

FBHVC

# news



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 2 • 2019

Inside

# Drive it Day 2019

*An essential guide to the  
best of this year's events*

Plus

Club Expo 2019

Full report from Gaydon

Race Retro

Motorsports legends and glorious sunshine

And Much More





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## Editorial

Very soon the Federation will be launching its new website. We'll leave it to you to judge whether it is a successful upgrade, and indeed we welcome any feedback whether by email, letter or through our Facebook channel. In the six years since the site was last overhauled there have been huge leaps in web technology and we hope you agree that the look, feel and ease of use is more what you would expect from a contemporary website. Go to [www.fbhvc.com](http://www.fbhvc.com) and tell us what you think.



On another tack, Autocar magazine recently ran a feature where their august group of journalists whose respected scribblers name amongst their number Cropley, Tisshaw and Holloway to name but three, where they imagined each was Transport Minister and set out the kind of policies they would pursue. Perhaps they should have kept the feature for 1 April? However the comment that caught my eye, like a cinder from a steam train, was a comment from Editor, Mark Tisshaw. "Transport Minister", he wrote, "That's a job for a career politician on their way up the food chain with a long term eye on No10. I mean, none of them really care about the motorist, do they?"

I really do beg to differ. The All Party Parliamentary Historic Vehicle Group, with whom the Federation has a close

association, is packed with vehicle enthusiasts. Former ministers, some of them, have owned everything from a De Dion Bouton to a Jensen Interceptor and even a Claas combine harvester (remember, the Federation is a very broad church where the 'c' word is banned).

Not interested? I think not Mr Tisshaw!

Finally, I was sorry to learn recently that the National Association of Wedding Car Professionals (NAWCP) has disbanded. NAWCP was particularly involved with the Federation in successfully lobbying government for historic vehicle exemptions in low emission zones. The Federation will continue to protect the former members of NAWCP through their membership of their relevant marque club

**Geoff Lancaster**

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

Federation of British Historic Vehicle Clubs Ltd  
PO Box 295, Upminster, Essex, RM14 9DG

Email: [secretary@fbhvc.co.uk](mailto:secretary@fbhvc.co.uk)  
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](http://www.fbhvc.co.uk) or sent on application to the secretary.

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# Environmental Issues

## London ULEZ

By the time you read this, the commencement of the London ULEZ will be upon us.

The Federation is conscious that a number of our members, perhaps particularly on two wheels, with vehicles which are more than thirty years old, and thus within the internationally recognised definition of a historic vehicle, but which do not yet qualify to be in the 'historic' taxation class, will not benefit from the exemption for historic vehicles which we managed to secure.

It is probably appropriate to remind readers of why the Federation considered it right to accept the views of Transport for London on how the ULEZ, and its exemptions, should be applied.

We need to recall that the (approximately) forty year old date of entry into the 'historic' taxation class is almost accidental, representing simply the date from which the Chancellor of the Exchequer decided the VED exemption would again start to roll forward, after a period when it did not do so.

On the other hand, we should recognise that our members benefit from the fact that the Government sets no technical or originality standards whatsoever for recognition of a vehicle as historic for tax purpose, something which is certainly not the case in some countries.

It was always the case that the London ULEZ was going to be enforced using ANPR (Automatic Number Plate Recognition). That being the case it was likely that TfL would wish, for reasons of simple efficiency, to use the 'historic' taxation class, which the system can recognise from the DVLA database it accesses, as its historic vehicle exemption identifier.

The Federation considered that the most important aim was to secure an exemption for the greatest majority of our members, which might have been prejudiced by getting into discussions on what exactly was the definition of a historic vehicle. We thus accepted the use of the 'historic' taxation class.

And there is one more difficult matter I need to address. Much of our approach to Government and local Government departments across the board, on environmental matters, has to be based upon the argument that historic vehicles are no longer a 'means of transportation' as such. They are rarely on the roads, do limited mileage, and when in use the purpose is to move the vehicle itself, not the passengers or goods it carries, from place to place. Their contribution to pollution is minimal in the extreme. This does mean that, for newer but preserved vehicles, which

would have to pay the charge but are only used occasionally, the burden would not be excessive.

I am afraid that does mean that the Federation cannot really support the use of vehicles claiming to be historic, if they are in fact in daily use as transportation. I know this will disappoint some members, but our position has to take account of the overall benefit to the majority of our members. On the other hand we will not actively discourage others to attempt to get any improvements to the ULEZ operation they might seek.

One good thing to report is that we have now been advised that the owners of overseas registered vehicles, over forty years old, will be able to exercise their ULEZ exemption through registration with TfL. The ULEZ website will identify the portal for registration. At the time of writing, TfL was not able to advise us what the detail process would be.

## Rest of the UK

On the wider front, there are a number of other Low Emission or Clean Air Zones being developed around the Country. There are ongoing and intended consultations, but there is not, I think, anything which we need to raise in this Edition.

When we make responses to consultations we do put them up on the website, where you can see what we have said in each case. As we become aware that Zones are coming into force, we will of course make readers aware of this. I repeat my request that if readers become aware of local specific issues relevant to LEZs or CAZs, please do not hesitate to let me or Emma know.

## Europe

We are quite frequently being asked by members taking their vehicles abroad, usually into the EU, where the various Low Emission/Clean Air Zones are.

The simple limitations of resource have meant we could only be marginally of use.

However, it is now becoming easier to identify the existence of LEZs and CAZs in Europe. The website <http://urbanaccessregulations.eu> is now sufficiently mature for us to recommend. It claims to identify all sites of urban traffic restrictions in Europe and a quick check appears to confirm the claim as it relates to the UK. I am not clear if it is always right on historic exemptions, but it is a good start and it will certainly contain more information than we have.

# Roadworthiness Testing

## General

Judged simply by the number of questions from members we receive, it does look as if the roadworthiness testing regime is now settling down.

But the very light touch of the 'declaration' process, whether online or with a Form V112 (or V112G) at a Post Office is still causing a few uncertainties in wording and understanding.

However it is worth noting that now, when you receive a reminder to tax a vehicle in the 'historic' tax class, it will contain the following words, which are different from the standard V11. These words are 'THIS VEHICLE MAY REQUIRE AN APPROPRIATE TEST' This is different, primarily in the use of the word 'may', from the standard V11 wording.

At the moment their Vehicle Enquiry Service simply says, in relation to the MOT, 'No results returned'. We are intending to present to DVLA shortly our view that there is still potential for them to improve the wording of the VES so that the possibility of the vehicle being MOT exempt is at least identified. The rewording of the V112 may point out a way forward.

And the information provided by DVSA when you search the MOT History online is incomplete and could possibly lead you astray.

Firstly, if your MOT has expired you get a red warning that you might incur a fine of up to £1000. If you have an exempt vehicle, do not panic!

The warning leads you to what it refers to as 'MOT Exemption Guidance'.

In fact what you then see is Form V112. This would of course permit declaration that your vehicle is exempt from MOT at a Post Office.

As Guidance however, it is incomplete. It does not reference what one would have thought was now the default process; namely that if you are taxing online there is an equivalent form of declaration of exemption, which is not formally a V112. I am

aware that this has misled at least some members, and thus hope this explanation will set minds at rest.

And, as of the date of writing, we are still awaiting a bit more clarity from the police about their understanding, recognition and process of enforcement of the 'VHI' exemption.

## Specialised Vehicles

There is one area in which some clarity has recently been received. Some members will be aware that as a result of the overall change in roadworthiness testing a number of 'specialist vehicles' (i.e. those based upon HGV chassis but modified for certain specific purposes) which used not to be subject to testing, even if modern, have been brought into the realm of testing.

This affects some 'historic' class vehicles. Clearly all built after 1960 will have to be tested in the same way as HGVs.

What was not made clear, but DfT has clarified to the Federation, is that if any such vehicle was built before 1960 it is treated exactly as an HGV; that is to say as long as it has not been substantially modified in the past thirty years, it is a Vehicle of Historic Interest and remains exempt from testing.

## Reminder

This is we think a good place to provide two reminders about MOT exempt 'historic' vehicles

(a) If your vehicle has indeed undergone substantial change in the past thirty years, the vehicle is legally not exempt. Neither making an incorrect declaration at the time of taxing the vehicle, or failing to take a MOT test when due will affect the position. You remain at risk.

(b) We all have an ongoing obligation to keep our historic vehicles roadworthy. How we choose to do that, whether by taking a voluntary test or by some other method of inspection, is our judgement for exempt vehicles. Simply assuming everything is OK is not a satisfactory method.

# Insurance

We now have greater clarity on the proposed changes to the EU Insurance Directive. (For clarity I need to restate that we of course do not know whether and to what extent the UK will be following these EU rules in future).

The current position is that the proposals from the Commission to amend the EU Motor Insurance Directive to recognise issues which had arisen, particularly as a result of the ruling of the European Court of Justice in the Vnuk case have now been considered and amended by the European Parliament.

There have been two satisfactory outcomes for the historic vehicle community. One aspect has been widely reported in the press. The other, arguably of direct interest to more of our members, has not

The Parliament has introduced amendments on two aspects of compulsory motor insurance of interest to us.

The first concerns competitive events on private land. Parliament is proposing this be excluded from the requirement for insurance, following efforts from the FIA, supported by FIVA.

The second is the position of vehicles which are out of use, e.g. on SORN waiting restoration, or kept in a museum. Following intensive lobbying and drafting work from FIVA of the Single Market Committee (which handles this Directive), the Parliament has also a propos such vehicles agreed they should be exempted from compulsory insurance.

While there is a final stage of detailed negotiation between the Commission, the EU Parliament, and the EU Council of Ministers, there is currently no good reason to expect these positions not to be maintained into the final Directive. Should this prove to be the case a lot of work, including quite a lot by the writer, will have proved to be worthwhile.



## Q Plates

As I write this we are finalising the examples that I said in the last edition we would be progressing with DVLA. It will be interesting to see how DVLA react to these examples, which the Federation considers are all of vehicles whose identity

and age is entirely clear and which therefore ought not to be on Q Plates, but should properly be in the 'historic' taxation class.

## DVLA

You will note that this edition there is no contribution from Ian Edmunds. This is neither because he has lost interest nor because he is not keeping busy on our behalf. Nor does it mean there are no outstanding issues with DVLA.

issues. We neither can nor should speculate on why this might be.

However, there are signs of activity, and it is hoped our normal service of updating the position with DVLA will be able to be resumed in the next edition.

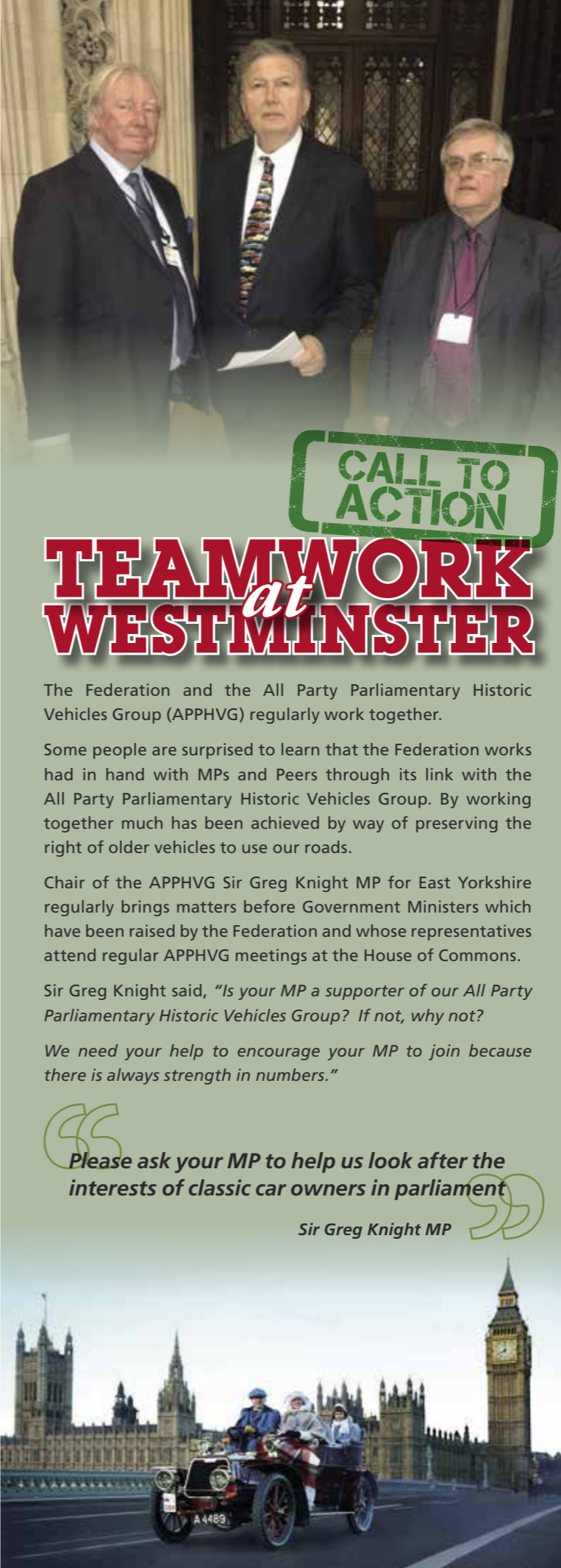
It simply reflects the fact that there seems to have been a certain amount of difficulty in DVLA in dealing with the

## And Finally

Things are moving fast and anything I write on the future relationship between the UK and the EU is likely to be wrong when you read it!

the checklist sent in our Press Release of 5 March 2019 and that for up-to-date advice you should keep up with guidance published on [gov.uk](http://gov.uk).

I will therefore confine myself to saying that it may still be wise, if any reader is planning a trip abroad this year, to read



**CALL TO ACTION**

## TEAMWORK at WESTMINSTER

The Federation and the All Party Parliamentary Historic Vehicles Group (APPHVG) regularly work together.

Some people are surprised to learn that the Federation works hand in hand with MPs and Peers through its link with the All Party Parliamentary Historic Vehicles Group. By working together much has been achieved by way of preserving the right of older vehicles to use our roads.

Chair of the APPHVG Sir Greg Knight MP for East Yorkshire regularly brings matters before Government Ministers which have been raised by the Federation and whose representatives attend regular APPHVG meetings at the House of Commons.

Sir Greg Knight said, "Is your MP a supporter of our All Party Parliamentary Historic Vehicles Group? If not, why not?"

We need your help to encourage your MP to join because there is always strength in numbers."

*Please ask your MP to help us look after the interests of classic car owners in parliament*

Sir Greg Knight MP



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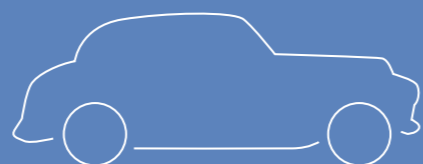
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# Spring is in the air

After a rather warm and unseasonable February it must now be time to get our 'toys' out of winter storage and onto the roads. Hopefully we won't suffer for the mild spell with a cold Spring and Summer!

Looking forward to early April sees the HRCRs Taith Cymru Scenic Tour available for our enjoyment once again. It may be too late, but a possible cancellation may enable you to get an entry.

Similarly, the Ilkley Jubilee Historic Rally ([info@jubilee-rally.org](mailto:info@jubilee-rally.org)) in mid-April could also offer the opportunity for a possible late entry.

The Bluebell Run in mid-May will also, I suspect, be full but you never know; try <http://www.rossmotorsports.co.uk/events/bluebell-run-3/> if you're interested.

Get in touch with James McDonald at - [james4bis@hotmail.com](mailto:james4bis@hotmail.com) if you fancy a run on his code-board based Autumn Sun Run in late October around the Annecy area. An excellent value-for-money event with a great social atmosphere too!

HERO/ERA has a great calendar of events this year ranging from one-day events for absolute beginners to full-on events for the more experienced and adventurous. <https://heroevents.eu> will tell you all you want to know

Rally the Globe's team here - <https://rallytheglobe.com>, headed up by Fred Gallagher and John Spiller can also keep you entertained with some top-quality events. Rally the Globe focuses on longer distance events further afield than the norm and the programme for the next three years really does make you drool!

Rally Round UK's programme also has some appetising invitations. Have a look here - <https://www.rallyround.co.uk/save-the-date/> if you fancy a trip to Biarritz, South America or other exotic destinations.

Don't forget the two FIVA World Rallies in 2019. In Andorra, France and Spain here - <https://www.andorrabooking.com/index.php?idioma=en> or Austria here - [www.worldrallyeorg.at](http://www.worldrallyeorg.at) you will be assured of relaxed drives around the variety of countries. Hopefully I'll see some of you in Andorra when I give my Stag an airing.



# Steam Power

We have been involved with the Heritage Fuel Alliance over the last few months. This is a group that was established by National Traction Engine Trust member, James Hervey-Bathurst, to address the potential problems of the latest DEFRA clean air strategy, particularly as regards coal supply. See <http://www.ntet.co.uk/news/detail/defra-announces-its-clean-air-strategy/1532>

Fortunately, as I write this the position is that DEFRA would not plan to make any proposals that would restrict heritage steam vehicles users including railways, historic steam ship or industrial museums.

However, this did get me to thinking why, given that the Industrial Revolution which pretty much powered by steam power with Britain leading the way, why did we not develop road going steam vehicles?

Richard Trevithick built a horseless carriage in 1801 and I recall seeing a replica at Goodwood a few years ago. It was quite impressive with 8-foot driving wheels and was known as the 'Puffing Devil'. Unfortunately, 'Captain Dick' could not match his creativity with ongoing commercial development and he died in poverty. To view the Trevithick road locomotive in action please view this YouTube link [https://www.youtube.com/watch?v=Dx\\_5hE4aGBQ](https://www.youtube.com/watch?v=Dx_5hE4aGBQ)

The answer to the question seems to have been a combination of technical problems, particularly the weight of the engine, which could use a gallon of water every mile, plus a dose of commercial rivalry which led to the Turnpike and Locomotive Acts (including the infamous 'Red Flag') effectively inhibited development.



## Percy Riley

At the end of February, I attended an excellent talk at the local Sunbeam Motorcycle Club entitled 'Riley - 2, 3 & 4 Wheels' which covered the history up to 1938. I had not appreciated previously just how creative Percy Riley was, for example he built his first car at 16, in 1898, secretly, because his father did not approve. It featured the first mechanically operated inlet valve. Unfortunately, technical acumen was not matched by long term commercial success and a range of bad decisions by the family, including trying to build a Rolls Royce competitor, led to bankruptcy in 1938.

Then coincidentally, at the beginning of March, I received a message from the Transport Trust saying they had a request to assist financially with the recreation of the engine for Percy's first car!

The story can be seen at <http://rileymotorclub.org/percy-rileys-voiturette/> and all should be congratulated on the efforts that have been made to date.

## Honda CB750 50<sup>th</sup> Anniversary

Following my request for information on anniversaries, it was pointed out to me that the scene changing 750cc Honda superbike was introduced to the UK in April 1969 at Brighton's Metropole Hotel exhibition centre.

It was powered by a 736cc 4-cylinder single overhead camshaft engine, developing 68hp which gave it a top speed of 200kph. More importantly it developed good torque, was oil tight and had little vibration. Additionally, it had electric start, flashing indicators and a front disc brake.

Honda's production expertise meant that the cost was under \$1,500 compared to the Triumph Trident, which was based on the 1930's twin and had less features, which was over \$1,700 in the all important US market.

See <https://www.revzilla.com/common-tread/50th-anniversary-of-the-unveiling-of-the-honda-cb750>



## JOHN HAYNES, O.B.E

by David Burke

Very few car enthusiasts do not have a Haynes Manual on their bookshelves. The man responsible for their introduction, John Haynes, O.B.E. died peacefully on 8 February aged 80.

John was born in Ceylon and aged 12 he came to Britain with his brother, David, to attend boarding school in Kent.

He persuaded his House Master to skip rugby and spent his time converting an Austin Seven into a lightweight Austin Seven 'Special'. He sold the car and made a profit. He had received 150 replies to his advert so he decided to print a booklet 'Building a 750 Special' showing how he had done the conversion. The first print of 250 sold out within 10 days.

John served in the Royal Air Force he expanded his business skills in Logistics and raced several race cars which he had developed. It was in the RAF whilst serving in Aden he helped a colleague rebuild a 'Frogeye' Austin-Healey Sprite. John realised the official manual was not designed for the average car owner. He bought a camera and painstakingly photographed every aspect of the rebuild.

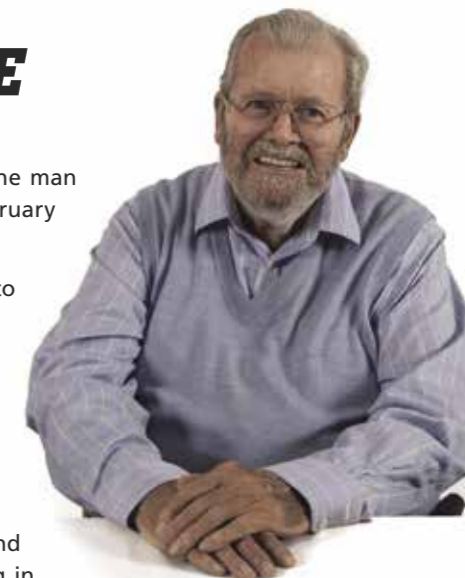
The first Haynes Manual for the Sprite was published in 1966 and the first print order of 3,000 sold out within 3 months. From that beginning over 200 million Haynes Manuals have been sold around the globe.

John developed his publishing business into a listed Public Company on the Stock Exchange. He was awarded an OBE in 1995 for services to publishing.

In 2005 John was awarded an honorary degree of Master of the Open University. He received this accolade in Cheltenham where my daughter was receiving her O.U. degree. I was able to meet John after the ceremony... We talked about the Classic Car movement and the popular Haynes Motor Museum in Somerset which he had founded.

John's publishing success meant that he was able to enjoy his passion for cars, and he became a prolific collector. In 1985 he founded the Haynes International Motor Museum in Sparkford, Somerset as an Educational Charitable Trust, bequeathing his collection of 30 cars to the charity to be held for the benefit of the nation. John continued to support the museum charity throughout his life by donating cars and funding its growth. Thanks to his support the museum has grown and now displays more than 400 vehicles and is enjoyed by over 125,000 people a year.

John handed over both business and museum activities to his family members in later years but always maintained his interest. The Museum had a major development in April 2016 when I attended the official opening of the superb Haynes International Motor Museum.



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Please feel free to take a look <https://oldencars.com/>



# Race Retro 2019



Visitors to this year's Race Retro, powered by MotorSport, were treated to motorsports legends and glorious sunshine at Stoneleigh Park over the weekend, bringing a record crowd to the show.

Did you attend Race Retro this year? If you did, then you helped make it a success with 24,212 attendees to the event, an increase on 2018's 23,100 attendees. Many highlights of the weekend included seeing the mix of rally and racing cars as well as special guests including British racing drivers John Watson and John Fitzpatrick along with 'Rally Professor' Rauno Aaltonen



Event Director Lee Masters said: "This is the third year the show has been under Clarion Event's ownership and to 'buck the trend' and increase the audience in the current climate is testament to all those who have helped and supported not only our vision for the much loved event but their own passion for the future of Race Retro and historic motorsport."

The FBHVC boasted a glorious Alfa Romeo Giulietta Sprint Speciale courtesy of our friends at HERO and an MGB GT owned by Tim Lawrence on the stand, situated in Hall 2.

In attendance were our Communications Director Geoff Lancaster, Finance Controller James Fairchild and myself (Emma Balaam). There were many highlights of the weekend, which included a passenger ride in a Jaguar E-Type (thank you to HERO), meeting Dick Mawson, (Racing Driver who has written a book entitled 'The Gods Who Fell From The Sky', a book review will follow later in the year), and meeting a previous owner of Tim Lawrence's MGB GT. Due to viewing a video on YouTube of the show the previous owners recognised the registration number and set out the next day to find it! We have managed to put them in touch, and the previous owner will now share his history file on the vehicle which includes many rally pictures of the vehicle when they owned it. What a great ending to a great show!



Top: Bron Burrell in Puff The Magic Wagon  
Bottom: Rosemary Smith

Top: Rauno Aaltonen drives a Monte Carlo Rally Mini  
Bottom: John Watson with his Marlboro McLaren F1 car

## TAX GUIDANCE

James Fairchild ACMA CGMA MILT

The Federation's membership includes large clubs with seven-figure turnover through to smaller organisations and charities with a small number of members, as well as our Trade Supporters who may take various structures including limited company or sole trader. This article is intended to be a general guide but is not intended to be a substitute for formal advice from an accountant or tax advisor.

Hopefully treasurers, finance directors and external accountants / tax advisors across the historic vehicle world will be already be familiar with Making Tax Digital and taking steps to make organisations compliant.

For anyone who isn't, or an organisation who is perhaps between treasurers, may we recommend an early conversation with an accountant or tax advisor.

The following is a guide only, and the HMRC pages on [www.gov.uk](http://www.gov.uk) should be consulted:

### DATES

**April 2019** - VAT registered limited companies (whether by shares, by guarantee, or a charitable incorporated organisation) with taxable turnover over the £85,000 threshold.

**October 2019** - VAT registered not-for-profit organisations that are NOT set up as a company with taxable turnover over the £85,000 threshold and also businesses set up with a VAT group structure.

**April 2020** or later (to be confirmed by HMRC) organisations and companies who are not VAT registered, who at this point will need to start sending data for the purposes of corporation tax, including those organisations who are do not pay any tax and (I believe) those who have previously been exempted from the need to file a CT600. We understand however that there will be an exemption here for charities and are awaiting further detail.

### TRANSMISSION OF INFORMATION & SOFTWARE

There are a number of ways that information can be sent to HMRC. Excel add-ins are available, however as a matter of best practice I would urge clubs to consider whether this could be a good time to start using an accounting software package. If so, it would be appropriate to consider things like how many users, compatibility with the systems your accountant or auditor uses, as well as MTD compliance.

If you currently use an accounting software package which you are content with, then speak to your software provider to understand the upgrade arrangements, or alternatively consider shopping around as outlined above.

A particular benefit of modern packages is that a link-up to your bank account may be available, which will import transactions and reduce work.

### ORGANISATIONS WITH TURNOVER BELOW THE THRESHOLD AND VOLUNTARY DEREGISTRATION

There will be a number of clubs who registered for VAT voluntarily in the past (perhaps to align with a large purchase) where nowadays the benefits are less apparent.

If your taxable turnover in the twelve months ended 31 March 2019 (and assessed on a rolling twelve month basis thereafter) is less than the registration threshold of £85,000 you are not obligated to send information digitally and can remain with the online VAT return you have used for the past couple of years if you wish to. You can however use an MTD solution if you wish.

It may be prudent to assume that the above concession may not be permanent and so as a matter of good practice it would be advisable to work towards using an MTD solution sooner rather than later.

If your annual taxable turnover is less than £83,000 you may apply for deregistration. We would also urge taking specific advice from your accountant if this is something you are considering. However, remember even if not registered for VAT or registered voluntarily, you will still need to comply with the forthcoming corporation tax MTD changes (expected in April 2020 or later, and subject to specifics to be announced in due course).

### REGISTRATION THRESHOLD

It is worth reminding clubs that where their annual taxable turnover is over £85,000 that they will need to register for VAT (obviously, subject to advice) but can voluntarily register if this doesn't apply. It is worth pointing out however that the MTD for VAT requirements will then apply with immediate effect albeit we are at present unclear how this would work with a voluntary registration.

### YOUR ACCOUNTING ACE

Especially in the case of clubs with a treasurer who has retired from the accountancy profession, it may be that attending a couple of seminars will assist with bringing knowledge up-to-date. Many accounting firms, business groups, etc will have such events as we move into MTD go-live.

# Drive it Day

## 28 April 2019

We all hope you have the date booked in your diaries and calendars, however if you need a little assistance on where to go in your historic vehicle please take a moment to view the events featured in this edition of FBHVC News.

More events will inevitably be planned and as we receive more information we will update our website accordingly. Please view the events page on our website [www.fbhvc.co.uk/technical-and-events/events-calendar/](http://www.fbhvc.co.uk/technical-and-events/events-calendar/)

### Confirmed Events

- |                                  |                               |
|----------------------------------|-------------------------------|
| 1 Bicester Heritage, Oxfordshire | 9 Hanworth, Middlesex         |
| 2 Near Queensferry, Deeside      | 10 Banbury, Oxfordshire       |
| 3 Near Ivybridge, Devon          | 11 Helensburgh, Argyll & Bute |
| 4 Calne, Wiltshire               | 12 Cobham, Surrey             |
| 5 Bath, Somerset                 | 13 Bibury, Oxfordshire        |
| 6 Helensburgh, Argyll & Bute     | 14 Yattendon, Berkshire       |
| 7 Monkton Services, Near Ayr     | 15 Steeple Aston, Oxfordshire |
| 8 Sauchen, Aberdeenshire         | 16 The Cotswolds              |



### Event Details

#### 1 SUNDAY SCRAMBLE

**Location:** Bicester Heritage, Buckingham Road, Bicester, OX26 5HA

**From:** 9:00am until 4:00pm

**Details:** Our former RAF Technical Site springs to life with a unique mix of vehicles brought by enthusiasts from all over the UK to visit this beautiful location. The specialist businesses of Bicester Heritage throw open the doors to their workshops, showrooms and offices, revealing an ever-changing display of magnificent vehicles from every decade.

**Tickets:** Advance, discounted, Scramble tickets are now available online only. Tickets will not be available on the gate on the day. <https://bicesterheritage.co.uk/?ticket=sunday-scramble-tickets>

**Contact:** For more information and to purchase tickets please visit [www.bicesterheritage.co.uk/?ticket=sunday-scramble-tickets](http://www.bicesterheritage.co.uk/?ticket=sunday-scramble-tickets)

#### 2 CESTRIAN MOTORING ENTHUSIASTS GROUP

**Location:** Near Queensferry Deeside for 9.30am Breakfast (pre booking breakfast needed)

**From:** 9.00am

**Details:** After breakfast we will be taking a drive through the lanes of north east Wales and Cheshire to the Secret bunker near Nantwich, the drive will be approximately 30 miles one way and taking in some interesting villages for photo shoots, ending in a tour of Hack Green secret bunker (Entry fee applies).

There are limited places available, and pre booking is essential, so this will be on a first come basis.

**Contact:** For more information please email **John Hoare** via [john2k51@hotmail.com](mailto:john2k51@hotmail.com)

#### 3 DEVON VINTAGE CAR CLUB

**Location:** Endsleigh Garden Centre, near Ivybridge, just off the A38

**From:** 10:00am until 1:00pm

**Details:** All are welcome, no booking necessary, no entry fee but the Devon Vintage Car Club do make a collection for their chosen charity and that of the garden centre.

**Contact:** For more information please email Mike Oakins [mike.oakins@gmail.com](mailto:mike.oakins@gmail.com)

#### 4 Location: The Atwell Wilson Motor Museum, Stockley Lane, Calne, Wiltshire SN11 0NF

**From:** Open all day to welcome any vehicles from the North Wiltshire, South Gloucestershire areas etc

**Details:** Tea and cakes will be available and all classic vehicle owners are welcome. Visitors will also be able to visit the Museum to ensure a fascinating day.

**Contact:** For more information please visit [www.atwellwilson.org.uk/index.html](http://www.atwellwilson.org.uk/index.html) or contact 01249 813119



Dragonfly are proud to be the official supplier of the 2019 Drive-it-Day Rally Plates. Don't forget to order them! Please visit [www.dragonflyhouse.co.uk/driveit/](http://www.dragonflyhouse.co.uk/driveit/) Last order deadline date is Tuesday 23 April 2019.



## 5 WARTBURG TRABANT IFA CLUB UK

**Location:** Alice Park, Bath (BA1 7BL).

**Details:** 'Cars in the Park' will see a gathering of Cold War Classics at the Cafe in the Park. The owner has invited Wartburg Trabant IFA Club members to display their vehicles at his family-friendly cafe. After a coffee or a late breakfast the assembly will head out for a road run, possibly taking in a visit to the Motor Museum in Calne.

**Contact:** For more information please email [publicity@ifaclub.co.uk](mailto:publicity@ifaclub.co.uk)

## 6 WARTBURG TRABANT IFA CLUB UK

**Location:** Scottish Submarine Centre, Helensburgh (G84 8UN)

**Details:** From the Scottish Submarine Centre the road run will head north up the A818 joining the A82, stopping off at Luss Filling station next to Loch Lomond to fill up and take photographs. The run will continue up the west side of Loch Lomond through Tarbet to the famous Green Welly for a relaxed lunch and impromptu car (and bike) show. The total route is just under 40 miles.

**Contact:** For more information please email [publicity@ifaclub.co.uk](mailto:publicity@ifaclub.co.uk)

## 7 SCOTTISH MILITARY VEHICLE GROUP WEEKEND 26-28 APRIL

**Location:** Monkton Services on the A77 / A78 junction.

**Details:** Our run will start on Friday 26th with the muster point being the Monkton Services on the A77 / A78 junction. Our route will then take us over the Erskine Bridge on to the A82 and North up Loch Lomond side to Tyndrum, through Glen Coe, over the Ballachulish Bridge to Fort William. From Fort William, still on the A82 and past the Commando Memorial at Spean Bridge to Invergarry, then taking the A87 to Shiel Bridge. From here we take the Old Military Road to Glen Elg and the ferry to Kylerhea on Skye for our first overnight stop. Saturday will be spent on Skye before returning South on Sunday via an alternative route.

Anyone who wishes can join us for either the whole run or for any part of the route.

**Contact:** For more information please contact John Webster at [secretary@scottishmvg.org](mailto:secretary@scottishmvg.org)



## 8 DRIVE IT DAY 2019 - 28 April 2019

**Location:** Destination is the N.T.S. property, Castle Fraser, Sauchen AB51 7LD

**From:** Aberdeen Beach Esplanade. Departure at 10:00am.

**Details:** Owners are welcome to join the Run whether they are members of the Club or not.

Line up along the Esplanade from the Beach Ballroom.

If we all point south and park at an angle this should make departing easier.

The GVRs Run will set off at 10:00 along the Esplanade to the Beach Boulevard. At the roundabout take the second exit onto West North Street. At the lights Turn Left onto King Street then onto Union Street and Holburn Street. At the roundabout take the second exit onto Great Southern Road and keep going until you cross the Dee bridge. Turn right and continue to the roundabout at the Bridge of Dee. Take the second exit onto Leggart Terrace and continue onto the South Deeside Road. At the junction turn right and cross over the Dee at Durris Bridge. Turn Left at the junction. Continue to the Royal Deeside Railway Visitor Centre at Milton of Crathes, ½ mile on the left. The Society has kindly opened their Carriage Restaurant for us again so that we can have a coffee and tour of their centre. There is the option of taking a 20 min. train journey at 11:00. Cost is £7.50 each (Group Discount)

At 11:30 we leave the site and turn left. After 1.3 miles Turn Right into Hill of Banchory West Road. Continue for 0.3 miles and Turn Right signposted Hirn and Echt. Continue to the junction with the B977. Turn right. After 1 mile Turn Left onto the B977. At Echt crossroads go straight ahead. At Dunecht Turn Right then Left (sign for Castle Fraser). After 0.3 miles Turn Left and follow the signs for the Castle. There will be limited catering available so packed lunches are suggested.

Take a tour to the Castle and have a walk around the gardens. The N.T.S. has gone to some effort to prepare for our visit so please make use of their attractions.

**Contact:** For more information please email Alan Sharpe on [secretary@gvrs.net](mailto:secretary@gvrs.net)

## 9 THE 1100 CLUB

**Location:** Kempton Steam Engine, Snakey Lane, Hanworth, Middlesex, TW13 6XH (TW13 7ND for satnav)

**From:** Between 9.30am and 10.15am

**Details:** Show closes: 4pm

**Admission:** £5 per car to include museum entry

**Refreshments:** Cafe in museum selling tea, coffee and homemade cakes

**Contact:** For more information please email [surrey@the1100club.com](mailto:surrey@the1100club.com) or telephone 07779 871665

## 10 HAGERTY'S DRIVE IT DAY TOUR 2019

**Location:** Starting at Tuthill Porsche near Banbury

**Details:** 70milerunthroughOxfordshire, Northamptonshire and Buckinghamshire before arriving at our destination, Bicester Heritage. The route finishes in the midst of the Sunday Scramble at Bicester Heritage; to ease entry into Bicester Heritage we will have a fast track entry system that will direct you straight into the event hangar which we will have exclusive use of for the day. Spaces are limited to 100 cars.

**Contact:** For more information please visit [carfestivalbooking.com/events/hagertys-drive-it-day-tour-2019](http://carfestivalbooking.com/events/hagertys-drive-it-day-tour-2019)

## 11 SCOTTISH IFA DAY

**Location:** Scottish Submarine Centre, Helensburgh (G84 8UN),

**Details:** The route will commence at this new attraction (with a cold war interest). From there the road run will head north up the A818 joining the A82, stopping off at Luss Filling station next to Loch Lomond to fill up and take photographs. The run will continue up the west side of Loch Lomond through Tarbet to the famous Green Welly for a relaxed lunch and impromptu car (and bike) show. The total route is just under 40 miles.

**Contact:** For more information please email [publicity@ifaclub.co.uk](mailto:publicity@ifaclub.co.uk)

## 12 Location: Cobham Park Farm, Downside Road, Cobham, KT11 3ND

**From:** 9am onwards

**Details:** The 750 Motor Club (Brooklands Centre) will organise the "Cobham Drive it Day Austin Seven Car Trial".

**Contact:** For more information please contact Colin Weeks on 01483 721760 or via email on [cobhamtrial2019@outlook.com](mailto:cobhamtrial2019@outlook.com)

## 13 Location: The Classic Motor Hub, RAF Bibury, Cotswolds

**From:** Between 10:00am and 1:00pm

**Details:** Come and meet fellow likeminded enthusiasts. Pre-registration is a must, so please visit the website for more details and a registration form.

**Contact:** For more information please visit [classicmotorhub.com/shop/drive-it-day-2019-classic-motor-hub-april-28/](http://classicmotorhub.com/shop/drive-it-day-2019-classic-motor-hub-april-28/)

## 14 WEST BERKSHIRE CLASSIC VEHICLE CLUB

**Location:** West Berkshire Brewery, Yattendon, Berkshire, RG18 OXT

**From:** 10:30am to 6:00pm

**Details:** Please come and join the West Berkshire Classic Vehicle Club for their second Drive it Day event at the West Berkshire Brewery. Last year's event attracted over 100 classic vehicles.

The day includes a self-paced tour of the local countryside, specialist classic garage tour and is hosted at local award-winning brewery serving hot and cold food, with brewery tap.

**Contact:** Please visit [classicvehicles.org.uk](http://classicvehicles.org.uk) for more information

## 15 Location: Highstone Restorations, Hopcroft Holt Steeple Aston, OX25 5QO

**From:** Hopcrofts Holt, near Bicester

**Details:** We are a small vintage and classic restoration workshop located at Hopcrofts Holt near Bicester. We would really like to support Drive it Day by opening up our workshop and providing a tea and biscuit pit stop! We have a large workshop with a wide selection of historic cars, everything from a 1908 Rolls through to a Honda S800 we also have a large carpark with great access for all sorts of vehicles.

**Contact:** For more information please visit [www.hightone.co.uk](http://www.hightone.co.uk)

## 16 MIDLANDS AUSTIN 7 CLUB

**Location:** Cotswolds

**From:** 10:00am until around 3.30pm

**Details:** Commencing at Broadway and finishing in Honeybourne having been fortified by lunch in a welcoming watering hole somewhere along the route. Route will be around 60-70 miles long.

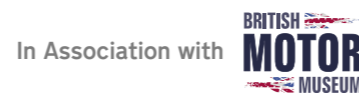
**Contact:** Please email [rspanet@tiscali.co.uk](mailto:rspanet@tiscali.co.uk) for more information



# CLUB EXPO 2019

The newly launched Club Expo 2019 was a huge success according to feedback received on the day and subsequently thereafter. A total number of 130 delegates arrived at the British Motor Museum at Gaydon in January, which exceeded our expectations. Thank you very much to the speakers who delivered their interesting topics to the room.

Our very own David Whale and Tom Caren, Show Manager of the British Motor Museum opened the event. Karl Carter, FBHVC Skills Director then followed giving detailed information on the Heritage Engineering Trailblazer and the Apprenticeship Scheme.



## DVLA Question Time Geoff Lancaster & Ian Edmunds

One of the popular topics of discussion was DVLA Question Time with Geoff Lancaster, Communications Director and Ian Edmunds, DVLA Liaison Manager. A brief precis follows:



We must remember Heritage is only a small part of DVLA's business. As a background their basic systems and procedures will not change. Our aim is to understand how their systems work and use them to our best advantage. Part of Ian's role must be to understand that. Part of his role is to explain that to you and your members. We will continue to liaise as best as possible with DVLA and you via FBHVC News.

Ian has a very good record of success of individual cases and works very hard for you. Advice to individual applicants is to put as much effort into their applications to DVLA as they put into their own vehicle restorations. Too many owners spend many years restoring

their vehicles but want DVLA to register their vehicles within a month.

*"It is our responsibility to present them with well worded and presented documentation, as they spend their day looking at numerous applications. They are generally not vehicle enthusiasts, but administration workers."*

Another main issue is the confusion of which category your vehicle falls into with certain requests such as radically altered, CKD, reconstructed classics etc. Please ensure you have all the relevant documents available. We all need to work alongside the DVLA. The best advice is to contact Ian Edmunds before starting on a lengthy and costly restoration.

*"When undergoing a restoration, it is essential you keep the chassis plate safe. If you do not have one or it has been lost, DVLA will suspect it as suspicious. So, beware."*

DVLA may send someone to inspect the vehicle. They are not vehicle experts but know what numbers should be in place.

If you wish to liaise with Ian, contact can be made directly via [vehicles@fbhvc.co.uk](mailto:vehicles@fbhvc.co.uk) or via Emma in the office ([secretary@fbhvc.co.uk](mailto:secretary@fbhvc.co.uk)).

## Risky Business - Helping Clubs Avoid The Pitfalls of Liability Peter James Insurance



Greg Nock, from Peter James Insurance, our Insurance Partner and Sponsor of Club Expo 2019 provided interesting information to assist clubs avoid the pitfalls of liability.

The key to avoiding the pitfalls is to arrange the correct cover for your Club. Greg Nock's job is to understand how each Club operates. For example, as a general rule most Committee Members are volunteers. Many clubs do not have Public Liability or Employers Liability cover. Employers Liability cover is one of the statutory requirements required within the UK whether you are volunteers or employees. Some clubs have annual or one-off cover (just for one event). In terms of liability where could the claims come from? If a claim arises, the club would need to be proved negligent to be liable. If the Club were to receive a Solicitors letter

holding them liable, and the Club has no cover the Club would still be required to deal with the legal cost of dealing with the issue.

Greg proceeded to supply some examples of claims:

- Setting up a marquee which had not been fixed correctly causing damage to a vehicle or a person (bodily injury).
- Client attending a show to sell their vehicle. A potential purchaser sat in the drivers seat, (Captains chair) and inadvertently knocked off the handbrake. The owner then realised and put it back on. Unfortunately, due to the vehicle moving (only slightly) it had rolled off a flag pole which then proceeded to fall and hit someone on the head. The liability cost was just over £30,000. Public Liability cover is not a UK requirement, but it is worthwhile as the costs can be huge.

If you arrange your own events, please look very closely at any third party or subcontractors' details to see if they have their own Public Liability cover in place. If a person has an issue with the subcontractor, they will only come to you as the event organiser.

Many members join clubs to purchase parts. Products Liability is not cheap and there can be exclusions in place. Anything can be safety critical. For example, a windscreen motor would become safety critical if it is raining. If you have the cover, please check you are fully insured.

*"Peter James Insurance do not have safety critical cover limitations on their policies."*

Lots of clubs have members living in the USA and Canada but are unable to sell to those countries. The law and the way they do things within the USA is completely different to what we do within the UK. If someone were to get injured in the USA a judge looks at the case, gets everyone involved and the person making the claim receives their settlement first. The case is then looked at further to establish who was involved. The judge will then decide who pays the claim. Underwriters worry about giving cover in the USA and Canada. The minimum premium was previously £7,000 plus insurance tax. This was a challenge for Peter James Insurance. Thankfully they now have no safety critical exclusions priced as premiums from £200 (plus insurance tax). Peter James Insurance have a bespoke facility to offer and would like to speak to all clubs as to what they can offer. Peter James Insurance also offer GDPR



## Cost of Ownership Survey Paul Chasney

Paul Chasney, Research Director then took to the lectern to deliver the interim results for the Cost of Historic Vehicle Ownership Survey. Details will follow once they have been fully analysed.

## Planning For The Future - Preparing Classic Car Clubs For The Next 40 Years Bruce Kelsey – Director of Development, Morris Minor Owners Club

Following a well deserved lunch break and catch up with the Historic Vehicle Community Bruce Kelsey, Director of Development, Morris Minor Owners Club delivered his presentation on Planning for the Future – Preparing Classic Vehicle Clubs for the next 40 years.

*"Development is critical for clubs wishing to move forward."*

There is an aging demographic amongst Clubs. The Morris Minor Owners Club are lucky in having young person involvement.

John and Ray have been The Morris Minor Owners Club Chairman and Secretary for over 40 years. How does the MMOC create a succession plan? With the help of Bruce's profession, engaging children in sporting activities he gave a detailed approach to the subject.

The whole room took part in a simple exercise whereby all delegates stood up and were asked to point North with their eyes closed. Inevitably people pointed in all directions. The aim of the exercise highlighted that if a Club or Association needed to travel North, there was much uncertainty as to which direction North was. *"Clubs need to understand which way they are heading." Establish a degree of unity, and once it has been reached your achievements will be greatly rewarded. You have to be brave. The Committee must recognise the club is bigger than one individual.*

cover which is automatically written in to their policies.

Other policies they can offer include Buildings, Contents, and Stock Cover.

Cheryl Maybury, director of Peter James Insurance, said: *"Clubs rightly have many concerns at the moment about a number of issues threatening to affect the movement, so Club Expo's return has come at just the right time – offering clubs access to a wealth of information and advice from experts in a range of fields, as well as somewhere to focus their questions. Moreover, it enables them to liaise directly with the FBHVC team, who can provide the reassurance that their concerns are being raised and their needs championed at the very highest levels."*

She added: *"The talk that our Clubs Liaison, Greg Nock, gave on club liability provoked so many questions and 'I hadn't thought of that' comments - highlighting one of the many reasons why information-sharing events like Club Expo are so important in supporting those at the centre of the historic vehicle community."*

Commenting on the Federation's partnership with Peter James Insurance, Chairman, David Whale said: *"As our official insurance partner we were delighted that PJI stepped in to sponsor the revival of Club Expo. It was also very fitting that they played an active role in the sessions and engaged directly with the club officials throughout the day. It was an excellent demonstration of their dedication to the historic vehicle movement."*

*Nowadays clubs are mainly classed as small businesses and the nature of those businesses change. You need to keep evolving.*

Concerns and challenges.

*"Most people in the room in your heart of hearts you know what those challenges will be"*

*"What skills do we have within our membership". Complete a simple skills enquiry.*

When a newly appointed Committee member takes on their position, they start in a flourish, but gradually start getting tired. Unfortunately people are not forthcoming to take over the baton. Can we prepare our next set of committee members to carry on? The answer is yes.

*"Listen and talk to your members and ensure critical feedback is received."*

Take your time in talking to members over a period of time i.e. 4 months. Be secure in yourself. You must disassociate yourself from the feedback, it is not personal. Respect each other. Embrace the fact you see things differently.

*"Share findings with members, and do not hide anything."*

By sharing we make the members help find the solutions. Create a new sense as 'moving forward as one'. Don't

under estimate the passion people have. Find a way to capture that and use it to benefit the club and the members.

*"Write a business plan document to help stimulate members in the future."*

In reality people will join a number of clubs dependant on the vehicles in which they are interested in. Demographics change and those interested in other classics are in the same boat. Embrace with other clubs. The main point or aim is that people use their vehicles and enjoy them. Put together a joint venture with other clubs.

*"Launch your plan at an event of your choosing."*

Get the press involved. More people will attend.

The next 40 years? – Bruce hopes he can pass on the role to the next caretaker in a better position than when he started. The aim is for a 21st century club catering for an icon of the 20th century, and the hope would be to welcome all enthusiasts into the club. The Morris Minor Owner Club stipulates you have to be an owner of a Morris Minor to be a member. Why not change the name or ethos of the club to be the Morris Minor Owners & Enthusiasts Club? A club should be for enthusiasts as well as owners. Break that mould, as we are all in it together.



### Ian Quest Next Step Heritage

Next up was the turn of Ian Quest from Next Step Heritage, who explored the importance of data and demonstrated ways to use information you already have, to bring new insights to your members and new value to your club and committee.

There is a high level of interest with younger people and the way we need to engage with the younger generation is important. Data doesn't have to be digital.

Ian asked if everyone could introduce themselves to others within the room as it is important to get to know each other and help each other.

### PR & Social Media For Car Clubs

#### Wayne Scott & Hannah Thomas

Next to the stage was Wayne Scott, Classic Heritage PR & Media and Hannah Thomas, National Street Rod Association who provided a welcomed introduction to PR & Social Media for Vehicle Clubs.

Wayne opened by providing optimism to the room. *"As you get older you get more interested in historic things. For example, millennials have provided the largest increase in vinyl sales, around 48%, plus are sourcing sort after games consoles from the 1980's."*

The power of PR is extremely important, as is having really good relationships with the media.

PR for vehicle clubs, is to be aware and having the understanding you are promoting the club.

*"Build your relationship by explaining who you are, what you stand for and why you're championing the cars you love. Not for managing a crisis. It is all about relationships, making people understand what you are all about. Telling your clubs story"*.

This will help you to understand the approach to drive memberships, not by selling memberships etc, but by telling a story. Focus on interesting stories and what you are doing. Your brand is what the club is all about. Providing contact points with the media and journalists. Running events, press conferences and product launches.

*"Identify what the club is doing and turn those into stories."*

To end the day feedback was welcomed from all in attendance who provided very constructive comments on what they would like to see next year. All I can tease you with is that Club Expo 2020 should be an exciting day your Club cannot miss.

Save the Date - Club Expo 2020 has been confirmed for **Saturday 25 January**. More details will follow.



#### Internal PR

How do you talk to the members you have? The events should just be communicated and not sold to the members and potential members constantly. Explain what the club is all about to get people on board and help you drive it. As the Committee is well known, get them all involved.

*"Good members attract new members. Find them and harness them to spread the word."*

#### External PR

Be close to the press, build relationships within the historic vehicle community, build partnerships, be a recognised authority and resource the models you love.

#### Communication channels – you need to do all of them properly.

Press release writing. What is news worthy? Parts problems, amazing member stories, partnerships, sponsors, special events or anniversaries.

Know who you are talking to and tailor your approach to who you are talking to.

*"For those vehicle clubs whose manufacturers are no longer in existence or marques no longer in production, you need to think of yourselves as the promoters of your brand."*

#### Social Media

Hannah Thomas provided an excellent introduction in getting your club set up on Social Media.

# IMPORTANT INSURANCE INFORMATION

As a result of some member feedback we would like to assure everyone that you do not have to take out any particular insurance policy to be a Federation member.

## CALL for ARTICLES

Thank you to those who have answered the call for articles in supplying content on vehicles other than cars. It has been gratefully received. If your item is not featured in this edition keep a look out for next time!

Please continue to send me interesting information to share with our Historic Vehicle Community. Once again email is preferred to [secretary@fbhvc.co.uk](mailto:secretary@fbhvc.co.uk), however postal information is also welcome.

### A Warm Welcome to

Mortons Media Group Ltd  
Matching Green Classic  
& Sports Car Club



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.

## FULL STEAM AHEAD

Mr R Martin is a Federation supporter and member of the Steamboat Association of Great Britain, who very kindly sent in pictures of his steam launch Bunnahabhain on Loch Katrine.

I am sure you will agree it looks like great fun. He states *"One can cook in the boiler and no drink drive rules on our lochs! Only steam boats are allowed on Loch Katrine so we have the loch to ourselves. Steam boating is a very sociable occupation."*



For more information please visit [www.steamboatassociation.co.uk](http://www.steamboatassociation.co.uk) and search for Bunnahabhain.



## CAR NUMBER CLASSICS

by Nicholas Young

Reviewed by Julie Diplock



Don't be misled by the title, there's just tons of interest for the veteran motor cycle enthusiast in this tome. Where records have survived, it covers every single (i.e. one letter, one digit) UK registration from A1 – Y 1 and all of the English and Welsh double-letter numbers issued as at 1 January 1904 (AA – FP) when compulsory registration was introduced. Scottish and Irish double-letter numbers are also included but to a lesser extent. Wherever possible, each registration number is accompanied by a photo of the original vehicle, and also the current vehicle. In most authorities some 35% of the vehicles registered were motor bicycles, tricycles or quadricycles so there is plenty of motorcycle content in this book.

There's a strong emphasis on social history, and many motorcycling names stand out, including Frank Applebee (Scott), Olive Berners (latterly Mrs Walker), Cannon Basil Davies ('Ixion') and Muriel Hind.

The book gives fascinating insights into how the early registration system worked. In the early days of registration, you could register your vehicle anywhere in the UK no matter where you lived. Many motorcyclists registered their bikes in remote parts of the Kingdom (mostly Scotland and Ireland) in order to secure a fashionably short plate.

When a vehicle changed hands, the new owner could retain the number that was already on the vehicle or they could re-register it if so wished. If the latter course was chosen, the number became void and could be re-issued. The former owner had no right to retain the number so there was often a collusive arrangement with the new owner if the original owner wished to retain a distinctive number. Once 'voided' the original owner could then apply for the number to be re-issued to their new vehicle.

After the Roads Act 1920 came into effect, a number remained on its original vehicle until it was scrapped or permanently exported. There was no provision for a transfer so, after much lobbying, the government agreed to an 'extra statutory concession' which allowed for transfers on payment of £5.

This book is really entertaining, at well over 1000 pages I certainly don't profess to having read the whole book but it kept me entertained over the Christmas break. My only criticism would be that although there is an index of people, there is no index of vehicles by make.

Written by a car number enthusiast, actor Nicholas Young has spent over four years compiling the book, which was initiated by Noel Woodall. It's a lavishly illustrated hardback printed on quality paper, and having studied the book it's well worth every penny. The author is currently working on the follow-up volumes, so watch this space.

Published November 2018, 1312 page hardback, at £50 plus p&p £8.50. To order a copy, contact the publisher [www.carnumberclassics.com](http://www.carnumberclassics.com) or email [ny@nicholasyoung.com](mailto:ny@nicholasyoung.com) or call 020 8998 0007

**The majority of clubs and associations seem to have finalised their calendars of events for 2019 and in many cases are soliciting entries. The responses suggest that the historic vehicle movement is in good heart and we can look forward to a wide variety and large number of events to choose from. Golden and Diamond Anniversaries continue to provide plenty of excuses for special events and activities.**

There is a succinct but useful Rootes History in the magazine of the **Sunbeam Talbot Alpine Register**.

In the days of talk of alternative fuels, it is enlightening to learn that during WW2 vehicles running on producer gas were in daily use in Europe. According to the **Citroën Car Club** magazine there were 500,000 gas producing vehicles in Germany, 65,000 in France and 42,000 in Sweden. A small number survive and are

coaxed into life from time to time.

Coincidentally, there is an article in the **A40 Farina Club** magazine on the activities of Karl Kordesch who converted his A40 to run on battery power. He went on to develop a hydrogen fuel cell in the self-same car.

The journal of the **Austin Healey Club** put on an impressive display at the NEC as part of the 60th anniversary of the launch of the 'Sprite'. Not to be eclipsed, however, Steve Higginson's BJ8 won the award for the 'Car of the Show' in the pre-1970 category.

Have you heard of the Morris 1500? Sadly, another BLMC failure which would appear to have had considerable promise in the form of an enhanced 1100 and which met its fate in Australia. The sorry tale is recounted in the magazine of the **1100 Club**.

I THINK that I have already mentioned this; but a bit of repetition never does any harm. **The British Two Stroke Club** will be celebrating its first 90 years in 2019.

Motor cars and marmalade do not usually come together, but Alexander Keiller, heir to the Dundee marmalade empire, was

not only a keen archaeologist but a keen motorist who helped to found and finance the Sizaire Berwick luxury car company. The **NECPWA** magazine tells us that Jack Waters was the driver and mechanic for Keiller's business partner, Mr F.W Berwick. Jack Waters changed his name to avoid confusion with the musical duo Elsie and Doris Waters and as Jack Warner he became the star of the long-running television series 'Dixon of Dock Green'.

The journal of the **National Street Rod Association** never fails to impress with the imagination and the quality of its photography. Admittedly, the subject matter is 'different' and lends itself to a creative approach, but the end results are quite outstanding.

If you fancy a serious challenge then the photographs of some Lancia commercials gently subsiding into the Corsican countryside might appear. A description appears in the **Lancia Motor Club** magazine.

**Rumcar News** informs us that the international microcar meeting will take place in Sitges, Northern Spain from 17 to 19 May.

John Whitehead gives us a précis of Richard Mitchell's book 'Which Oil' in the **Giulietta Register** magazine.

The magazine of the **Society of Automotive Historians** has a favourable review of Nick Hull's history of the Land Rover.

The **Traditional Car Club of Doncaster** Journal gives us a brief history of Skoda – one of the oldest car companies still running.

The **Austin Big Seven Register** newsletter gives us 13 applications of the cucumber to solve common problems.

The magazine of the **Norton Owners Club** has a useful illustrated article on the Lucas CVC unit. We are also reminded of the International Norton Rally which will take place in Kampen in Holland from 20 to 24 June.

The **Micro Maniacs Club** magazine gives us plenty of notice for the 'Micro Marathon' to the Pyrenees from 11 to 21 September 2020. We are also given a list of 12 uses for a wet-wipe in the context of historic vehicles.

**Historic Commercial Vehicle Society** News has a feature on Lucy Smith, a talented young artist with great empathy for historic vehicles.

According to the **Swansea Historic Vehicle Register** the best car safety device is a rear view mirror with a cop in it.

**NECPWA** news reminds us that Frenchman Captain Nicolas Cugnot not only built the first automobile but was also responsible for the first accident when it ran into a wall.

The **Morgan Three Wheeler Club** bulletin offers some useful tips on solder and soldering.

The magazine of the **Steam Car Club of Great Britain** has the first installment of the construction of the 'Ruscombe' gentlemens steam bicycle. We can hardly wait to read the next one.

The **Pre 1940 Morris Register** magazine has reprinted a magazine article on repairing your windscreen wiper motor. A reminder of the days when you could take such things to pieces and mend them. There is also a photo reportage of the Clubs impressive display at the 2018 NEC Show.

There is a reproduction of an advertisement in the **Crossley Register** newsletter announcing the sale of 1,000 bus chassis to the Netherlands Railways. Did this actually

take place and have any survived?

Another article for those of you who cannot leave things alone. The **Alvis Register** bulletin has a feature on the Smiths speedometer of the 1920's and 1930's



We are reminded of the Centenary Celebration of the Armstrong Siddeley due to take place from 11 to 15 July in Kenilworth and in Coventry in the **Armstrong Siddeley Owners Club** Magazine.

Speculation on the effects of Brexit is beginning to appear. The **Austin Seven Owners Club**, for example, suggests that 'International Driving Permits' may become obligatory once more.

There is a brief account of experiences of driving in Georgia in a 2,100km rally in 2018 in the magazine of the **Lancia Motor Club**.

You never know what you will find in the pages of our member clubs' publications. The **Chiltern Vehicle Preservation Group** magazine has an article on beard oil, how to use it and how to make your own.

There is an article in **The Riley Register** bulletin on the application of LEDs to Lucas P80 headlamps and as a coincidence, the installation of LEDs to power the indicators on a Mk 5 Jaguar. In the Jaguar Enthusiasts Club magazine.

The **Velocette Owners Club** magazine has an in-depth article on magnetos, their history and development.

We are reminded that it was 1958 when the Rover P5 made its debut at the London Motor Show. The **Rover P5 Club** magazine tells us that Henry Ford's decision to make the Black Model 'T' available for \$300 was taken because this colour dried quicker than any other colour and was part of the cost reduction process.

There is an in-depth article on the 'Autovac' in the **Rolls-Royce & Bentley Specialists Association** bulletin.

Have you ever paused to think what the

term 'dwell angle' implies and how it is relevant to your ignition system? The **Austin Healey Club** Journal explains it all.

The **Panther Owners Club** National Rally for 2019 will be at Alveley in Shropshire from 26 to 28 July.

The **Alvis Owner Club** Bulletin outlined the story of the ill-fated Fedden car which was conceived and died in the immediate post-war years.

An article in the **Devon Vintage Car Club** magazine recounts the trials and tribulations encountered in the Police Traffic patrol cars in use in the 1960's

The newsletter of the **Traditional Car Club of Doncaster** gives us a brief history of electric vehicles down the ages.



The **Singer National Weekend** will be at Blenheim Palace from 6 to 10 June.

The **Manchester Historic Vehicle Club** magazine gives us brief histories of the Manchester Motor industry in the pioneer years.

The Journal of the **National Street Rod Association** is notable for its photography – among other things. In this month's edition there is not only a feature on 'Tot Rods' but an article featuring a junior NSRA member.

The **Rover P4 Drivers Guild** magazine has an article on the installation of an electric metal sliding roof in a P4.

The **DeLorean Owners Club** magazine report most favourably on the organisation of the Manchester Classic Car Show.

The **Vintage Horticultural & Garden Machinery Club** had a major presence at the Great Dorset Steam Fair and the evidence is there in a comprehensive photo-reportage in their newsletter.

Something that is just that little bit different. The **Knighton Historic Vehicle Club** gives us notice of a 'cycle jumble' and sale of surplus stores cycles at the National Cycle Museum in LLandrindod Wells on 6 April.

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▶▶▶ A scathing report on the economics and practicalities of electric car operation and use appears in the magazine of the **Southern Daimler and Lanchester Club**.

An interesting article on the volatility of modern petrol has been reproduced in the **TR Register** publication 'TR Action'.

A brief but interesting history of 'Calor Gas' is included in the journal of the **Dormobile Owners' Club**.

The **Rapier Register** news relates the

information gleaned from the **BSA Owners' Club** that excellent capacitors are available in Denmark from 'Thorcap.com' and staying with the BSA Owners' Club; we have the intelligence that their 2019 International Rally will be at Moreton-in-Marsh from 10 to 17 August.

The journal of the **National Autocycle & Cyclemotor Club** tells us that the National Rally will be from 5 to 7 July at the Wolverhampton Rugby Club and that the Dutch 'Hulpmotor' Rally will be on

14 -15 September in Stramproy (Brexit permitting)

The **MG Octagon Car Club** will be celebrating their Golden Jubilee with a dinner on 27 April at the Arden Hotel & Leisure Club, Bickenhill.

There is a full report on the excellent 'Columbres Rally' which is held in Northern Spain each year in the magazine of the **Vintage Japanese Motorcycle Club**.

### ANNIVERSARIES & CELEBRATIONS

The Journal of the **Mk 2 Cortina Owners Club** reminds us that this is the 80th Anniversary of Ford production at Dagenham.

Another one of Jean-Marie Guivarch's splendid drawings graces the cover of the December/January issue of the bulletin of the **MG Octagon Car Club**. We are reminded that 2019 is the 50th anniversary of the club and the 80th anniversary of the TB MG.

More than 7,000 enthusiasts gathered at the home of Lotus in Norfolk to celebrate the 70th birthday of the foundation of the company by Colin Chapman. There is a photo reportage of the **Sunbeam Lotus Owners Club** participation in the owners' club magazine.

The **Vintage Sports Car Club** newsletter gives us the outline plan for the 85th Anniversary celebrations which will take place from 21 to 26 August.

The Citroën Magazine reminds us that car club is 70 years old and that Citroën is 100 years old this year. The **Deux Chevaux Club of Great Britain** is also in on the act and are hoping for 1,000 cars to come together in Combe Park, Warwickshire from 31 May to 2 June. Andre Citroën was already a successful engineer prior to 1919. Manufacturing the double helical gears which were the origin of that well-known trademark which appeared on the first of his cars in 1919. These double helical gears were also installed in the Titanic.

Congratulations to the **Talbot Owners Club** on the Classic & Sports Car magazine award for the most improved club magazine and the Historic Motoring Award for the 2018 Club of the year. The November 2018 edition of their magazine contains a detailed explanation of the epicyclic gearbox and its restoration.

The **Land Rover Series One Club** are celebrating their 40th Anniversary with a rally from 28 to 30 June in Norfolk whilst the **Series 2 Club** will be holding their 16th Annual Rally from 20 to 23 June in Devon.

The **Highland Classic Motor Club** is celebrating its 40th Anniversary this year!

The **Benelli Motobi Club GB** picked up three awards at the October Motorcycle Show at Stafford – Congratulations! Their magazine has a useful article on the setting up of the carburettors on machines such as the 'fours' and the 'sixes'.

The **Sunbeam Talbot Alpine Register** reminds us that 2019 is the 70th Anniversary of the introduction of the Sunbeam 80's and 90's and that 1969 saw the foundation of the Register.

Yet another Anniversary! The **Ford Y & C Model Register** is celebrating 40 years with a tour based in Bedfordshire from 9 to 15 June.

2019 is 30 years since the **MG Maestro 'Turbo'** was introduced whilst it is 50 years since the **Riley RM Club** was formed and 70 years since the Rover P4 was introduced.

The **Routemaster Association** has marked its 30th Anniversary by commissioning the manufacture of 'anniversary overalls'. The association magazine continues the account of the design, development and proving involved in Routemaster design which must have contributed in a major way to its success.

The **Wartburg Trabant IFA Club UK** are celebrating their 50th birthday in 2019. Look out for many special events they have planned, including a trip to Berlin to celebrate 30 years since the fall of the wall.

Not only is it the 50th Anniversary of the **Gilbern Owners Club** in 2019, it also marks the 60th Anniversary of the very first Gilbern GT car being built. The club and its members are looking forward to a double celebration at their National Day on 30 June at Cyfartha Castle, near Merthyr Tydfil. You may wish to join them?

Having been formed in North Essex in 1989, the **Colne Valley Classic & Vintage Club** celebrates its 30th Anniversary this summer.

The **East Anglian Centre of the Morgan Sports Car Club** (known as AngleMog) celebrates its Golden Anniversary on 14 August 2019, which is 50 years to the day since the inaugural meeting. It is the third oldest Centre within the Morgan Sports Car Club.

Congratulations to the **Mustang Owners Club of Great Britain** who will be celebrating their 40th Anniversary. A snippet from their members publication courtesy of Graham Barrs, MOCGB Lifetime Honorary President...

It's inevitable when preparing and researching an article stretching back over 40 years, that a lot of great memories come flooding back. A couple of the best were when Andy and I were both racing at Snetterton, named Sugarbeat County Raceway in those days, when we were approached by a very enthusiastic American John Kochel, who mentioned he owned a nice 69 Mach One. He then promptly drove back to his USAF base at Lakenheath, swapped over to his Mustang and drove it back to the track to show us before the meeting ended. He had no idea that drag racing happened in the UK. Following on from that, he joined the club and became a regular competitor at Santa Pod with his Duke of Windsor Mustang.

# Sunbeam Talbot Alpine Register Golden Jubilee 1969 - 2019



The Sunbeam Talbot Alpine Register (STAR) will be celebrating the Club's Golden Jubilee during 2019. The club was founded in 1969 by Gerry Simonds, Geoffrey Rossiter, David Beven, David Parrott and others, following the demise of the Rootes Sunbeam Talbot Owner Club for which Chrysler withdrew support after the takeover of Rootes.

STAR is the club for owners and enthusiasts of Rootes built Talbot, Sunbeam Talbot and Sunbeam cars manufactured between 1936

and 1957. Membership totals approximately 700, with a total of about 850 cars collectively owned by members. The club consists of 13 regions: 8 within the UK plus USA & Canada, Europe, New Zealand, Australia and South America.

The highlight of our Golden Jubilee celebrations will be a weekend at Stratford-upon-Avon over the weekend of 12th to 14th July. Accommodation for members has been arranged at the 4 star Stratford Manor Hotel.

The programme for the Golden Jubilee weekend is as follows:

- Friday** Early birds can visit the British Motor Museum at Gaydon. Informal get together and hot evening buffet.
- Saturday** Annual General Meeting. Either a classic bus ride to Stratford and then a pleasure cruise of the Avon, or a scenic drive to the British Motor Museum at Gaydon. Gala dinner with accompaniment from a 17 piece 'big band'.
- Sunday** Car display at the National Trust historic Charlecote Park. Informal get together and hot evening buffet.

We are expecting 100 cars to be in attendance at Charlecote Park, including some of the successful works competition cars and rare pre-war 10hp, 2 Litre, 3 Litre and 4 Litre sidevalve cars.

For further information about STAR and our Golden Jubilee celebrations throughout 2019, please visit our new website at [www.sunbeamtalbotalpineregister.co.uk](http://www.sunbeamtalbotalpineregister.co.uk) or contact John Donegan at [press.pr.website@sunbeamtalbotalpineregister.co.uk](mailto:press.pr.website@sunbeamtalbotalpineregister.co.uk)

## Cavalier & Chevette Club Launch Cadet Membership

The Cavalier and Chevette Club is celebrating its 25th Birthday this year with the Club being founded back in 1994. As part of the Celebrations the Club has launched Cadet Membership so that younger people with an interest in Vauxhall Cavalier's, Vauxhall Chevette's and associated models can get involved in Classic Cars. "We're not trying to segregate the club into young and old far from it" says Club Chairman Kevin Bricknall. "We are trying to encourage more young people to go and purchase a Vauxhall Cavalier or Vauxhall Chevette in order to help protect the future of these cars and introduce a new generation to Classic Car Ownership." A Cavalier or Chevette makes an excellent first car as they are easy to work on and parts are generally easy to source. "You don't have to own a Cavalier or Chevette or even have to have passed your driving test to be a member, just an interest in the car is sufficient." So, if you are aged 25 years or younger then you are welcome to join the Cavalier and Chevette Club, Cadet Membership, the cost is £15.00 per annum. More details can be found on the Cavalier and Chevette Club Website, news page [www.cavalierandchevetteclub.co.uk/news](http://www.cavalierandchevetteclub.co.uk/news)



## ROOTES ARCHIVE TRUST

You may remember us featuring the Rootes Archive Trust and their amazing funding to set up their archive centre. We are pleased to report an update of their efforts...

"One of our generous USA supporters has once again initiated a fantastic matched-funding programme whereby any North American donations made in the first part of this year will be matched up to \$5,000. We are very grateful for this wonderful show of support, which helps us towards our outstanding building fund deficit of £51,112. Thank you for all your efforts so far - come along to our special events in 2019 to help us meet our fundraising targets. Donations can be made at any time by contacting: [matthewollman@rootesarchivecentre.org.uk](mailto:matthewollman@rootesarchivecentre.org.uk)

# Hanbury Hall at Christmas



As part of its seasonal festivities through December and early January, staff at the National Trust property, Hanbury Hall near Droitwich, invited visitors to their themed event of a Christmas party. The house and the staff were decked out for the bright era of the 1970's and 1980's with appearances by John Travolta and Olivia Newton Bomb, disco dancers as well as Santa Claus. A huge Christmas tree in the Great Hall had Barbie Dolls nestled amongst the tinsel and baubles and nearby a champagne fountain greeted visitors. The dining room had an eclectic mix of Hornsea china coffee sets and Tupperware and Pyrex containing party fayre (display only) including cheese and pineapple hedgehogs, Greens trifles from a packet, Twiglets and a bar selling Snowballs and Babycham. In the corner of the sitting room (now a television room) stood a bright white Christmas tree with its multicoloured baubles. A typical Radio Rentals type TV and a VHS played the Two Ronnies, Fawlty Towers, Morecambe and Wise. A bedroom was turned over to film posters and vinyl records of the period. In the

café the prices of the cakes were written on tape cassettes and the kids of all ages could play Twister and Connect 4 etc in the Gallery.

Also on display at the front of the Hall were classic cars of the period. At weekends we took along our 1978 Rolls Royce Shadow II and our 1974 Triumph Stag allowing visitors to sit in and take photos. Other cars also came along at different times including a Morgan, a Jaguar E type, an MG, another Rolls and several more Triumph Stags. The cars brought back many memories for visitors and fuelled the nostalgia. Not everyone likes strangers sitting in their cars (it is not compulsory) but it is a good feeling to have helped create so many smiles! There were plenty of questions to keep us busy and of course the winter weather had not fully set in so we could stay with the cars without fear of frostbite.

On the Saturday and Sunday before Christmas, Santa swapped his faithful reindeer for a drive out of the grounds in our red Triumph Stag (hood down) waved off by all the children and their parents, Santa's Merry Christmas and HoHoHo drowning out the V8 burble!

## Morgan Motors Hands Control to the Italian Investors

Manufacturer News by David Burke

After being in the ownership of the Morgan family for over 100 years the world famous Morgan Motor Company has sold a majority stake to Italian firm Investindustrial.

It is the latest automotive investment made by Investindustrial which has also backed big names such as Warwickshire-based Aston Martin and motorbike brand Ducati.

The company said its stake in Morgan would be held by a separate fund from the one which made its investment in Aston Martin.

Last year, the Morgan business made a net profit of £3.2 million on revenues of £33.8 million.

Founded in 1909, Morgan employs more than 170 people at its factory in Malvern, Worcestershire, and sells around 700 cars per year Morgan have just unveiled their new model, the Plus Six, at the Geneva Motor Show.

The Morgan family will retain a minority stake in the business and continue to be involved with its development while the company's management team and employees will also own shares.

Jill Price, the longest-serving Morgan family director, said: "Having very carefully considered all options for the future success of

Morgan, the family concluded that this new ownership structure and Investindustrial have the pedigree and resources to secure the long-term future of Morgan.

"It was important for the family to retain a shareholding and we are delighted that our loyal management team and workforce will now also have a share in the business going forward."

Andrea Bonomi, chairman of Investindustrial's Industrial Advisory Board, said the company's new owner was committed to British engineering.

He added: "We have followed the company and seen its progress for some time and see significant potential for Morgan to develop internationally while retaining its hand-built heritage which is at the heart of the Morgan Motor Company.

"We share with the Morgan family the belief that British engineering and brands are unique and have an important place in the world."

Around 30,000 visitors each year make the trip to Malvern for a factory tour. The Morgan Sports Car Club has around 5,000 members and round the world there are another 50 clubs.



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