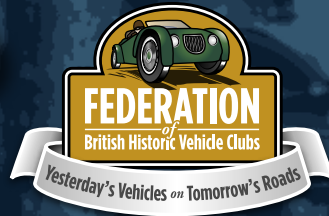


FBHVC

news



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 1 • 2019

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Getting Out & About

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Editorial

Traditionally this is the time of the year when commentators in newspapers and TV and radio do lots of crystal ball gazing and make sweeping predictions about what our future will look like. The pace of global warming, the increase in frequency of natural disasters and the impact of international travel on the likelihood of pandemics... you know the sort of thing. It's almost like all the journalists are on holiday so there isn't any *real* news.

None of these themes are particularly optimistic either... you've all had your jolly time over the Christmas holiday now let's bring you back to earth with a very large bump! Unfortunately this phenomenon has also inflicted itself on our own little historic vehicle world. Articles and features have abounded on environmental pressures, government drives towards the zero carbon economy and dwindling reserves that threaten the very fuel we need to pursue our hobby. Every day brings with it emails announcing new low emission zones that will restrict our freedom of access on the highway and the pressure to develop and introduce autonomous vehicles. The prognosis is really quite depressing.

Then suddenly a feature dropped on my desk which caused the black clouds to rapidly evaporate. The Mail on Sunday visited a very chilly Bicester Heritage for the year's first Scramble. They were not alone. The public turned out on a bleak January Sunday in numbers... 7,000 to be exact! The paper waxed lyrical about the rude health of the historic vehicle community. Quoting profusely from FBHVC research,

they noted the benefits to the economy and employment.

Interviewed for the article, Managing Director and co-founder of Bicester Heritage, Daniel Geogehan was also suitably upbeat. He talked about the rapid development of the site, the fact that demand for premises outstripped supply by a factor of ten, and that businesses on the site had grown their turnover several times over. He also talked about plans having gained permission not only to build new workshops but also a luxury hotel. I recall dining with Daniel quite soon after the acquisition of the derelict site from the MoD some 6 years ago. He laid out his vision for a 'centre of excellence', a cluster of businesses operating in a collegiate atmosphere. A place where traditional craftsmanship and skills could be taught and utilised. I was deeply impressed if a little sceptical. That he should have achieved this vision in so short a space of time is truly very impressive and not a little heart-warming.

So if you are feeling all doom and gloom, dreading the day when you can no longer simply jump in the car (or bike, bus, etc) but have only a soulless journey in an autonomous pod to look forward to, think of Bicester Heritage and feel the clouds lift.

(The Mail on Sunday article referred to in this editorial can be read on that newspaper's Money supplement website)

Geoff Lancaster

President: Lord Steel of Aikwood
Chairman: David Whale
Secretary: Emma Balaam

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Phone: 01708 223111

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

There are over 500 subscriber organisations representing a total membership of over 250,000 in addition to individual and trade supporters. Details can be found at www.fbhvc.co.uk or sent on application to the secretary.

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

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Environmental Issues

Work towards the introduction of Low Emission or Clean Air Zones continues to develop, though as yet the only area in the UK where the interests of our members generally are affected is London. We have generally achieved an exclusion for our vehicles which are in the 'historic' taxation class, the course favoured by public authorities as it is easy to identify these vehicles using ANPR cameras, which are the almost universal intended enforcement method.

But the Federation does recognise that a fair number of vehicles, and in particular motorcycles, which their owners regard as 'classic', but which are less than forty years old, will be affected. This will for instance, be clearly the case when the London ULEZ is extended to just inside the North and South Circular Roads in 2021.

And the use of NPR cameras does create issues for the drivers of foreign historic vehicles, which cannot readily be recognised by ANPR cameras. This is already causing concern to the authorities administering ULEZs. I have not as yet heard of an easy solution and indeed I do not know how Transport for London is proposing to deal with the matter, which I know they recognise, when the ULEZ starts up on 8 April.

But a significant number of other cities are well advanced in their planning. Some, such as Glasgow, have announced potential commencement dates.

The Federation is working hard to try to maintain a level of consistency across the country, and particularly among the nations of Great Britain. This is not being helped by each of England, Scotland and Wales producing their own templates which are not necessarily similar in their philosophy and approach either generally or to historic vehicles.

In Scotland, for instance, it is proposed that vehicles will be excluded and a penalty imposed, not allowed to operate in the Zone subject to payment of a charge.

And Manchester seems to be regarding their proposed charge as a penalty for a breach, not an exercise of a right. This makes the issue of what is a 'historic' vehicle all the more important, as a ban makes the keeping of a non-exempt vehicle within a zone almost impossible, even if the penalty being imposed is clearly a civil, not criminal, one.

There tends to be a local consultation before any zone is introduced. But that is just the problem; the consultations are

local. We have, as I mentioned in the last edition, been having some difficulty getting information about when consultations commence, and have made a number of last-minute responses which is less than ideal.

So can I emphasise the point I made last time; if any member anywhere becomes aware of a consultation commencing for a zone in their area, do not assume we already know. Please do contact Emma with the information. We really would prefer to be told a hundred times about a consultation than to miss it completely! And if you happen to know exactly the link to the consultation and can pass it to us, so much the better.

As Zones progressively come into force it may be that Governmental organisations will attempt to create a common information site or sites to enable drivers around the country to know where they are and what they cover. If not, the Federation will be attempting to establish how they affect historic vehicles, when their restrictions apply (e.g. all the time or just on weekdays) and to hold a database for members of UK Zones in force.

I am also starting to receive questions about the existence and limitations of zones, not only in the UK but around Europe.

Sadly, it really does not seem to have yet occurred to our various ruling bodies that while an LEZ is local in effect and perhaps of most relevance to the residents of the area it covers, once it exists, by the very nature of travel, there is a need to make the information available to travellers from outside the area before they come to the boundary signs.

So there is as yet no consolidated list of Zones in Europe where they are now becoming established, nor, as far as I am aware, a conscious recognition of the need for such a list to cover the zones which will, in the next two years, become established in several urban areas in the UK. I am sure this need will become recognised. Indeed there may be a commercial opening for a sort of 'Bradshaw' Guide to LEZs and CAZs around Europe.

We tried at the outset to provide some guidance to those who asked if we knew about the restrictions in specific zones (Paris is an obvious favourite). But I can assure everyone that the time involved in establishing facts from various zones is simply not there, given our other priorities. FIVA's Legislation Commission does recognise the need for a repository of data and we will be discussing it next month. But meanwhile we cannot at the moment point members to any wholly reliable data on the various restrictions which are developing. This is frustrating.

MoT Exemption

As you know, the Federation has argued that the DVLA process for enabling declaration of a vehicle as not being significantly changed at the time of re-licensing only was one which could put drivers at risk of bureaucratic misunderstanding and leave them at risk from ill-briefed policemen.

Well, we became aware that a real example had arisen and that the driver of a historic vehicle had received a Notice of Prosecution. The Federation urgently sought clarification of the position from the Department for Transport. We are glad to confirm that they responded promptly and positively and have provided us with the statement we copy here, which we think sets out the position clearly and succinctly and will be of real use to our members. It may be that members who have concerns about this will wish to carry a copy of the DfT Statement in the vehicle.

We are still unhappy that the Vehicle Enquiry Service cannot show an accurate MOT status even after the registered keeper has filled in a Form V112 or checked the declaration page during online licensing. Currently it simply says, if the vehicle does not have an MOT, that no MOT information is available.

Roadworthiness Testing of Historic HGV's

I mentioned last time that we were going to support our members with heavy goods vehicles built between 1960 and forty years ago in reversing the decision by the Minister responsible to deny to their vehicles the entitlement to the exemption from roadworthiness testing permitted under the Directive and offered to the other classes of vehicles. While we recognise the reasons which may have led to this decision by Government, it is the view of the Historic Commercial Vehicle Society that the statistics do not support this position and that their vehicles have an excellent safety record, as evidenced by their extremely low insurance rates. Their position was put by the Federation to MPs and Peers at the first All Party Parliamentary Historic Vehicles Group meeting of the year.

We will be encouraging HCVS to undertake their own campaign as well, and would hope to be able to support that campaign as it develops.

Department for Transport

Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR
Tel: 0300 330 3000

Mr Bob Owen
Director - Legislation
Federation of British Historic Vehicle Clubs

Web Site: www.gov.uk/dft

Our Ref: MC/232005

11 January 2019

Dear Mr Owen,

RE: Vehicle Of Historic Interest MOT Exemption

The following is a statement of the effect of recent legal changes to requirements for MOT testing of vehicles at least 40 years old.

On 20 May 2018 the Motor Vehicle (Tests) (Amendment) Regulations 2017 came into force. Regulation 7 sets out that any car, van (under 3.5t) or motorcycle which is being used on a public road is to be considered a vehicle of historic interest and therefore no longer required to hold a valid MOT certificate if it:

- a) was manufactured or registered for the first time at least 40 years previously
- b) is of a type no longer in production, and
- c) has been historically preserved or maintained in its original state and has not undergone substantial changes in the technical characteristic of its main components.

This amended the previous exemption from MOT testing for cars, light vans or motorcycles manufactured in 1960 or before. The arrangements for the testing of old larger vehicles are different.

Please find enclosed a copy of this Statutory Instrument and a copy of the Explanatory Memorandum should you wish to refer to these.

There is no requirement, either intended or implied, that at the point a vehicle becomes 40 years old and providing the vehicle has not been substantially changed, for the owner to make a declaration to any statutory body, declaring that the vehicle is a vehicle of historic interest and is therefore no longer required to have a valid MOT certificate.

The Department and DVLA have set up an administrative process (via DVLA form V112 and the equivalent process on-line) which requires at the time of the annual re-licensing of vehicles a declaration that the vehicle is a vehicle of historic interest - in that it has not been substantially modified. This process is in place to help owners of old vehicles that have been substantially modified do not by mistake run them without a valid MOT. The Department has published information about what constitutes a substantial modification in this context and encourages owners who do not know to seek advice.

Yours sincerely,

Duncan Price
Divisional Manager, Freight, Operator Licensing and Roadworthiness

Registration & Licensing

We also advised the APPHVG members of our concerns at the apparent rigidity in DVLA regarding the registration of some types of vehicles. While there are probably not a great many actual cases, we are concerned that the current process in DVLA may make 'difficult' cases even harder to solve.

There is however one glimmer of hope. We have received an indication from DVLA, following extensive pressure from us since they announced at the end of 2017 that no 'appeal' against a Q Plate would be considered more than 12 months after issue, that they will after all consider 'genuine' applications for substitution of a Q Plate submitted later.

As we have been arguing only for the change in cases where the actual identity and date of the vehicle is now indeed clear, this is good news, and I will be looking at establishing the detail of this offer over the next few weeks with a view to advising members who think they may benefit from this change how they should proceed. >>>

Insurance: The Effect of Vnuk

As this edition is going to press, we have received sight of the proposed amendments to the EU Motor Insurance Directive to deal with concerns about competitive motoring and the possibility of vehicles on SORN (and other national equivalents) having to be insured even though immobile. Unfortunately I have become aware of these too soon before publication date to offer any useful comments at the moment, other than the fact that it is obvious our comments are being taken account of by at least some of the MEPs considering the matter.

And Finally

I would have hoped that by now it would be possible to offer some predictions as to where our legislative procedures on traffic and matters related to vehicles would be in the light of the Referendum. But at this point I simply cannot. Whatever one's views on the subject of leaving or remaining in the EU, this is very frustrating. So we must await developments before we can predict what is going to happen to the laws and regulations which govern historic vehicles in the UK for just a bit longer.

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FBHVC VACANCY LEGISLATION DIRECTOR

Our Legislation Director, Bob Owen, is retiring in October 2019 and we are now seeking applications from potential candidates who have broad, all round relevant experience.

The Federation is celebrating its 30th anniversary this year and legislation has always been a cornerstone of our activities. We currently represent over 500 clubs, museums, independent and trade supporters. A collective membership of over 250,000 enthusiasts. As the umbrella organisation for the historic vehicle movement in the UK and representative of the Fédération Internationale des Véhicules Anciens (FIVA) for our geographical territory it is essential we demonstrate the highest standards in our interactions with government, their agencies and non-governmental organisations.

The Legislation Director is responsible, with the support of our secretary and his committee for monitoring all UK legislation, rules and procedures which are pertinent to historic vehicles. He or she manages and controls responses to government departments in Westminster, Edinburgh and Cardiff and to local authorities. These departments are primarily the Department for Transport and its agencies, DVLA and DVSA. The job holder is also supported by a DVLA Liaison Manager.

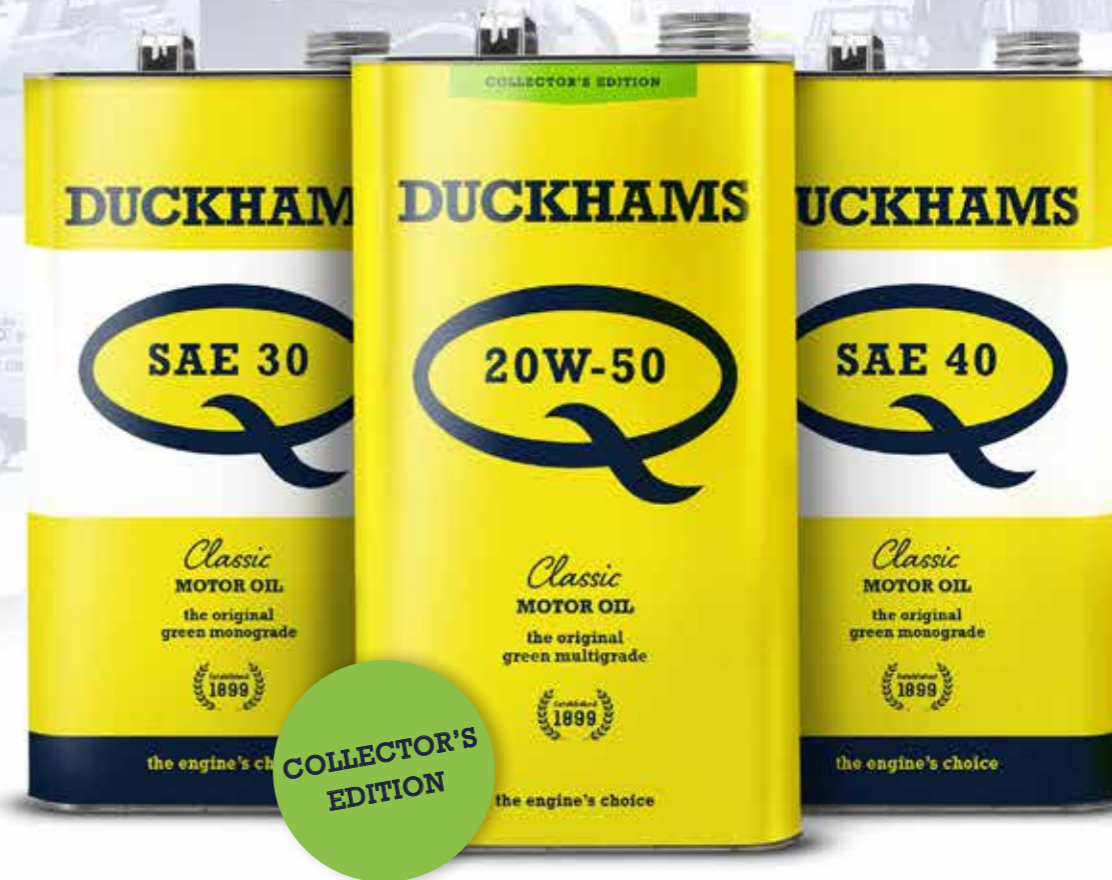
The Legislation Director would normally be a member of the Legislation Commission of FIVA providing the opportunity to understand and influence the historic vehicle movement internationally.

As a director of the Federation the successful candidate would join the existing Board of nine Directors and contribute to the leadership and future direction of the Federation at this exciting time as extend our research, skills development and heritage agendas. This is a voluntary role but all out of pocket expenses will be reimbursed.

If you would like to be considered or have questions please contact either

Bob Owen at legislationdirector@fbhvc.co.uk
or our Chairman, **David Whale**, at chairman@fbhvc.co.uk

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THE ENGINE'S CHOICE

For some time we have been advising that when a foreign registration document is submitted to DVLA as evidence of date of manufacture or original registration in support of an application for a first registration of an imported vehicle it must be the original not a copy and that it will not be returned. The reason for this being that DVLA has reciprocal arrangements with their counterparts in other countries for the return of their documents. However, we have recently learned that the situation is in fact a little more complex.

It is true that reciprocal arrangements do exist but not with all countries, or, indeed, in one instance, not with all of a particular country. Where such arrangements exist, it remains the case that the relevant documents cannot be returned to the applicant and all the applicant can do to preserve the historic record of their vehicle is to take a copy before sending the original to DVLA. Conversely with documents originally issued by countries with whom no such agreement exists DVLA have stated that if requested they will return registration documents to the applicant.

Two lists appear below this article, one is of countries with whom DVLA DO have reciprocal arrangements and the other is of the States of the USA with whom such arrangements exist. Note, this is not all of the 50 States.

On a related subject we have been receiving reports that DVLA were refusing to accept original Polish registration documents in support of first registration applications. DVLA have assured us that this is not policy. Originals of Polish documents continue to be acceptable but as Poland is one of the countries with a reciprocal agreement they cannot be returned to the applicant.

It is unfortunately the case that we have several apparently straightforward issues that were raised with DVLA towards the end of last year to which we have not as yet received reasoned responses which fully address the issues raised. I will of course report on the outcomes as soon as I am able. Additionally some longer standing matters such as the registration of vehicles originally supplied in CKD form remain unresolved. All I can add at the moment is that the Federation has not given up and neither will it!

Reciprocal Countries

Austria	France	Isle of Man	Portugal
Belgium	Germany	Italy	Romania
Cyprus	Gibraltar	Jersey	Slovakia
Czech Republic	Guernsey	Latvia	Slovenia
Denmark	Greece	Lithuania	Spain
Eire	Holland/ Netherlands	Luxembourg	Sweden
Estonia	Hong Kong	Malta	Switzerland
Finland	Hungary	Poland	

Reciprocal American States

Alabama	Hawaii	Michigan	South Dakota
Alaska	Idaho	Minnesota	Tennessee
Arizona	Illinois	Mississippi	Texas
California	Indiana	Nevada	Washington
Colorado	Iowa	New Jersey	Wisconsin
Connecticut	Kansas	New York	
Florida	Maryland	North Carolina	
Georgia	Massachusetts	Ohio	



Well it may be warming up slightly out of doors but not yet time to put the hoods down I suggest.

Nevertheless, it won't (I hope) be long before we can look forward to some sunny and warmer days to finish our winter work.

Looking forward to March sees the Spring Sun Run based in Ypres on the calendar once again. This event is rather different from the norm in that it does not have any timed sections and relies on the spotting of Code Boards to decide the podium places. You only need one map for the straight-forward navigation, Michelin 301, and off you go. Get in touch with James McDonald at - james4bis@hotmail.com if you fancy a run. You may get a late entry or even one into his Autumn version later in the year. Both are excellent value for money too!



Early April sees the Flying Scotsman, for pre-war cars, on the HERO/ERA calendar once again. No doubt this will be fully subscribed by the time you read this, but you never know – there may be one or two cancellations if you're lucky. Look here - <http://www.endurancerally.co.uk/pages/flying-scotsman-rally-2019> to get the latest info.

Also in late April is the London to Lisbon 2019; see here <https://heroevents.eu/event-schedule/london-lisbon-2019>. It too is probably fully subscribed by now but a quick call may be worth your while.

Another website worth looking at if you fancy a value-for-money event in the Milan – Monte Carlo – St. Tropez area in September is www.seasunrally.com. Robert Rorife and his Team put on good events and this will be no exception I'm sure.

If you are looking for something a little unusual look here - <http://www.classicrallypress.co.uk>. Malcolm McKay's

events are certainly of the "outside the box" thinking and good fun to boot.

A recent addition to the group of top UK organisers is the Rally the Globe team here - <https://rallytheglobe.com>. Headed up by Fred Gallagher and John Spiller, this team has the right pedigree and provenance to keep you entertained with some top-quality events. Concentration on longer distance events further afield than the norm is the basis of RtG's programme.

Two events that you should also consider are the two FIVA World Rallies in 2019. The first in Austria - www.worldrallyeorg.at the second in Andorra, France and Spain - <https://www.andorrabooking.com/index.php?idioma=en>. The Austrian event is too expensive for me so I shall be joining the other participants in Andorra in early July in my Triumph Stag, this time in the driving seat.

Do you remember me mentioning the Rally of the Tests 2018 last time? Well, as expected, it was another "toughie". After a good start on the Thursday evening prologue Tim Lawrence and I were in 11th place but on the next day a couple of "school boy" errors by me dropped us to circa 30th. Still in the upper half of the field but somewhat disappointing. Fortunately we had a good day in Wales on the Saturday and pulled back up to 20th but again on the Sunday a couple of minor errors dropped us back to 24th at the Finish. 3rd in Class was some consolation but do I wonder if my brain is too slow these days!!!

We'll see how we get on in the Viper green 911 RS again on the London to Lisbon rally in April/May. After that I have the Shamrock Vintage Challenge later in May, again with Irvine Laidlaw in his BMW 319. Can we go one better than 2nd last year?

FIVA's General Assembly in Gibraltar during mid-November went well with no dramas as did HERO's Le Jog in early December. Although the latter did have more retirements than usual last year despite the rather favourable (Saturday's downpours excepted) weather conditions. I wonder - is it too tough for a lot of people and their cars these days?

Finally how about this for another way to promote our passion - <https://www.gloucestershirelive.co.uk/whats-on/whats-on-news/live-gloucester-goes-retro-20th-385148>. I suspect that quite a few cities and towns also put on something along similar lines. Let's hear about, and use your social media to promote, them. The more the merrier I say.

The Heritage Skills Academy at our unit in Bicester Heritage continues to go from strength to strength and for those who attend the Sunday Scrambles at Bicester Heritage you might have seen how busy the HSA team have been with the interest from both employers and would-be apprentices. The January scramble was equally successful as the spring and summer events in bringing together those who wish to find a career in classic cars and employers looking for quality training. One lucky person when asking about an apprenticeship was recommended they speak to Blue Diamond who also operate from Bicester Heritage. They were interviewed on the day and offered an apprenticeship before they left the scramble.

Plans are now in place to take the apprentice numbers from the current 36 to 60 by April this year. Our training unit will then be operating at full capacity with 5 courses each doing 9 weeks of block release.

In addition HSA are looking at starting a block release course specifically for coachwork and trim. Ideally we need 12 apprentices to make this viable but even if we get the numbers we need more space.

Bicester Heritage have a very adventurous plan to expand the site as all the current units are occupied and their is a waiting list. You may also have seen that planning has been granted for a large hotel complex on the site.

In addition to this development is a new technical area with purpose built modern units that will be built to blend into the existing site.

We all believe that the success of the Heritage Skills Academy will result in the need for a much larger building than we currently have and it makes sense to stay on the Bicester Heritage site. Together with the management team of HSA and Bicester Heritage we have decided to reserve one of the new units for the main training centre for The Heritage Engineering Apprenticeship.

This still leaves us with an interim problem of space and Bicester Heritage have offered us one of the existing buildings (103) that needs refurbishment. We have asked the



local planners for permission to make some sympathetic changes to the building but we should be able to convert this to allow for the further expansion of the Academy. All this needs to be complete by April so there is plenty to do in the next few months.

In addition to the classic car side we are still supporting the Heritage Aviation Group who are looking to the possibility of running a specific apprenticeship for Heritage Aviation.

If you would like any information on the apprenticeship scheme or short courses visit the Heritage Skills Academy website heritageskillsacademy.co.uk

For English Wheeling courses please visit clementandboggis.co.uk



As usual we rely on our clubs to organise participants for this incredibly popular event, with individual runs mostly managed within clubs at section level.

We offer support and advice from Drive it Day coordinator Ken Coad (coadspeed@btinternet.com or 01923 262960), who would appreciate being told of individual events, including the estimated number of participants. This information enables us to respond to the media with real facts!

Advice is also available on our webpage here <http://www.fbhvc.co.uk/heritage-culture-and-museums/drive-it-day/> which includes a downloadable poster and a link to enable rally plates to be ordered.

Again, we would encourage use of social media to promote and record the activities.

For example, see <https://youtu.be/E1VBRUqfCeA> which shows a clip of Commercial Vehicles in action last year.



Major venues participating include the National Motor Museum at Beaulieu, the British Motor Museum at Gaydon, Brooklands Museum, Lakeland Motor Museum and of course Bicester Heritage.

The event celebrates the start of the Automobile Clubs 1000 mile trial which started in April 1900. It aimed to show that the automobile was a practical machine. Participants included Charles Stewart Rolls, who set the fastest time in the Welbeck Park speed trial at 37.63mph driving a 12 hp Panhard. The 2nd Lord Montague also completed the trial driving one of the 11 Daimlers that finished. The legal speed was 14mph – not unlike the M25 at times now!

For more details see the Grace's guide to British Industrial History webpage (https://www.gracesguide.co.uk/1900_One_Thousand_Mile_Trial)



Society of Automotive Historians in Britain

The Society of Automotive Historians in Britain announce their second European Conference for Automotive History. This will be held at the Louwman Museum, Leidsestraatweg 57, 2594 BB Den Haag, The Netherlands, from 29 to 31 March 2019.

The programme features presentations on a wide range of topics from automotive historians from Europe and the USA. Presentations will be in English. The event is open to anyone with an interest in

automotive history; it is not necessary to be a member of any of the automotive history societies.

Anyone interested in attending this prestigious event is invited to contact the UK co-organiser to find out about costs and any other information: **Anders Ditlev Clausager**
Telephone +44 (0)121 440 4745
Email: sahb.secretary@btinternet.com

NATIONAL MOTORCYCLE MUSEUM

One of the most important aspects of the National Motorcycle Museum friends' scheme is giving its members the chance to take part in some unique activities that just wouldn't be possible otherwise. Some of this unique content includes our "Classic Bike Tours" & "Ride a Classic Days". The museum is excited to announce the first of these dates for 2019 which are exclusive to friends' of the museum. More dates will be announced during the year. See www.thenmm.co.uk for more details.

NMM Friends Classic Bike Tours: Sat 23/03/19

The first of a number of dates throughout 2019, friends' scheme members will have the opportunity to ride some of the most exciting and valuable classic motorcycles from the museum's inventory. Those taking part will receive an induction and "off road" training before being escorted by expert "advanced" motorcycle instructors around the beautiful Warwickshire countryside. The machinery on offer varies from a BSA B31 to a Brough Superior SS100!

Each class of machine attracts a different "hire" fee which includes insurance costs and lunch in the museum restaurant.

NMM Friends "Try a Classic Bike" Day: Sat 30/03/19

With further dates to be announced, Saturday 30th March will see the first of this year's "Try a Classic Bike Days".

Friends' scheme members will get the chance to ride a number of "laps" on various motorcycles from the museum's inventory in a "closed roads" environment within the museum grounds. Machines will include a selection of veteran & vintage machines with lever throttle/hand change (training provided) as well as later machines from 1940s-1960s including Brough & Vincent!!

There will be a choice of either morning or afternoon sessions with a nominal fee of just £12.50 for friends' of the museum making this cost substantially less than other similar opportunities.

For details on how to become a Friend of The National Motorcycle Museum please contact the National Motorcycle Museum on (01675) 444123 or visit www.thenmm.co.uk



Gloucester Goes Retro!

With the many reports in the press on Clean Air Zones and Ultra Low Emission Zones, many towns and Councils are either trying to ban our historic vehicles or charge us for visiting or driving through their districts. Well, albeit quite refreshing the City of Gloucester are welcoming historic vehicles to visit and attend an event they have planned for 24 August 2019.



The Classic and Retro Festival proves to be a unique event celebrating living history and particularly transport throughout the ages. For this event Gloucester's inner City is closed to ordinary traffic and a welcomes as many different marques of Classic and Historic vehicles as possible. The event which is sponsored by Pro Global, is an annual event and features over 200 classic vehicles (to include Aston Martin, Jensen, Bentley, Triumph, Morris and Alvis to name just a few), which fill the historic streets of Gloucester City Centre. There will also be time-honoured cars from the turn of the last century through to the War Years, the Roaring Twenties, the gleaming chrome of the fifties, the iconic designs of the Swinging Sixties and classic sports cars from the eighties. For music and dance enthusiasts, you can take a visit to the stage in King's Square whereby vintage entertainment and dancing will take place.

Within the City centre there are four Historic Gate Streets and each will be themed and will represent different eras of time 1900-1949, 1950s, 1960s, 1970s to modern day times.

Each Street will also accommodate re-enactors, businesses, shops, restaurants, and celebrities who will all play their part with good food, fashion and music and dancing providing extra entertainment, enjoyment and fun for all. Monies raised will also support their chosen charities.

The vehicles may be driven right into the heart of the City and park free of charge for the event, however you MUST be in possession of an authorised application. There are special prizes for the best cars in each Street and a competition also for those that dress for the occasion.

If you would like some more information or to obtain an application for this award winning event, please contact Councillor Colin Organ the creator & organiser of the Festival via e mail on colin.organ@gloucester.gov.uk or colin.organ.glos@gmail.com

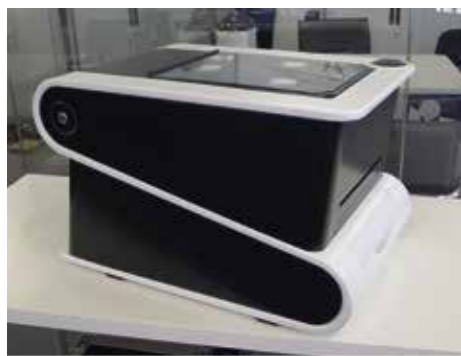


Modern methods of remanufacturing

At first glance, High performance Design and Engineering, such as that practiced by KW Special Projects (KWSP), as a means of facilitating the remanufacture of parts for classic vehicles, might not seem obvious bedfellows. What might the worlds of Lightweight Structures, professional speed skating or Braille Printers have to do with porous castings, cracked sumps or worn starter ring gears, all of which are typical projects for sister company, KW Heritage (KWH)?



▲ ToPCaT carbon chassis lightweight structure



▲ Braille printer



▲ Scanning in progress, outputting live to a laptop

The answers lie in the use of versatile and contemporary 3D Scanning technology that enables surface data or shape to be captured, CAD modelling that turns that scan data into a format from which a machine can be programmed, and 3D Printing that can be used for prototype or final fit components. In each case, the digital way of working provides the solutions, and is especially relevant to the often low volume requirements of component remanufacture for classic vehicles, complementing traditional skills and methods.

3D scanning of a donor part is the starting point when remanufacturing. The process faithfully captures the full size form of the features of a component being scanned by measuring light reflected off the surface. Results appear 'live' on screen as the hand-held scanner is moved over the surface of the subject.

The scanner, which is metrology grade (i.e. it captures information at a very high accuracy and resolution, both positional

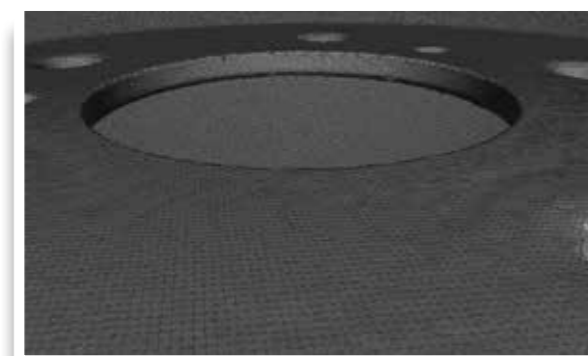
and feature.), views the surfaces being scanned as a series of minute equilateral triangles and outputs those in the form of a high resolution .stl scan file (triangles whose sides are 0.100mm in length).

It is capable of scanning parts that sit in the palm of your hand all the way up to full vehicle size and beyond.

The most versatile method, practiced by KWH, uses a hand-held Scanner, is non-invasive (it doesn't damage or compromise the item being scanned) and is not location dependent. It relies on an array of self-adhesive or magnetic targets which are applied to the subject in a random pattern, the relative positions and quantity of which are first recorded by the scanner so that it always knows where it is in space. The subject can then be scanned, post processed and exported, ready for CAD engineering. For more information and to view a video, please visit

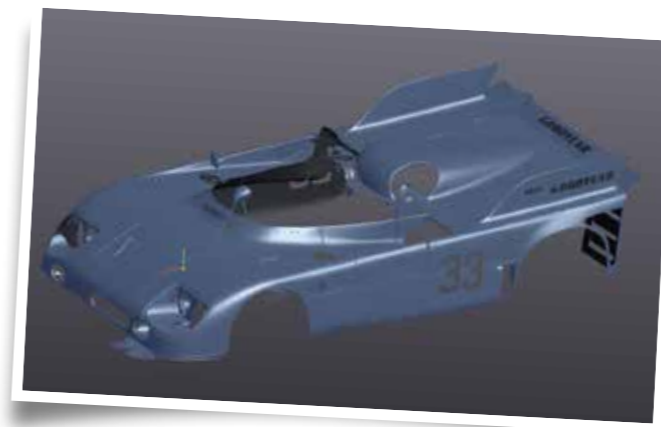
www.kwspecialprojects.com or

<https://kwspecialprojects.com/project-details/brake-drum-scan>



▲ Triangles

KWSP
KW SPECIAL PROJECTS LTD



▲ Alfa Tipo 33/13 complete bodywork full size scan. The car's owner actively races the car and realised the importance of having a digital archive of the bodywork to enable repairs to be carried out in perfect match to the original.

Often, as in the case of rare items such as bodywork, this is where the journey ends – the slick scanning process having captured and stored the body shape for use if required in future – this is known as Digital Archiving and can be considered an insurance policy against future damage or obsolescence – “if you've scanned, then you've planned”!

When re-manufacturing, because neither drawings nor tooling exist or because spares, often of dubious quality, are exhausted, or perhaps because you want to better control the quality, supply and cost of remanufactured versions, the scan data needs to be converted into a form from which a machine can be programmed. This involves importing the .stl file into a CAD package (e.g. Solidworks) and using design software to extract the myriad of triangles from which a solid 3D model can be built.



▲ Sample component



▲ Scan data (.stl file)



▲ Triangles extracted



▲ 3D CAD model

At this point the digital world really proves its mettle by virtue of the ease and speed with which the model can be manipulated in order to incorporate design improvements if desired:

- Are there inherent frailties that can be addressed?
- Do obsolete features need to be removed or new ones added?
- Does a completely new version need to be considered around the packaging constraints of the original?

The approach of KWH in any project is to discuss the requirements of the customer, to advise on the method of manufacture then to go away and provide the solution, giving progress updates along the way. To this end we broadly operate on 4 different levels:

LEVEL 1

Complete Authenticity

KWH understands that sometimes complete authenticity is the only option when restoring a classic vehicle. We can replicate a component exactly, beginning with the scan prior to re-engineering in CAD and remanufacture using trusted suppliers. This enables us to reverse engineer parts for which no drawings or tooling exists and recreate damaged parts accurately.

LEVEL 2

Invisible enhancements

While not all heritage vehicles will demand complete authenticity, a highly sympathetic approach is often a good choice. In these cases, KWH may utilise a modern material or process in creating a re-engineered component. These are subtle, invisible design enhancements that make use of our high-performance engineering experience with minimal impact.

LEVEL 3

Visible enhancements

While subtle, these changes begin to make a visible impression on the component. KWH applies engineering skills honed in motorsport and cutting-edge product development with a deft touch, finding performance by reducing component weight, replacing existing materials with their modern counterparts, or redesigning components while retaining their original function. We have access to a wide array of techniques to complement CAD, e.g. Finite Element Analysis (FEA), ensuring every heritage vehicle gets the component it needs.

LEVEL 4

Complete design

This is the ultimate in re-engineering: complete project flexibility coupled with a close working relationship with the client. From installing an EV powertrain to exchanging leaf springs for coil springs, this approach allows us to utilise the full range of our technical ability to give new life to an historic vehicle. This approach can maximise the competitive edge of an historic racing project but is equally appropriate for future-proofing a family heirloom.

CLUB EXPO 2019

As we go to print Club Expo is upon us! The Federation is glad of its return with a new and revolutionised concept. We have since received apologies from Nettitude who were planned to provide a seminar on GDPR. As they will no longer be in attendance, I welcome you to forward any GDPR related questions to myself. Once compiled, I will do my utmost to retrieve the necessary information for you. We look forward to Issue 2, 2019 whereby we can report on the event.



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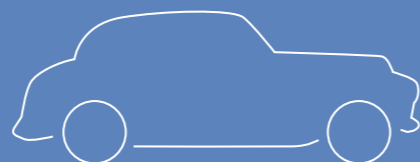


who have all recently joined the FBHVC. We also welcome our new Individual Supporters. We hope you all enjoy being a members and supporters of the Federation.

Call for Articles

Thank you once again to those Clubs who answered my 'call for articles'. Please keep sending me interesting editorials which could be included in FBHVC News. After all we are all interested in historic vehicles and you may well help others gain more interest in different types of vehicles. Email is preferred to secretary@fbhvc.co.uk, however postal information is also welcome.

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Earlier this year, the FIVA Culture Commission (CC) invited classic vehicle enthusiasts to nominate entrants for a new series of awards to celebrate our cultural and technical mobile heritage.

FIVA (the Fédération Internationale des Véhicules Anciens or international federation of historic vehicles) announced that the Culture Awards would comprise the following three categories:

RESEARCH

DEDICATED SERVICE by INDIVIDUALS or ORGANISATIONS (CLUBS, FEDERATIONS, MUSEUMS), ETC.

EDUCATION, TRAINING and the raising of AWARENESS

At the annual FIVA General Assembly in Gibraltar, the CC had the honour of revealing the winners of the three categories. The selection proved to be difficult due to the quality of the submissions, and the CC needed to study all the applications in great detail, with consideration given to a range of factors that included media coverage, involvement of the general public and the participation of younger enthusiasts.

Nataša G. Jerina, CC President, commented, "It was very satisfying and a surprise to receive so many applications in the first year of the award presentation, and the quality of the responses made selecting a winner even more of a challenge."

The FIVA Culture Commission is now pleased to announce that the 2018 winners by category are:

RESEARCH
WINNER

The Federation of British Historic Vehicle Clubs with its National Historic Vehicle Survey

The CC noted not just the comprehensive quality of the Survey but how the findings indicated a wider appreciation of historic vehicles by the British population; the association of historic vehicles with other heritage organisations; plus a set of figures, such as the £5.5 billion value of the movement to the UK economy, all of which help to influence the UK government and politicians to ensure we can continue to use our historic vehicles on the road. In particular, we were impressed by the understanding of employment trends and the need to ensure that skilled resources are developed in this sector, leading to the creation of the Heritage Skills Academy.

DEDICATED SERVICE
WINNER

The 'Motorcycle Republic Symposium' An event organised by the Hellenic Motorcycle Museum

The CC noted that the 3-day event, part of the annual FIVA motorcycle week, welcomed more than 2,000 visitors who were able to see some 50 motorcycles and attend a comprehensive range of presentations, ranging from a video presentation on the 'Charter of Turin' to a talk on 'Education in Riding Safely'.

EDUCATION TRAINING & AWARENESS
WINNER

Federación Mexicana de Automoviles Antiguos y de Colección, A.C. with the Diploma syllabus

The project is very comprehensive, with a strong practical component and – having been in operation for nine years – it can boast approximately 300 graduates.

SPECIAL CULTURE AWARD 2017
WINNER

Mr Ole Sommer

Finally, the FIVA Culture Commission would like to thank Motorhistorisk Samraad and Mr Henning Thomsen for an application originally sent in 2017, nominating Mr Ole Sommer for a Culture Award for Dedicated Service. We're pleased to confirm that the Commission has agreed to present a Special Culture Award in recognition of the wide-ranging and passionate commitment to historic vehicles, and Jaguars in particular, demonstrated throughout Mr Sommer's life.

"It's fantastic to realise how many projects are being undertaken worldwide, many of which we are as yet unaware of, that we believe we should endeavour to promote whenever possible. We hope to receive many more applications in 2019 and we look forward to receiving them with great enthusiasm!" confirms Nataša Jerina.

The winning projects will each be the subject of a short video on the FIVA website.

BSA Front Wheel Drive Club 2019 National Rally

Next year it will be Ninety years since the BSA Company launched the BSA Front wheel drive (FWD) three-wheeler in 1929. To mark the occasion we will be holding a special national rally at The British Motor Museum, Gaydon on the 6 and 7th July 2019. The BSA Three wheeler was the first British FWD vehicle produced in any quantity until the launch of the Mini in 1959 and therefore represents a major land mark in motoring history. Some 650 FWD BSA's are known to survive out of a production run of around 10,000. 2019 will also mark 60 years since the current BSA FWD Club was formed.

In the 1920's front wheel drive motoring was restricted to a small group of manufacturers, producing cars in relatively small production runs and some cases very expensive cars. The FWD Alvis was the first UK FWD car to be produced.

BSA introduced their new FWD three wheeler in late 1929 at the annual Motor Cycle show. Compared with three wheel competitors available at the time the BSA offered a number of innovations such as a reverse gear, electric start and full weather protection. Independent front suspension was another benefit resulting from the FWD layout and "The Motor Cycle" magazine of the day said, "The details of this vehicle are of such interest that it may be said to mark a

milestone in the history of the light runabout".

The BSA three-wheeler represented the first serious attempt at volume production of a low cost FWD car in the UK and possibly the world. To the men and women of BSA goes the credit of designing and producing some 10,000 three and four wheel FWD cars from 1929 through to 1939.

In 1958-59 the original BSA FWD Club, formed after the Second World War, was struggling with falling membership and a committee that was fragmented and losing enthusiasm in the face of falling membership. It was very fortunate that around this time a small group of BSA enthusiasts began meeting socially and then going on trips together in their BSA's unaware that a club even existed. After a while it was decided to form a club, and an advert was placed in several period national motor cycling and car magazines. The existing BSA FWD Club made contact and offered a 'ready-made' club complete with a BSA approved logo, club badge and other items, not least a membership list of over one hundred.

Today the BSA FWD Club looks after the interests of the owners of the FWD and RWD BSA cars produced in the 1920 and 30's. The club has some 220 members spread throughout the world. Members



are to be found in most European countries, the USA, Canada, Australia, New Zealand, South Africa and we recently acquired our first member from Zimbabwe.

Approximately 650 FWD cars are known to survive made up of 253 Trikes, 6 T-9, 10 FW-32, 269 Scouts and 2 specials, representing almost every model of BSA FWD car produced between 1929 and 1939. We also have 50 RWD BSA owners who have joined the club in recent years and this number continues to increase.

We hold a national rally annually which attracts members and cars from the UK and overseas. We hope the 2019 national rally will attract over 60 cars covering the whole range of BSA cars produced from the 1920 through to 1939. For more information contact Peter Cook Chairman of the BSA FWD club on peter@cookbsa.com.

Wolseley Register

David E. Allen - An Appreciation of his life

All of us in the Wolseley Register, whether we are members of long standing who knew him well, or are more recently joined, must mourn the passing of a very quiet and modest man who devoted a huge amount of his time and energy to working for our Club over a very long period.

David joined the Wolseley Register in 1970 as Member No. 0195, when the Register was run as the "brainchild" of the late Robert Sterndale Burrows; David acted as unofficial secretary to Mr. Burrows and to the fledgling new committee when the Club became a more democratically run entity, using his great diplomatic skills to smooth the waters of this changeover, only being appointed officially as Secretary at the first AGM in 1979, a post he held until 1990; he was events secretary for one year in 1991, and continued to serve his own South East Group, which he established in 1975, organising their first regional rally in 1977, and also as a National Committee

member for the rest of his life, despite his failing health. He was also appointed DVLA officer and FBHVC representative in 1991, the former position being held until his death, with a great deal of help from Peter Seaward.

David was deservedly honoured as Life Vice President of the Register in 1992, and as Life President in 2004, posts which he filled with great wisdom and understanding, respected and revered by his fellow members.

David's sudden and unexpected passing marks the end of a chapter in the history of the Wolseley Register, and he will be sorely missed by all his many friends in our Club, the Morris Register and many other Clubs who knew and respected his honesty and integrity.

We offer our sincere condolences to his family and friends.

The Cambridge-Oxford Owners Club

by John Lakey

The Cambridge-Oxford Owners Club meet to plan their celebrations for the 60th anniversary of the BMC Farina in 2019

The club finished their successful 2018 rally season with a well supported AGM and Autumn rally at the wonderfully whimsical Bubble Car Museum in Boston, Lincolnshire; a location well worth a visit.

COOC are very optimistic about the future and now membership figures are collated have bucked the trend among smaller car clubs by increasing their membership slightly this year.

The club are planning a major event, 'Farina 60', for summer 2019 to celebrate the BMC Farina's 60th anniversary. This will be 20th and 21st July at Swanick Junction Museum Complex run by the Midland Railway near Ripley in Derbyshire.

The first of the range to be announced, the Wolseley 15/60, is in the centre of the picture flanked by two Austin Cambridge A55 Mk2 Cambridges, the car on the left being a very rare Countryman. The Cambridge was the closest in design to Farina's original design.

All BMC Farina Cambridge and Westminster derived cars emanated from the project G55 Cambridge and Westminster floorpan and component set, which came out in 1954, an example of which is the centre of the picture. They remained in production until early 1972 when the last Wolseley 16/60s, and the commercials, were deleted to be replaced by the Marina.



Chocks Away for IFA Club's Half Century at Bicester Sunday Scramble

The Wartburg Trabant IFA Club UK

The Wartburg Trabant IFA Club UK launched its 50th anniversary year in traditional style with tea and cake at the first Bicester Sunday Scramble of 2019.

Appropriately dressed for the weather in an authentic Soviet fur hat, Club Chairman Mel Holley cut the birthday cake and welcomed members and enthusiasts to the Club's pitch with an offer of tea, coffee or hot chocolate.

Among the IFA vehicles making their debut on the Club display were a rat-rod style Trabant Kombi 1.1 well-known on the VW scene, and a pair of restored MZ motorcycles. The heavily-modified Wabant which drew the crowds at the 2018 Lancaster Insurance Classic Motor Show proved equally popular at the Oxfordshire airfield.

Mel said: "We couldn't have asked for a better launch venue for our 50th anniversary year than the Bicester Sunday Scramble.

"Like Bicester, the IFA Club takes pride in our heritage but is determined to make classic motoring relevant and accessible to

today's motoring and motorcycling fans.

"The youngest Trabant owner on our stand this weekend was just twenty, driving a car that was already ten years old when he was born. It was a pleasure and a privilege to welcome him to the launch, and we hope that our packed programme of anniversary events will give many more Eastern Bloc vehicle owners – of all vintages – an opportunity to join in."

Founded in 1969, the year of Woodstock, the Moon landings and the 50 pence coin, the Wartburg Trabant IFA Club UK is marking its half-century with a packed calendar of social meets, touring challenges and road runs, encouraging members to take to the road in their Eastern Bloc classics.

Originally the Wartburg Owners Club, today the club celebrates the unique vehicles produced behind the Iron Curtain by the Industrieverband Fahrzeugbau (IFA) group, including Wartburgs, Trabants and Barkas vans, and welcomes anyone with an interest in Eastern Bloc motoring and motorcycling.



This is the time of the year when we are treated to comprehensive photo-reportages of clubs' presentations at the NEC and examples of the magnificent club calendars for 2019.

The **AC Owners Club** magazine recounts the work involved in arranging the display of an AC Mk 4 Cobra in the RAC Club foyer in Pall Mall.

The **Delage Register** Journal informs us that Gary Cooper's 1935 Duesenberg SSJ has been sold at auction for \$22,000,000.



There is an interesting article in the **Norton Owners Club** magazine on variable valve timing in motor cycle engines and the December issue has the first instalment of an article on motor cycle electrics.

The **Lotus Cortina Register** magazine has a useful list of 'things to look for' when considering the purchase of a Lotus Cortina.

The magazine of the **Cambridge and District Classic Car Club** has a brief explanation of the origins of the DKW F91 and the IFA F9.

Among the classic exam answers by 16-year-olds listed in the register of the **Swansea Historic Vehicle Register** is this little gem 'Question - What happens to your body as you age? Answer - when you get old, so do your bowels and you get intercontinental'.

There are some useful tips on starter motor inspection and cleaning in the **Bristol Austin Seven Club** Newsletter.

The magazine of the **Pre-50 American Auto Club** has an intriguing article concerning two Cord cars, one of which is for sale...

Sentinel Transport news continues the story of Abner Doble's work at the Sentinel company. The complexity of the control system for the 1932 lorry is quite extraordinary. There is also a 'double feature' on the Brown Bayley fleet of Sentinels which begins with action photographs of these lorries at work and the history of the nine survivors to the present day.

The **Wolseley Register** have published an excellent 'Super Profile of the Six-ninety' including the Riley 'Pathfinder' and the 'Two-Point-Six'.

A useful reminder in the Bulletin of the **Rolls-Royce & Bentley Specialists Association** for you to bear in mind the increasing value of historic cars and the fact that your car may have a longer life expectancy than its owner.

Another monograph from the **Wolseley Register** - the 25hp drop-head Coupe. Including the prototype which was presented to Lord Nuffield it is thought that only 22 of these extraordinary cars were built.

The **Southern Daimler and Lanchester Club** magazine asks if anyone knows of the whereabouts of Colin Chapman's Lotus Mk 1. Is it still out there - somewhere?

The **Highland Classic Motor Club** magazine has a feature on the Moray Motor Museum. This would be well worth a visit if you were in that neck of the woods.

The magazine of the **Lea Francis Owners' Club** concludes its series of articles on vintage dynamo faults analysis.

The centre spread of the **Gold Star Owners Club** magazine is a reproduction of a poster in full colour extolling all the attractions of Mallory Park in the late 1950s. I don't seem to remember such an exotic location...

There is a favourable report on a visit to 'Musee Automobile De Vendee' on the west coast of France in the **Horsham Historics Preservation Society** newsletter.

There is more information on the J40 pedal car in the magazine of the **Morris Commercial Club**. A fairground ride still exists comprised of these pedal cars and continues to operate in the Summer season.



The **Bristol Owners Club** magazine has an in-depth article on the reopened Bristol Aerospace Centre - definitely worthy of a visit.

An account of an expedition to Mount Kilimanjaro from Johannesburg in 1955 in a 1934 Talbot 9 Saloon is being serialised in the **Talbot Owners Club** magazine. The September issue also contains some striking photographs of T.E. Lawrence's Talbots in the Arabian Peninsula.

There is a description of the Caramulo Motorfestival, Portugal, in the magazine of **The Morgan Sports Car Club**. This diversion looks to be well worth a holiday destination.

The **Jaguar Enthusiasts Club** magazine reminds us of the legal requirements when driving in France. Bear in mind this may be further complicated after 29 March...

The journal of the **Vincent HRD Owners' Club** adds that a motorcyclist and passenger MUST wear a pair of CE certified gloves at all times whilst riding.

The **TR Register** magazine informs us that the 2019 Liege-Brescia-Leige is scheduled for May 2019. Get your entries in NOW!

The **Mercedes Benz Club** 'Gazette' always impresses. What is noteworthy are the series of articles where club members cheerfully take on the challenges of modern engineering and electronics and give us solutions to our problems.

There is an in-depth and thought-provoking article on pre-war fuels in the bulletin of the **Morgan Three Wheeler Club**.

There is a review of the 'Television History Workshop' publication on the history of car making at Cowley in the **Pre 1940 Morris Register** magazine.

There is an interesting obituary for Vincenzo Lancia which was written shortly after his death in 1937. Until now this has not been translated into English and the translation now appears in the magazine of the **Lancia Motor Club**.

Congratulations to the **Wolseley Register** in winning the award for the 'Best Medium Club Stand' at the Classic Motor Show. The journal of the register reminds us that the country's first motorway, the Preston bypass was opened 60 years ago. It was also the first motorway to be closed due to frost damage after only a few weeks of use.

The trials and tribulations of rust proofing are recounted in the **Deux Chevaux Club of Great Britain** (2CVGB) magazine, the author came out strongly in favour of 'dinitrol' for ease of application and efficacy.

There is a brief history of a road-side

feature that has now all but disappeared. The 'Little Chef' in the newsletter of the **Traditional Car Club of Doncaster**.

For the enthusiast who has (almost) everything, how about the Chapal 1950 Canvas and Resin helmet at £2,000? As advertised in the **Allard Owners Club** magazine...

The journal of the **BSA Owners' Club** reminds us that there has been a revision of the form V55/5. The version is now 8/18. The new form can be downloaded from the DVLA website. DVLA will no longer accept applications on the old form.

The **Bury Retro Car Club** newsletter gives us a brief history of the Sinclair C5, whilst mentioning that they have become 'very collectible' (i.e. expensive).

There is an interesting account of a member's experiences in the 2018 Edinburgh Trial in the **Dellow Register** Gazette.

The **Austin Counties Car Club** magazine tells us that Leyland commercial vehicles are still manufactured in India by Ashok Leyland Limited. They are the 4th largest bus manufacturer in the world.

There is an account of a member's experiences on the London-to-Brighton Classic Car Run in the **Reliant Sabre & Scimitar Owners Club** magazine - including a warning about the risks of entering bus lanes in Brighton!

The striking display of Porsches at the Classic Motor Show is covered in a photo reportage in the **Speedsters and Spyderys** - The Club magazine.

A brief history of the Riley company is given in the journal of the **Midland Vehicle Preservation Society**.

Have you ever wondered what happened to all those RLHZ 'Green Goddesses' that the Government used to bring out from time to time in emergencies? According to the **Bedford Enthusiasts Club** magazine, many were exported to Iceland and at least seven survive in preservation over there.

Jaguar Enthusiasts Club had one of only 3 remaining Broadspeed Jaguars on show at the Lancaster Insurance Classic Motor Show in November and it was a beauty.

The **Classic Vehicle Group** magazine, The Squeaky Wheel, found what looks like a real hidden gem on a trip to France. Le

Manoir de l'Automobile at Loheac has over 500 classic vehicles on display.

Transverse Torque, magazine of the **Ford Y & C Model Register** has tips on Steering Box adjustments.

It appears the **Trojan Owners Club** had much attention at the recent Classic Motor Show.

Colne Valley Classic & Vintage Club newsletter has an interesting article on the Ford Cortina 1600E which was displayed at Gaydon, it has returned to the Heritage Workshop at Dagenham for a spot of refurbishment.

The **Gilbern Owners Club** magazine documented a record number of 10 models which were on display at the Castle Combe Autumn Classic.

Scottish Riley Enthusiasts reported a much higher membership uptake than the previous 12 months with most receiving the email newsletters.

The Blue Diamond newsletter of the **Riley Motor Club Victoria Australia** has a midweek picnic lunch for early January 2019, question is will my flask of tea stay warm on the flight over! >>>




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▶▶▶ The **Bristol Austin Seven Club** have a really informative article on starter motor inspections and cleaning.

Wigton Motor Club congratulates Malcolm Wilson and the M Sport team on winning the World Rally Championship for the second year with driver Sebastian Ogier.

Newbury MG Owners Club has a really interesting article called 'Food for thought' too many thoughts to list here but one that caught my eye and should make us all think - 'a baby of today will only see personal cars in museums'.

"Uber is just a software tool they don't own any cars, but are the biggest taxi company in the world".

The **Historic Rally Car Register** has a training day to learn the basics of navigation in February 2019 contact www.hrcr.co.uk for details.

The **Leeds and District Traction Engine Club** have a Steam Apprentice Club and held a members day back in June 2018. Seven engines and a number of apprentices and members assembled for a very enjoyable day. It is wonderful to hear of Clubs embracing the younger generation and getting them involved. After all we need to keep these skills and interests alive!



ANNIVERSARIES & CELEBRATIONS

The **Riley RM Club** is celebrating its Golden Jubilee with a special calendar for 2019 a golden limited edition Lapel badge and a 'Pennine Weekend' on 4 to 6 October at Gisborough Hall.

The **Armstrong Siddeley Owners' Club** Magazine reminds us that 2019 is the centenary and that every effort is being made to get 100 cars on display at the War Memorial Park in Coventry on 14 July. There is also a plan to conduct a 'three countries in three days' tour in June/July.

Congratulations to the **Crossley Register** on the 100th edition of their newsletter.

Yet another centenary! The '**Citroën Centenary**' will take place over the weekend 31 May - 2 June 2019. The intention is to occupy Coventry City centre with 1,000 Citroëns. This should be quite some occasion!

The **Rover P4 Drivers Guild** will be celebrating their 70th Anniversary over the weekend 6 - 8 September in Gloucester.

2019 is the 80th year of the Singer 'Roadster' and no doubt this will be appropriately celebrated at the **Singer National Weekend** 6 -10 June in the Oxford area concluding with a gathering at Blenheim Palace on Sunday, 9th.

The **Riley RM Club** will be holding their 50th Anniversary rally over the weekend 19 - 21 July in Warwick

The 80th Anniversary of the **Austin 8** will be marked with a celebration is being planned for June in the Birmingham area.

There is a report on the 50th Anniversary celebrations commemorating the London to Sydney Marathon at the **DAF museum** in Einhoven.

Congratulations to the **Ford Cortina MkII Owners Club** whereby 2018 marked their 30th Anniversary.

VINTAGE CAR CLUB 85TH ANNIVERSARY CELEBRATIONS

BRANDS HATCH 21 - 26 AUGUST 2019

In August 2019 the **Vintage Sports Car Club** celebrates its 85th anniversary at Brands Hatch in what promises to be five days of exciting historic motorsport at this iconic venue. There is an itinerary of events covering an array of activities that are planned for our members which culminate in a race meeting on the Indy Circuit at Brands Hatch on Saturday 24 August; we would be delighted to welcome owners of classic and historic cars who wish to be part of the static display at the Saturday race meeting, which should be a spectacular and entertaining day for participants and spectators alike.

We hope that you will join us for this landmark occasion in the history of the VSCC; further details will be posted on our website (www.vsc.co.uk) in the coming months or contact liz.fox@vsc.co.uk for information.

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