** magazine has reprinted Sir Herbert Austin's address to a press luncheon in 1922 which outlined his reasoning behind the Austin 7. His objective was the motorcycle and sidecar market.

The magazine of the **National Traction Engine Trust** informs us that, officially, the county of Hampshire did not come into being until 1959. It was the county of Southampton. There is a comprehensive photo-reportage on the Great War Steam Fair at **Beamish** and a reminder that the Foden Centenary Book written in 1956 is at long last available.

The **Alvis Owner Club** bulletin has an illustrated feature on the pre-war and early post-war Lucas windshield wipers. The accompanying illustration reminds me of the bumble bee – an insect that flies in defiance of all the theories. There is also a feature on the Harewood Hill-climb - the longest MSA sanctioned hill in England.

The magazine of the **Imp Club** has a feature on the only Imp in Ecuador – imported new by the then Rootes truck agent. There is also a feature on the Corgi Hillman Imp 328 which is not only a sought-after rarity but which has a fascinating story behind it concerning the infamous 1966 Monte Carlo Rally.

The **BSA Front Wheel Drive Club** has a list of French FWD cars: Reyrol, Buc, Caffort, Chevalier, Claveau, etc. and informs us that the CVJ joint which is almost universal these days was developed by M. Gregoire of the Tracta company in 1926.

The **Preston & District Vintage Car Club** magazine is always a good read. The latest issue includes a feature titled 'Great Drives' and is a description of the A49. We referred to Sergeant Murphy recently and now all is revealed: sadly, the beast was broken up in the 1930s but copies have been created - where are they now? And, finally, there is a photo-reportage on the return of the 4-litre V-12 Sunbeam Tiger to Ainsdale beach, Southport.

The **Standard Motor Club** Review informs us that we will very shortly be treated to the recollections of Freda Spraggett – one of the oldest former employees of Standard. Freda is a sprightly 98 years old.

The extensive range of activities of the **Scottish Vintage Bus Museum** are fully covered in the latest edition of their magazine. The museum looks to be well worth a visit if you are in the vicinity of Lathalmond, Fife.

The **Cambridge & District Classic Car Club** has a description of the Classic Remise in Berlin where Berliners who lack suitable garaging can store their cars in glass boxes on two levels in a former tram depot (Editor – I remember a similar facility in Turin.)

There is an intriguing little story in the **Humber Register** magazine concerning the Golden Bug – a seriously modified 1912 11hp Humber raced by a certain WG Tuck with some success at that time. The article enquires of the fate of the Bug - any answers?

Where does the **Military Vehicle Trust** find these remarkable photographs? The article commemorating the centenary of the first use of the tank is illustrated by some extraordinary images. As a complete contrast, the photo-reportage of the Defence Vehicle Dynamics show at the Millbrook Proving Ground depicts some very muscular beasts disporting themselves over the testing terrain.

A thought to mull over in the bulletin of the **Morgan Three-Wheeler Club**. Be aware that modern bonded brake linings are unsuitable for mechanically operated brakes. You should seek out linings of a woven material. Try companies that deal with the construction and mining industry as sources for this material.

The magazine of **Club Triumph** gives us some fascinating statistics relating to TR production. By far the majority of all models were exported with 104,619 TR6s being exported against 8,370 for the home market leading the way.

The **Ford Y and C Model Register** has a feature on the world's oldest automobile road – the journey undertaken by Bertha Benz in 1888 from Mannheim to Pforzheim. This is now clearly signed and is used for an annual challenge for vehicles with alternative drive systems. There is also a photo-feature on BOV 160 a really serious restoration project which was sold as a barn find for £400 in 2014.

The magazine of the **H & H CVC** has a brief history of the Marcos sports car which makes for melancholy reading.

The **Bristol Austin Seven Club** newsletter gives us advance notice of the Siberian Rally, Twickenham to Japan, in time for the 2019 Rugby World Cup – for more information contact Chris Blakey on 01225 705807.

MG 2016 in Louisville, Kentucky would appear to have been quite an occasion. There is a full illustrated report on this five-yearly event in Safety Fast the magazine of the **MG Car Club**.

There is a useful and informative article on chrome plating in the **Jaguar Enthusiasts Club** magazine. Norman Smithers recounts the traumatic experiences in importing a British car into New Zealand – not an exercise for the faint hearted, it would seem, and, finally, a photo-reportage on the Jaguar Super Saturday when 82 cars representing 87 years of history managed to fit themselves on to the forecourt of the **Coventry Transport Museum** on 25 June.

The **SHVR** magazine has a useful article on LED lights which goes a long way to clearing up some of the misinformation about them.

It would seem that almost half of the known surviving Allards are in the USA - 244 out of a total of 507 according to the **Allard Owners Club** – and they should know.

A series of melancholy photographs of buses and coaches that failed to survive in preservation is featured in the magazine of the **Keighley Bus Museum Trust**. Is this still happening?

A radical solution for a seized-solid sidevalve engine is propounded in the journal of the **Ford Sidevalve Owners Club**. We are also informed that the E493A Prefect which had belonged to the late Patrick Moore has been sold and has been stripped of its number.

The **Riley Motor Club** reminds us that 23 June marked the 120th anniversary of the formation of the Riley Cycle Company Ltd in 1896.

The **Traction Owners Club** magazine features a Tesla an electrically powered Traction Avant and is reference to a 15/6 Convertible making 612,400 euros at auction in France.

Delorean Owners Club cars always make their presence felt but when you marshal more than 70 in front of Stormont in May 2016 that has to be something special.

The magazine of the **Scottish Austin Seven Club** features a speeding ticket issued (in error) to an Austin Seven claiming 80 mph on the Aberdeen to Dundee road.

The **Wolseley Owners Club** magazine suggests using TTAGT Tags to label your wiring loom, cables and/or brake pipes on your vehicle on disassembly to aid reconnection.

The journal of the **Vauxhall VX4/90 Drivers Club** has a useful article on cleaning products and methods. There is a photo-feature on the 2016 Albions at Scorton when more than 27 Albions made an impressive line-up.

There is a feature on some of the more unusual cars in the magazine of the **Pre-1950 American Automobile Club**. Have you heard of the Tucker, or the Manta Ray?

The magazine of the **Association of Singer Car Owners** announces a new car badge as part of the celebrations of the club's 40th anniversary. It is also the 80th anniversary of the Singer Bantam and, finally, there is a feature on what must be the world's most exclusive (and expensive) car rally; 30 vehicles are invited to take part in the Samurai Challenge 2045 miles from one end of Japan to the other in April 2017. There is just the small matter of the entry fee: £26,500.

Following an item in the previous issue regarding **Colchester Vintage Motor Club**, the **East Anglian Practical Classics** chairman delved a little deeper into the history of Mitsubishi and discovered it was actually

started by an entrepreneur by the name of Yataro Iwasaki (1835-1885) and it was in 1873 when his business adopted the name of Mitsubishi.

The 28th Cumbria Classic Weekend organised by **Wigton Motor Club** proved to be another great success attracting enthusiasts from all over the UK and even Italy and Belgium.

Following the previous success of Museum LIVE, Saturday 5 November will see the **National Motor Cycle Museum** host the third annual free open day when everyone will be invited to visit the museum collection free of charge. There will also be a host of other free attractions including the 'stars on stage' feature.

WELCOME

Welcome to the following organisations that have recently joined the FBHVC
Reliant Motor Club
Mortonhampstead Motor Museum

Trade supporter
Price Auto Crafts
Marles Steering Boxes

BEAULIEU INTERNATIONAL AUTOJUMBLE

The Federation's legislation team were on duty to answer members' questions at a rather damp Beaulieu International Autojumble in September. A statue of the late Lord Montagu (who had been FBHVC's president) was unveiled by Jools Holland at a short ceremony on the Friday. The statue had been commissioned from Suffolk artist John Cox, who sadly died before it was completed, but his wife, Joy, and daughter, Jayne, finished it. It captures him perfectly, and is in a prime location at the entrance to the National Motor Museum.

SEVENTEENTH ANNUAL GENERAL MEETING

Saturday, 15 October 2016

Note: The annual conference will precede the AGM this year. Please note that there is a new venue and a different starting time for the AGM this year.

The seventeenth Annual General Meeting of the Federation of British Historic Vehicle Clubs Limited will take place at 1330 in the British Motor Museum, Banbury Road, Gaydon CV35 0BJ on Saturday, 15 October 2016 for the following purposes:

1. To consider and approve the minutes of the Annual General Meeting held on Saturday, 17 October 2015 as made available to members in November 2015. *[Copies available on request]*
2. To receive the Financial Statements for the year ending 31 May 2016.
3. Election of Directors. *[See notes 2 below]*
4. Special Resolution.
To approve revised and updated Articles for the Company by way of the following special resolution to be proposed at the meeting:
'That the Articles of Association produced to the meeting and initialled by the chairman of the meeting for the purpose of identification be adopted as the Articles of Association of the Company in substitution for, and to the exclusion of, the existing Articles of Association of the Company.'
A copy of these Articles is available on the FBHVC website www.fbhvc.co.uk or available from the secretary on request. *[See note 3 below]*

5. To receive the Report of the Directors.

Notes

1. Changes to the Articles of Association were necessary in order to comply with the Companies Act 2006. For the purposes of the Companies Act the member organisations that are incorporated can vote on resolutions at the meeting as a legal entity. An unincorporated organisation does not have a legal persona and, in the eyes of the law, is not able to hold a position of member - only the person given as the 'nominated contact' on the FBHVC database may vote. Any organisation may appoint a proxy other than the FBHVC nominated contact if they so wish, though for an unincorporated organisation the Form will have to be signed by the 'nominated contact'. The financial statements, directors' reports and the proxy form were distributed to club nominated contacts in September.

2. Nominations for directors to fill the posts of Chairman, Deputy Chairman, Finance, and Communications were required by 3 September 2016.

3. In matters of corporate governance where appropriate to our organisation and as a limited liability company, FBHVC strives to adhere to current best practice. Whilst the role of president does not exist in British limited companies it is fair to say that the role as it exists within FBHVC is analogous to that of non-executive chairman in a company. The fact that this role is separate from the executive board implies a degree of independence and makes this individual an impartial guardian of, shareholder interests (in our case member's interests), good governance practice, prudent use of member's subscriptions and corporate social responsibility.

The Board therefore is of the view that prior to the appointment of a new president following the death in post of Lord Montagu of Beaulieu, it would be appropriate to amend the Articles of Association such that the role of president be changed in line with best practice and becomes a non-executive appointment.

CONFERENCE

Saturday, 15 October 2016, 11.00
Chairman, David Davies
Lloyd Grossman CBE FSA, chairman of The Heritage Alliance
The Heritage Agenda

Paul Chasney, FBHVC Research Director
2016 National Historic Vehicle Survey - Results Launch

COST AND REFRESHMENTS

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

Attendance & Refreshment tickets include morning coffee, buffet lunch and afternoon tea and are available at **£12.00** each to nominated delegates from FBHVC subscriber organisations and to FBHVC supporters but are £17.00 to others.

Tickets should be ordered from FBHVC secretary by **Friday, 7 October**.

The address is Stonewold, Berrick Salome, Wallingford OX10 6JR. A SAE would be appreciated. E-mail: secretary@fbhvc.co.uk. Payment may be by cheque payable to FBHVC, or by card.

If paying by card, please quote expiry date and security number.