

FBHVC

news



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 2 · 2020

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Editorial

Wayne Scott Communications Director

Currently we all face a new and more restricted way of life than we are used to. As we look towards the future a different road lies ahead, where some may feel quite relaxed with finding a new route whilst others will feel completely overwhelmed in not knowing which way to turn. We continue to monitor the news and various other media streams showing the world in constant flux; however, our aim is to provide you with as much current information as possible. At time of print the information provided was up to date, however we urge you all to keep a watchful eye on our website to note any changes (www.fbhvc.co.uk).

On day of going to print (24th March) we released an updated statement concerning Drive it Day which has been electronically communicated to all those on our distribution listing and is available to read on page 5. As enthusiasts of historic vehicles and if you have access to the internet we urge you to participate on 26th April 2020 in the mass sharing, via social media, of your images and memories of enjoying your historic vehicles during a past Drive it

Day. Please feel free to share pictures using the hashtag **#DriveitDayMemories** We look forward to seeing them in due course.

Many will find themselves with more time on their hands whether staying at home or having to be in self-isolation. Why not use this time to write about something you enjoy? Research that little titbit of information you never got around to do? Learn about another model of vehicle you're interested in or better still learn about a completely different type of historic vehicle? The internet is awash with interesting facts and figures. For those within your clubs or social circles who do not have access to the internet, why not pick up the telephone and ask them questions about their vehicle and swap knowledge? I am sure they would be very grateful indeed. Again, we would love to hear from you with any stories.

From us all at the FBHVC we send our best wishes for your personal safety and look forward to some form of normality whenever that might be. In the meantime, please be considerate of others and remain safe.

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

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

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

Subscriber clubs and organisations can reproduce the text of items from this publication in their own publications provided that FBHVC is credited. Images may be reproduced only with specific permission. All articles are available via email, for more information please contact secretary@fbhvc.co.uk

We apologise for the incorrect description published in the last issue regarding Club Triumph. Club Triumph was formed in 1962 becoming part of the Standard Triumph Automobile Association created by Standard - Triumph in 1954 and functions as a motor club for owners and enthusiasts who are interested in the running, restoration and preservation of all Triumph cars.

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Coronavirus | General advice to clubs from the FBHVC

The FBHVC is committed to following and passing on the latest UK Government advice on events and public gatherings pertinent to our member clubs. Current government and public health advice states that all, non-essential social contact with other people should be avoided for foreseeable future. We are also being advised to avoid pubs, which if course is the most popular type of venue of regional club meets within historic vehicle organisations. Those at risk or with underlying health issues are being advised to self-isolate for a period of 12 weeks.

Therefore, we are advising all clubs with regions, local groups and registers to encourage their volunteers and organisers cancel or postpone their monthly meetings and local club events for the foreseeable future. This is in line with UK Government advice. We urge you to watch the FBHVC website www.fbhvc.co.uk and the government advice links below for up to the minute information.

In summary

- Everyone should avoid gatherings and crowded places, such as pubs, clubs and theatres
- Everyone should work from home if they can
- All "unnecessary" visits to friends and relatives in care homes should cease
- By next weekend, those with the most serious health conditions must be "largely shielded from social contact for around 12 weeks."
- If one person in any household has a persistent cough or fever, everyone living there must stay at home for 14 days
- Those people should, if possible, avoid leaving the house "even to buy food or essentials" - but they may leave the house "for exercise and, in that case, at a safe distance from others"

Reach out

We have a number of elderly members amongst our clubs. If you know of any in your region or register, why not drop them an email or give them a call to chat historic vehicles for a while and make sure they have all they need. For those with underlying health issues, the next 12 weeks is likely to be a long and potentially lonely time and this is an ideal time for our community to pull together.

Keep up to date

Please be assured that during this rapidly changing situation, we are monitoring advice very closely and will follow up with FBHVC members if the situation develops.

- For more information on COVID-19 visit: www.who.int
- To view UK Government advice visit: www.gov.uk
- For NHS information visit: <https://www.nhs.uk/conditions/coronavirus-covid-19/>

Please note: If volunteer organisers of regional events choose to postpone or cancel certain events, members should support them in that decision.

Offices & Club Houses

The current guidance recommends that club staff and volunteers should work from home where possible and that HQs and club houses be restricted to essential staff and closed to visitors.



Motorsport UK Extends Suspension of Motorsport Permits to 30th June

In light of recent developments in the COVID-19 crisis, and following the address to the nation by the Prime Minister on the evening of 23rd March, Motorsport UK has today extended its suspension of all organising permits and Certificates of Exemption for motorsport events until at least 30th June.

This move provides clear guidance to event organisers, venues, competitors, officials and volunteer marshals of the role that Motorsport UK must play in supporting the broader UK public health agenda.

In recent days the feedback from our members and the community was a need for increased clarity to allow them to plan appropriately and, should the need arise, put in place necessary contingency measures.

Motorsport UK Chairman, David Richards explained, "Motorsport UK has a vital role to play with its community

in re-inforcing that, at this time of national emergency, we must all stay at home to play our part in protecting the NHS and ultimately saving lives. Today, the government have required that we effectively lock-down for a period of three weeks, however given that the most vulnerable in our society are required to isolate for three months, it is evident that the most responsible course of action was to propose a longer suspension of our sport. When we reflect back on this time, it will be a brief, but vital, hiatus from our everyday motorsport life and we must put this in perspective. This is a time of national unity and we need to come together with the broader public community to do all we can to support this battle and ultimately save lives."

Motorsport UK will continue to monitor the prevailing advice from the UK Government in respect of the COVID-19 international pandemic and will update the motorsport community accordingly.

Coronavirus | FBHVC Statement on Drive it Day 2020 #DriveitDayMemories

The FBHVC is committed to following the latest UK Government advice on events and public gatherings pertinent to our member clubs and as such, the following statement replaces all previous correspondence regarding National Drive it Day during this fast-moving situation.

In response to the updated guidance and restrictions issued by UK Government, the Federation recommends that all activities that involve taking a historic vehicle out on the road specifically for the purposes of Drive it Day, now be abandoned. All enthusiasts are now urged to stay at home on 26th April 2020 and not partake in any non-essential travel for Drive it Day and instead, get involved in a nationwide social media campaign to spread positivity around historic vehicles during this difficult time.

Currently, UK government are advising against all non-essential social contact. Our current general guidance to car clubs, that can be found on our website www.fbhvc.co.uk, encourages the cancellation or postponement of meets, events and gatherings of people. Additional advice has now placed restrictions on non-essential travel of any kind.

However, enthusiasts of historic vehicles are still encouraged to participate on 26th April 2020 in the mass sharing, via

social media, of images and memories of themselves and their families out and about in their historic vehicles during a previous year's Drive it Day.

Use your chosen social media platform to share images and stories of memorable trips with your historic vehicles or indeed, what you might be working on within the 'self - isolation' of your garage or shed.

The FBHVC are asking for all enthusiasts to share pictures using the hashtag **#DriveitDayMemories**.

Post your picture on to the FBHVC social media feeds or those of your member clubs. We will be monitoring those social feeds and public posts published with the **#DriveitDayMemories** hashtag will be gathered onto a special area within the FBHVC website galleries in the future.

As previously stated, with such a crowded event calendar, the possibility of achieving consensus for a revised Drive it Day date later in the year will be virtually impossible. Therefore, Drive it Day 2020 will not be re-scheduled for later this year, but will resume its normal format on 25th April 2021.

For the latest advice for car clubs, events and other news - keep up to date via the Federation news pages at www.fbhvc.co.uk

Please note the two articles on Coronavirus were correct as of time of print, however due to the rapid change within the Media, please keep in regular contact with our website news page <https://fbhvc.co.uk/news>

General

Welcome to the new non-EU Britain! (Although at the moment it feels very much like the old EU one.)

This quarter brings further developments which have an impact on historic vehicles, and again a period where there is little clarity about the future.



Clean Air Zones & Low Emission Zones

Clean Air Zones, Low Emission Zones or Ultra Low Emission Zones, which I am increasingly referring to as CAZ/LEZ remain proposed for many areas, and the future seems to include a myriad of road user restrictions all enforced by Automatic Numberplate Recognition [ANPR] and civil penalty charges [PCN's].

No further significant developments to CAZ/LEZ have been published. York has claimed a "voluntary LEZ" as a result of agreeing with all local bus operators to use low emission buses in the historic city centre, and Harrow, currently outside the North Circular and therefore outside the planned extended London ULEZ have indicated their interest in extending the ULEZ to their borough, subject to getting funding to do so. Bradford has published an early-stage proposal to introduce a

Low Emission Zone but excluding cars and motorcycles. We are currently looking at this and will be responding.

There have been several on-line checking systems introduced.

Transport for London have a checking system for their ULEZ although this is known to be inaccurate at times, and doesn't include some London Authorities plans to introduce "school run" car bans around London schools, or to impose raised charges for having resident's parking permits where non-compliant older cars are parked on the street.

There is a national CAZ checking system, newly introduced, which seems to check CAZ zones in Leeds and Birmingham (neither of which exist yet) but ignores London's ULEZ. There have been queries about its accuracy too.

Scotland has introduced its own simple checking system which seems not to include any historic vehicle exemptions which have been proposed and does not mention any of the above.

Clearly there is some way to go before your Satnav will advise you of any upcoming zones and direct you to avoid them or find you a car park where you can stop while you pay all the charges online!

At this stage however, apart from the central London ULEZ the establishment of all of these zones is on hold pending implementation of the ANPR systems, which seem to need an increasingly complex set of variable parameters to manages all the zones, and a huge interfacing increase with the DVLA systems. The current target for completion of this work was July 2020 but has now been extended to August.

A Legal Conundrum

When the London ULEZ was introduced, this was done by a Local Authority Traffic Management Order made in 2014, and with variations confirmed by the then Mayor of London in 2015.

Under this variation, a 'non-chargeable vehicle' included a vehicle which is...

"an exempt vehicle within the meaning of paragraph 1 A of Schedule 2 to the 1994 Act [i.e defined as a tax-exempt Historic Vehicle] and particulars of the vehicle are for the time being entered in the register."

A vehicle also qualifies for exemption *"if it was constructed before 1st January 1973 and particulars of the vehicle are for the time being entered in the register."*

You will see that for both exemptions there is a requirement for the vehicle to be registered with Transport for London to qualify for the exemption.

However, what TfL's website says is somewhat different:

"If your vehicle meets the above criteria and is registered in the UK, it is automatically exempt and you don't need to register with us. If your vehicle meets the above criteria but is registered outside the UK, you are also exempt, but will need to register with

us. Details on how you can register will be available closer to the time."

The disparity is that TfL's guidance claims that UK historic vehicles are 'automatically exempt' and do not need to register, which contradicts the legal Order, but does seem to be how the ULEZ actually operates.

My predecessor, Bob Owen, had noted this and made enquiries, but never received a satisfactory explanation.

More recently, the draft Orders for the Birmingham and Leeds Clean Air Zones contain similar wording and appear to have the same requirement – namely that to obtain Historic Vehicle status exemption, you would have to register the vehicle with the Local Authority concerned. In both cases however, council officials have been adamant that this is not how the schemes will operate and that Historic Vehicles will be automatically exempt.

Later proposals by other councils where a draft Order has been published do not contain this anomaly.

In the past few weeks, the Federation has been looking at a new Direct Vision standard and permit system for lorries entering London, introduced by Transport for London. The TfL website outlining

the scheme clearly states that tax-exempt Historic Vehicles are exempt, however in looking at the legal Order made by TfL, no such exemption could be found, although TfL had awarded itself powers to make further unspecified exemptions. An enquiry with TfL to clarify this remains unanswered at this time.

This does create a serious conundrum. Technically if you were to drive your historic vehicle into one of these zones without registering, you would not be exempt from charges and could face receiving a PCN. In practice however, it seems you would not because you are effectively invited participate in a scheme with diverges from the apparent legal requirement by the Local Authority who wrote the Order.

On this basis, a 'cautious' approach to the London, Leeds and Birmingham systems would be to register your vehicle irrespective of whether it was claimed to be necessary, in strict compliance with the legal Order.

This remains an issue which is unresolved and one where we continue to seek clarity. Clearly it leaves our members in a rather uncertain position when driving in these areas.

The London Safer Lorry Scheme and new 'Direct Vision' permit system

The London 'Safer Lorry' scheme is an existing scheme which came into effect in 2015. It requires lorries using what are termed 'GLA Roads' (essentially main arterial roads and nearby streets) to be fitted with certain safety measures such as extra mirrors and vehicle side guards to minimize the risk of pedestrian and cyclist accidents. This applies to lorries and some large van derivatives.

This scheme does not include any Historic Vehicle exemptions.

The location of these 'GLA Roads' has been varied and continues to be varied by local Traffic Orders, so an unfamiliar driver may have some difficulty in working out where he or she might drive. As a precaution, they would probably need to assume that this might apply anywhere within the 'London Boroughs'.

This scheme has been in operation for some years and this article is not aimed at explaining the details.

In 2019, Transport for London [TfL] introduced a new scheme called the Direct Vision Standard and HGV Safety Permit.

Currently the scheme is voluntary but will become mandatory and require all lorries to have a 'HGV Safety Permit' issued by 26 October 2020.

The permit system will extend to the whole of Greater London and be enforced by the ubiquitous ANPR cameras with £550 PCN's served on non-permit holding lorries. To get a free permit, the lorry has to comply with the Direct Vision Standard which again requires additional mirrors and side guarding but is intended to require further driver vision improvements in future.

Strangely, the old 'Safer Lorry Scheme' will remain in place, and in part duplicate the new permit scheme.

We have obtained a copy of the Order setting out the permit scheme. As noted elsewhere in my reports, whilst the guidance produced by TfL says clearly that tax-exempt Historic Vehicles are exempt, there is no mention of this in the actual Order. I have asked TfL to clarify how this exemption has been incorporated and at the moment have received no reply.

We are aware that Historic lorries do

enter London for rallies etc. On occasions some vehicles may fall outside the DVLA Tax-exempt Historic Vehicle status and such vehicles would therefore need to fit the necessary equipment and obtain a permit. According to the guidance, Historic Vehicles are exempt and do not need to apply for a permit, however caution would dictate that the driver/owner should make a specific enquiry to TfL and obtain an assurance that the ANPR system will correctly recognize their vehicle as exempt.

It should be noted that the old 'Safer Lorry Scheme' is not enforced by ANPR cameras but in the traditional way by the Mk 1 Police Eyeball and does apply to Historic Vehicles unless specially exempted by a 'Police Officer in Uniform' or specifically by TfL.

I need hardly draw attention to the numerous recent press reports of the various Clean Air Zone 'checking systems' providing incorrect results. The use of ANPR cameras for this permit system raises a natural query as to their accuracy in this area too.

New Cars

Readers will have seen the widely-reported proposals to ban the sale of new liquid-fuelled cars after 2035 or 2032. This is of course outside our field of interest, but will have a bearing on the take-up of non-liquid fuelled vehicles such as electric cars, and in the long term, the availability of fuels.

Tyres

We continue to monitor the proposed '10 year tyre ban' for commercial vehicle tyres. No more has been heard. We will continue to work to find out the Government's decision on a way forward. WE believe with the size and scale of the various transport and environmental schemes being considered, the 'tyres' proposal is somewhere near the bottom of the priority list and may remain there for some time.

Roadworthiness

There have been no changes in Roadworthiness testing arrangements, nor any apparent issues arising.

DVLA & Registration

Ian Edmunds remains directly involved with Registration issues and has provided a comprehensive report later in this newsletter.



E10 Fuels Consultation: FBHVC Position Statement

On Wednesday 4th March 2020, Her Majesty's Government published a consultation on proposals to introduce E10 petrol as the standard for fuel across the UK. The lead proposal would introduce a minimum ethanol content of 5.5% for standard 'premium' fuels in 2021, whilst - and this is important for historic vehicles - maintaining the current E5 blend in the 'protection' grade.

The consultation seeks views on the proposed mechanism, definitions and derogations. It also includes a call for evidence on potential changes required to existing policy mechanisms (including targets under the Renewable Transport Fuel Obligation) following an introduction of E10. The consultation will run for six weeks, closing on 19th April and the FBHVC have received a formal invitation to participate in the consultation and have confirmed our intention to do so.

The reasons given for considering the introduction of a standard of fuel containing up to 10 per cent bioethanol, centre around attempts to make significant savings on carbon emissions as the government makes attempts to meet its climate change targets.

Typically, fuel companies currently blend petrol with up to 5% bioethanol and diesel with 7% biodiesel. The government have a target to ensure that 9.75% of all transport fuels must come from renewable sources by the end of this year under their "Renewable Transport Fuel Obligation". The government believe that a move to standardising E10 fuel will be equivalent to taking 350,000 cars off the road each year. The Department of Transport estimates that this may cut CO₂ emissions for transport by 750,000 tonnes per year.

E10 is of concern to historic vehicle owners because it may cause some flexible fuel hoses, seals, gaskets, plastics and certain metals critical to the fuel system to corrode or degrade. This may cause damage to fuel pumps, carburettors, seals on injectors, pressure regulators and fuel tanks that are not resistant to ethanol. The bioethanol may

also dislodge particles on older fuel systems causing blockages.

There are other challenges facing the roll-out of E10 fuel aside from compatibility. As published in Federation News, Issue 1 2020, we understand that the only UK refinery for the additive has closed and the environmental costs of shipping additives from other parts of the world negates any environmental benefit.

The Federation note that the government, in previous consultations on the matter, have recognised that historic and cherished vehicles are not advised to use fuel with these proposed levels of bioethanol. The Federation has also advised in previous consultations of the requirement to run an alternative 'protection grade' alongside E10 for historic vehicles and we will seek to reinforce that standpoint in this latest consultation. The Federation will also seek reassurance that historic vehicle owners will not be financially penalised at the pump when purchasing protection grade fuel and that its availability will not be time limited.

In September 2019, compulsory fuel labelling was introduced to ensure that consumers were informed of the contents of the fuel they were using on the forecourts, their environmental impact and a fuel's suitability for a particular vehicle. It required a new set of fuel labels which were harmonised across Europe. E10 petrol is used elsewhere on the continent and is particularly prevalent in France and Germany, where it is also offered alongside E5 grades.

The same day as the consultation was announced, FBHVC Chairman David Whale attended a meeting at the House of Commons with the All Party Parliamentary Historic Vehicles Group, chaired by Sir Greg Knight, to reinforce the concerns of the Federation's members directly with MPs.

The following question was posed to the Secretary of State for Transport by Sir Greg Knight, Conservative MP for East Yorkshire: "To ask the Secretary of State



for Transport, what assessment he has made of the potential effect of the use of E10 fuel on older vehicles?"

Which received the following response from Rachel Maclean, Parliamentary Under-Secretary (Department for Transport):

"Increasing the share of bioethanol in petrol by blending up to 10 per cent, known as E10, could provide significant carbon savings, helping us meet our climate change commitments. One of the main barriers to introducing E10 has been vehicle compatibility. Currently, around 95% of petrol cars used in the UK can use E10, but around 700,000 are not warranted by their manufacturers to use E10. This number is expected to decrease as vehicles come to the end of their life. However, some classic and cherished vehicles that are not advised to use E10 will remain in use.

The prolonged use of E10 fuel in those older and classic vehicles not under manufacturer warranty can cause corrosion of some rubbers and alloys used in the engine and fuel systems. For those vehicles, the Department remains committed to ensuring that E5 is retained as a protection grade, if E10 is introduced."

The FBHVC will be consulting with all interested parties and our member organisations prior to making our submission to the E10 consultation by the deadline.

Driving Abroad Post-Brexit

Our Chairman, David Whale recently visited Rétromobile to display his 1938 Rosengart Sutosix Supersept Coupe and Rosengart electric engine. Here is his recollection of the trip post Brexit.

"When the French Federation invited me to take two exhibits to display on their stand at Rétromobile I was delighted but slightly daunted at the prospect of crossing the English Channel just three days after we left the European Union. I made lots of preparations including obtaining an International Driving Permit (IDP) suitable for France, there are three different versions and the link gives more information. The IDP was really easy to purchase at a main Post Office. I also obtained green cards for both my light truck and the Rosengart car which was being transported along with the Rosengart electric motor. I have the original V5C documents and for good measure my UK driving licence (I still only have the paper version) and the UK Certificates of Insurance for both vehicles.

I also purchased a new oval GB sticker as I had been told you must display one of these even if there is a 'GB' within your number plate.

So, what happened? Well, it was all very low key... at Dover my passport was checked during check-in for the ferry and when I arrived in Calais I approached the immigration control... passport in hand but the office was in darkness and no officers present and I just drove by."

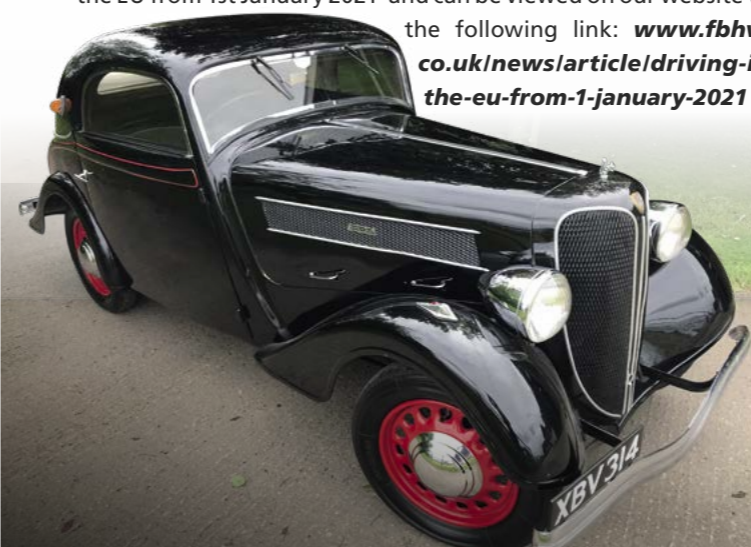
David follows with a recollection of his return journey...

"When we arrived in Calais for the return journey, the port and ferry operators were playing catch-up following all sailings having been cancelled on the previous day due to Storm Ciara. Again, the experience was perfectly acceptable, there was a passport check which was completely satisfactory followed by checking inside my truck for stow-aways. When I opened the doors, the officer expressed surprise at the Rosengart and electric motor and said I wasn't expecting that! We passed through UK Border Control without issue and joined a queue for three and a half hours to board. There were a lot of vehicles and more articulated car transporters than I've ever seen in one location. Arrival in Dover in the continuing storm was completely painless and we drove straight through the port with no interventions."

If you will soon be travelling abroad, you can view the details as published on gov.uk website as per the link below:

www.gov.uk/driving-abroad/international-driving-permit

A recent update has been provided on gov.uk entitled 'Driving in the EU from 1st January 2021' and can be viewed on our website via the following link: www.fbhvc.co.uk/news/article/driving-in-the-eu-from-1-january-2021



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Normal service is resumed with this issue following the absence of any input from me for the first issue of the New Year. Put very simply – I forgot! I was a long way away on holiday over Christmas and New Year and failed to pick up all the threads when I returned.

As expected, our last scheduled meeting with DVLA was postponed ostensibly due to a lack of new business but in reality, I suspect it was a victim of the pre-election purdah that prevents Civil Service meetings in the run up to an election. Whether or not that meeting would have enabled any progress on our major outstanding issues I'm frankly not sure!

Without that opportunity for face-to-face discussions I wrote to DVLA during the early part of the year in an attempt to progress some of those major issues. Additionally, I chased a response promised in June last year but not yet provided! This was to a request for further clarification of the situation regarding original and copied documents for registration applications. At the time of writing no acknowledgement or reply to any of these has been received. We will persevere!

The All-Party Parliamentary Historic Vehicles Group has been reconvened following the establishment of the new Government. Our Chairman, David Whale, attended a meeting in early March which was well attended by members of both Houses. David explained some of the current difficulties being experienced with historic vehicle registration, the Group expressed their support and various ways forward were discussed. We shall be working closely with them in the coming months.

Reverting to the subject of copied or original documents, I have received some reports that copies of RF60 or VE60 old style

logbooks were being rejected for V765 applications. I do not believe this is in line with the guidance provided to clubs by DVLA in the V765/3 document. Now, having recently been called upon to assist with a particular V765 application, I can state very clearly that correctly authorised copies of a RF60 were accepted without question and the registration issued very promptly. I feel that it is worth repeating that amongst all the travails that currently appear to assail the first registration process, whether DVLA will admit them or not, the V765 system continues to operate as well as ever.

Recent correspondence suggests that it may be beneficial to again draw attention to a particular, long standing, DVLA ruling. Expressed very simply it is this, if the chassis of a vehicle is modified DVLA will consider the vehicle to no longer be the original vehicle to which the registration was issued and that registration will be made void. The situation is exactly the same with modified monocoque bodyshells for more modern cars and for motorcycle frames. The vehicle can then only be registered with a Q plate for which an IVA or equivalent is required.

I am, however, able to close on a more cheerful note with news of two forthcoming FBHVC initiatives. As mentioned at Club Expo, towards the end of the year we will be asking member clubs for details of how many registration applications they have made and how many have been successful. This information when collated will be very useful in assessing how well, or otherwise, the DVLA systems are operating and the magnitude of any problems. In addition to this our newly appointed Projects Coordinator, Chris Cartmell, is working on a series of simple guidebooks for various activities which we hope will be a useful reference for clubs. The first of these will cover the DVLA registration processes.

Motorsport UK RS Clubman Licence Introduction

Those of you who read my previous report about the 'unexpected' introduction of the MSUK RS Clubman licence in late 2019 will know I was critical of the lack of notice (especially as it applied from 1st Jan 2020) and the fact that a number of event types now required the entrant to have an RS Clubman licence in order to participate. I applied for my own RS Clubman licence on 18th November and it eventually arrived in the post on 15th February.

A number of you have written in to events@fbhvc.co.uk expressing similar experiences and serious concerns about how this came about and what role the FBHVC played in letting it happen. The short answer is none – it was a complete surprise to us as well. To try and find out how this could happen I setup a meeting with the MSUK Rallies Executive and the MSUK Competitions & Clubs Executive at their HQ in Colnbrook.

It proved to be a very useful meeting and my key issues were discussed in an open and honest manner. The underlying issue turned out to be a failure in communications between the MSUK and its member clubs, of which there are currently 720. Three years ago the MSUK launched an online survey, via e-mail to its competitors and in 2019 Member clubs and Associations were surveyed too. This was facilitated by emailing the Club Secretaries and the Regional Associations to ask what they wanted the MSUK to do for them in the future. I was informed at the meeting that the survey results were shared with the Regional Associations last May.

For whatever reason, a significant majority of clubs failed to respond to the survey, so the strategy was developed in response to those that did. Since the meeting I have spoken to a number of club secretaries and have yet to find anyone that remembers receiving the survey, let alone completing it. If your club did receive and respond please let me know by emailing me at events@fbhvc.co.uk

One of the outcomes was the replacement of the existing Clubmans Licence (with its annual fee) by the 'Free' RS Clubman licence with its additional commercial benefits; however it is now mandatory for a broad range of events, including Autocross, Autotest, Autosolo, Trials, Cross Country, Road and Navigational Rallying (including 12 car Rallies and Scatter Rallies). It is not only the driver that needs this licence, a navigator/passenger also requires one.

This is one of the main issues affecting our clubs, whether MSUK registered or not.

If yours is an MSUK Registered Club then your entrants will need to comply, if yours is a non-MSUK Registered Club then you need to check the very latest version of the MSUK "Required Permits / Certificate of Exemption & Route Authorisation Chart".

This is available to download from the FBHVC Website at www.fbhvc.co.uk/event-entry-documentation#6 or from the MSUK Website at www.motorsportuk.org/wp-content/uploads/2020/01/Certificate-of-Exemption-Required-Permit-Chart-v3.pdf

REQUIRED PERMITS / CERTIFICATE OF EXEMPTION & ROUTE AUTHORISATION CHART	Non-Motorsport UK Registered Club	Motorsport UK Registered Club
TOURING ASSEMBLIES Is a Motorsport UK Permit/Certificate of Exemption required? Do I need to apply for Route Authorisation? Do I need to contact the RLO?	No Yes* No	Yes No Yes
SOCIAL RUN** Is a Motorsport UK Permit/Certificate of Exemption required? Do I need to apply for Route Authorisation? Do I need to contact the RLO?	No No No	No No No
TREASURE HUNTS (12 CARS OR LESS) Is a Motorsport UK Permit/Certificate of Exemption required? Do I need to apply for Route Authorisation? Do I need to contact the RLO?	No No No	No Yes Yes
TREASURE HUNTS (13 CARS OR MORE) Is a Motorsport UK Permit/Certificate of Exemption required? Do I need to apply for Route Authorisation? Do I need to contact the RLO?	No Yes No	Yes Yes Yes
NAVIGATIONAL SCATTERS (CAR NUMBERS SUBJECT TO RLO APPROVAL) Is a Motorsport UK Permit/Certificate of Exemption required? Do I need to apply for Route Authorisation? Do I need to contact the RLO?	No No No	Yes No Yes

* Only if the event is a competition with more than 12 vehicles.
** Social Run - A non-competitive run for like-minded participants where there is no other purpose than the camaraderie of motoring in company to a predetermined point and which is not within the jurisdiction of Motorsport UK.

Events

With COVID-19 dominating the news and the uncertainty it brings to all types of events and gatherings, it is likely that many Club, National and International events will be cancelled or postponed. Please help us to keep our Events Calendar as up to date as possible by letting us know if your listed event has changed so that we can update the calendar accordingly.

Finally, I would like to congratulate John Brigden and Bespoke Rallies for becoming a Professional Member of FIVA. You can visit their website at bespokerrallies.com



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- Auction Representation • Vehicle Event Management • Arena Commentary, Judging & Presentations, etc



Tel: 0044 (0)7968 167331 | Email: brian.page@classicassessments.com | Web: www.classicassessments.com

Heritage Day

The 2019 Heritage Day took place on 26th February at the Tower of London. It was delayed from November 2019 due to the General Election. Why do this? Because it enables a government minister to be present and receive direct feedback from the largest group of Heritage organisations, the largest of which is the National Trust, which I was told has now passed the 7 million member mark, most of whom are in the age group that votes!

As usual it was split into two parts, presentations and awards in the morning and early afternoon and The Heritage Alliance AGM in the late afternoon. This was new chairman, Peter Ainsworth's first Heritage Day and he spoke passionately about culture and heritage, including saying culture was not just for 'posh' people.

The delay meant we got the new minister for sport, tourism and heritage, one of the many in the last few years, Nigel Huddleston, who made it clear this was his first speech since his appointment and that this was an indication of the importance of the sector. His website report re the visit quotes "Heritage plays a key role in regenerating places and improving people's lives and I look forward to working with the sector in the future!" The speech was excellent, as usual the minister had to dash away on

parliamentary business and left questions to his civil servant, Giles Smith. This is a familiar pattern that is repeated every year with Giles and also as usual we asked a question re heritage transport and got the normal general supportive response.

Sir Tim Laurence (English Heritage Chairman), then spoke on how the English Heritage was developing, 1 million members, 6.3 million visitors and spending 45% more on conservation. They expected to be self-funding by 2023. He concluded with a clear statement emphasising the importance of all heritage sectors working together.

Ingrid Samuel, from the National Trust, chaired the Hedex talks, including one by Trish Pemberton, the dynamic chairperson of the Friends of the Stockton and Darlington Railway, which will be celebrating its 200th Anniversary in 2025. The Stockton and Darlington Railway is of course recognised as the start of the modern railway network.

The Heritage Alliance are heavily into Twitter and posted all the talks live.



Deborah Brook's 1943 Morris Light Reconnaissance Car; recipient of a TT Restoration Award

The recordings can be accessed at https://www.pscp.tv/Heritage_NGOs/1zqJVlnzqnAKB

Under the AGM AOB section, I did suggest that working more closely with UNESCO UK might bring benefits, for example asking for Patronage for the Stockton and Darlington Railway's 200th Anniversary.

UNESCO



Rony Karam in a Brooklands Napier Railton

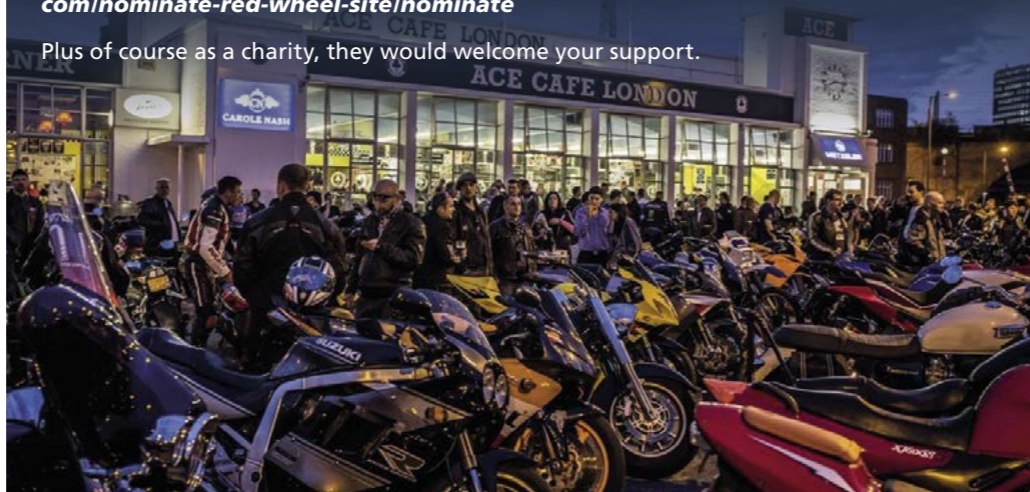
FIVA have just updated the UNESCO page on their website, see <https://fiva.org/en/unesco-and-fiva> FIVA have formal accreditation from UNESCO HQ and this assists us when talking to UNESCO GB about participating in one or more of the programmes. Currently we have been talking about working more with Brooklands. We are not core business for UNESCO and progress tends to be slow unfortunately.

Transport Trust

The Transport Trust are a national charity set-up to encourage the preservation and restoration of Britain's transport heritage, on road, by rail and sea and in the air. They do this in two ways, by providing awards and loans in recognition of excellence in this area. Secondly by marking important locations that were significant historically with a Red Wheel plaque.

Last year, I led on organising a Transport Trust Red Wheel plaque for the Ace Café. They are currently looking for more potential sites. If you are aware of anymore, applications can be made directly to Transport Trust by visiting www.transporttrust.com/nominate-red-wheel-site/nominate

Plus of course as a charity, they would welcome your support.



At Club Expo I had the opportunity to present, to the club representatives present, about why the FBHVC is now looking at Archives and share to our vision on how we can help you all move forward.

The main reason for our focus is that in recent months we have been inundated with Archive related questions such as:

"How do we..."
"Should we..."
"Is it important to..."
"Where do we go for advice on..."?

We have also recently heard some alarming stories about Archive material being lost.

Our aim is, therefore, to help you focus on safeguarding your Club Archives and to attempt to lead you through what can look like an immensely complex subject.

At this point I should just confirm that we are not going to offer you an immediate solution, start dictating what you have to do, and we are also not going to do the job on your behalf.

What we actually want to do is to help steer you in the right direction but we all need to realise that initially this will result in us stimulating more questions than answers and this will probably create a degree of worry for some of you.

This is, however, very positive and will require that you can discuss your individual situations at committee level and decide what is the correct solution for your club.

Every club is at a different starting point in this process so evaluation of what you currently do is the first step and we will be creating a checklist to help this process.

Once you have reviewed and agreed your current position it makes it far easier to set action plans for improvement.

We all need to remember that a club Archive is a physical asset of the club regardless of whether it was donated or purchased. It is normally an essential source of information and is quite possibly irreplaceable if it contains build records, registration data or engineering drawings.

It is, therefore, something that club officials should have both a desire and a duty to preserve for generations to come.

It is important that a club know exactly where each item of their Archive is located and clearly the storage location needs to be:

- A dry and damp free environment
But not necessarily climate controlled
- Have no risk of flooding
- Have no risk of vermin
- A low risk of fire
- Secure
- Have somebody who is responsible for it

Unless a club is lucky enough to have its own Archive building it is normal for Club Archives to be located in the homes (studies, garages, sheds) of its committee members and often split between different people such as archivists or model specialists.

This in itself presents a number of problems to Clubs as it may not be possible for the Club to easily identify their property which has quite reasonably got mixed with the persons own books etc. that they regularly use for research or vehicle dating.

There is no criticism here of these club officials as it is understandable how this happens, but it would be good if some degree of traceability were thought about be it a label or simple bookmark identifying club property.

You will, by now, realise the complexity of this task especially with every club starting from a different position.

Therefore, our plans for the coming year are to:

- To stimulate the Archive conversations in every Club
- To raise the profile and value of Club Archives
- To get Club's to review their current situation
Carry out a self-audit
Decide if action is required or should be considered
- Offer clubs simple pragmatic but cost-effective advice
- Help steer you through what can seem a very complex process
- Continue discussions with engaged partners who have already come forward
- Create an initial "self-audit" document –
planned launch at Restoration Show
- Regular articles in FBHVC News
- Create some detailed "best practice" documents
for club information & guidance
- Join discussions on joint initiatives
(aviation and aerospace model)
- Continue networking/best practice sharing between
Clubs
Archives
Museums

So, what should you do in your Club?

- Share these thoughts at the next Committee meeting to prime the process
- Await the "self-audit" documentation and then complete the exercise
- Ask for clarification on any points
- Make sure that your Club is satisfied their Archive has been reviewed and then decide if it meets the Clubs requirements or if not identify the actions required.

This is not a quick process but the sooner each club joins the process the safer club archives will be.

As part of our networking programme I have now established a good relationship with the National Archive, and they have been very supportive with both advice and guidance.

I recently participated in one of their seminars entitled "Plugged in, Powered up" which explored the digital capacity building for archives. This was very much focussed on how to make the best use of available, emerging and future technologies to the benefit of today's society but recognising the additional challenge is to preserve that technology and its products and then present them to future generations. I will keep you advised as this project develops but it is essential that as a Federation, we are represented in projects such as this.



Race Retro 2020

The Federation of British Historic Vehicle Clubs once again exhibited at the ever popular Race Retro Show at Stoneleigh Park between 21st to 23rd February. Ian Northeast and the team displayed their 'World's Fastest Jensen' on our stand which proved to be very popular indeed. You may remember us reporting on their first attempt at Bonneville Salt Flats in FBHVC News Issue 6, 2018?

In 2018 the team achieved a top speed of 150mph during 'Speed Week', and they are continuing their various modifications in a hope to reach a speed of over 200mph in Bonneville later this year.

Thank you to Ian Northeast, Harry Smith, Peter Riley & Andy Best for joining us.

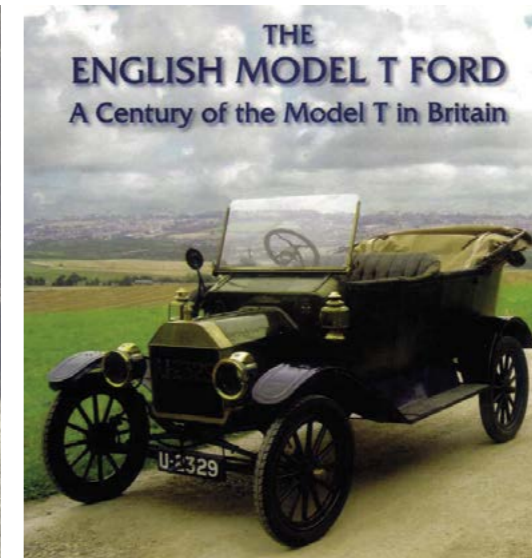
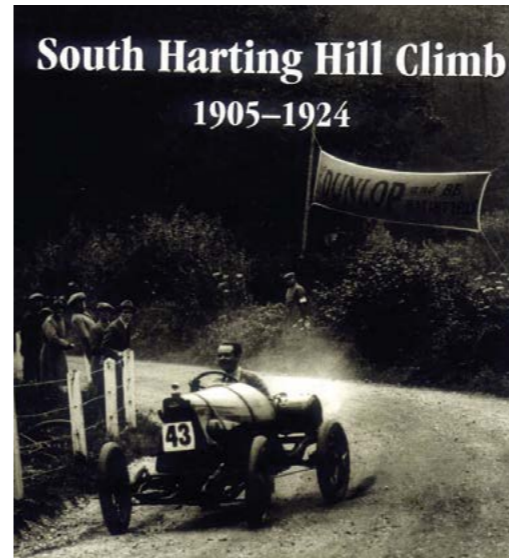
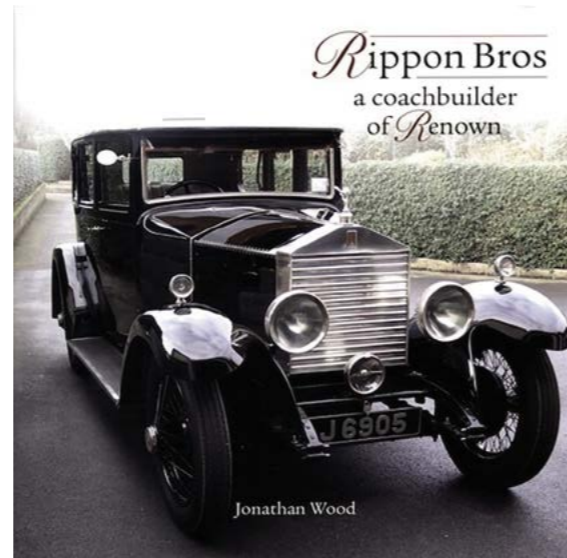
We at the Federation wish them all the very best and we look forward to hearing about their accomplishments upon their return. If you cannot wait that long, please feel free to visit their website <https://worldsfastestjensen.co.uk/> and sign up to their newsletter. You can always make a donation too!



**ARCHIE
FRAZER-NASH
...ENGINEER**



Trevor Tarring and Mark Joseland



The Michael Sedgwick Memorial Trust:

An Introduction By Anders Ditlev Clausager, MSMT Trustee & FBHVC Member

It is quite possible that some readers do not immediately recognise the name Michael Sedgwick. Michael was educated at Winchester and Corpus Christi College, Oxford. In his day he was one of the leading British motoring historians, sometime curator of the Montagu Motor Museum at Beaulieu, and assistant editor of *Veteran & Vintage Magazine*. He wrote many books under his own name, notably *Cars of the 1930s*, *Fiat*, and *The Motor Car 1946-1956*, but also ghost-wrote several books for the then Lord Montagu, in particular the three volumes of *Lost Causes of Motoring*.

Michael stepped down from the curatorship at Beaulieu in 1966 to devote himself to writing, but remained the museum's director of research. He was a contributor to the original *Complete Encyclopedia of Motorcars 1885-1968* and its later editions, and to many magazines, in the UK and abroad. He was a consultant to Christies, the auction house. He was a founder member and first president of the UK Chapter of the Society of Automotive Historians in 1980. Sadly he died far too young in 1983, at only 57 years of age.

Michael was a larger-than-life character, often seen with a fag in one hand and a drink in the other. He was always genial and ready to share his extraordinary knowledge and erudition with others working in the same field. He was much respected by colleagues and his loss was felt so keenly that after his death, his friends, supported by Lord Montagu, decided to establish the Michael Sedgwick Memorial Trust, a

registered charitable trust. The aim of the Trust ever since has been to encourage and support new research into motoring history and the publication thereof, particularly of titles that might not be commercially viable.

Over the years the Trust has offered financial support, as a loan or grant, towards dozens of motoring books, many of which have won awards. Michael Sedgwick is now also commemorated by the award bearing his name instituted by the Society of Automotive Historians in Britain, and the award is itself supported by the Trust.

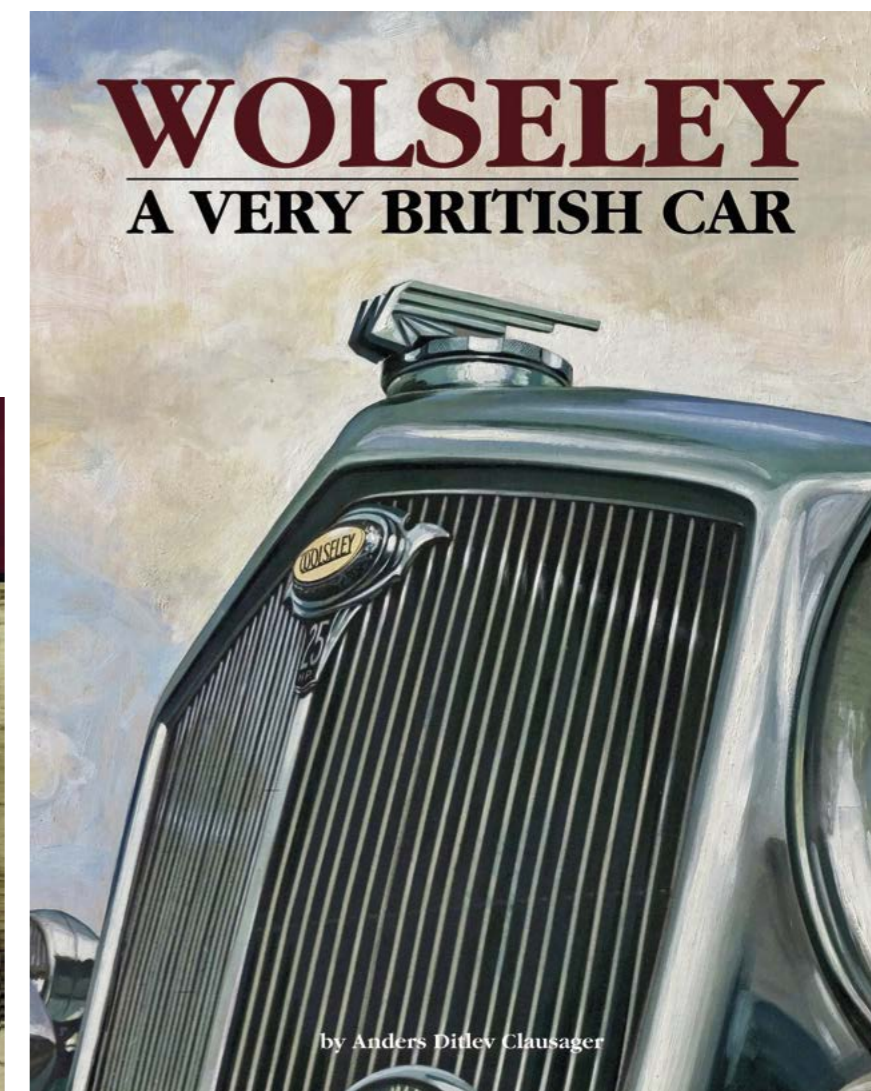
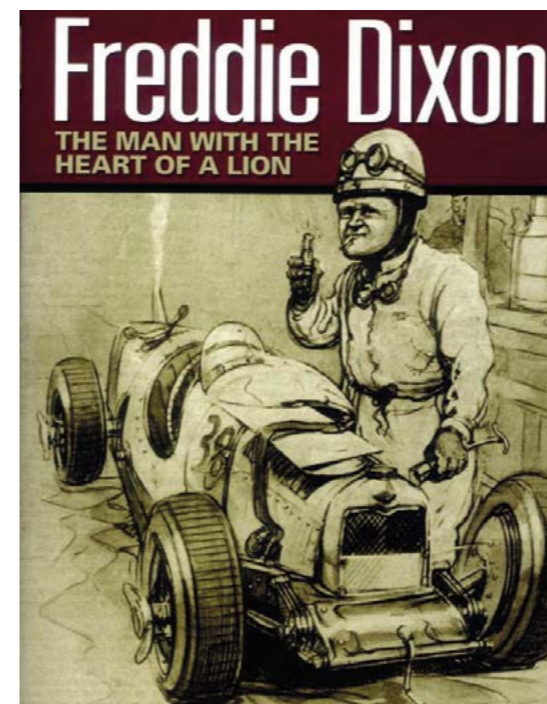
In part thanks to the work of the Trust, many gaps in the history of the motor car have been filled, with support for instance for major new works on makes such as Armstrong Siddeley, Singer, Standard, Vauxhall and Wolseley, together with biographies of Archie Frazer-Nash, Reid Railton, and many others. Support has also been given to works on non-British cars, for instance DeDion-Bouton, Panhard, Voisin, and Russian vehicles, and to books on motorcycles and commercial vehicles. The Trust assisted with the centenary history Britain's Motor Industry *The First Hundred Years* in 1995, and with the Beaulieu *Encyclopedia of the Automobile*, published by the HMSO in 2000.

In the last 36 years the field of motoring publishing has seen enormous changes, along with the technological changes which have affected printing and publication. The trend has been towards self-publication,

often in small print runs, of modest books or booklets on specialised subjects, financed either by the author, or by a car club. We now have "print on demand", and above all, there is the internet, with much relevant information increasingly available from websites.

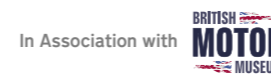
The Trust is anxious to continue its work and is always looking for new projects that may benefit from financial assistance, but also from the advice that the Trust or individual trustees can give, based on their experience in the fields of writing, editing, and publishing. The Trust may be able to help with an introduction to an editor or a publisher, or to give advice on research. The Trust has held successful seminars in the National Motor Museum at Beaulieu in 2011 and in the British Motor museum at Gaydon in 2017 which have been well attended by (we hope!) future writers, authors and self-publishers. A recent initiative is that the Trust has compiled and published a "style guide" which is freely available from the website.

So, we hope that there are many potential authors among the readers of FBHVC news or within the membership of Federation member clubs. Whatever the nature, format, or subject of your motoring history project, we would like to hear from you. Please in the first instance contact us via the website, <https://michaelsedgwicktrust.co.uk>, and email the Peter Card, Chairman and Acting Secretary, on msedgwickmt@gmail.com.



CLUB EXPO 2020

The FBHVC held Club Expo (as sponsored by Peter James Insurance) on 25th January at the British Motor Museum at Gaydon. It was a very well attended affair with more Clubs and people wishing to support the event to potentially learn more about how certain topics could improve their organisation and the historic vehicle movement.



David Whale commenced the proceedings by welcoming everyone to the event and introduced the new FBHVC Team Members.

Greg Nock (hosted by David Whale) provided an Insurance Question Time which also proved popular due to the number of questions from the floor.

Since returning from Club Expo, Peter James Insurance have provided an answer to one question being 'the liability of clubs issuing dating certificates' as per the following...

Peter James Insurance - Procedural Precautions for the Issue of Dating Certificates

The question of the potential liability of clubs issuing dating certificates for vehicle registration purposes is raised from time to time. Whilst the Federation is not able to provide legal advice, we would offer the following suggestions –

- The club should draw up a detailed written procedure for the issue of dating certificates
- The procedure should be maintained, that is a record kept of any revisions found necessary with relevant dates and brief details of the revision.
- The procedure should always be followed. If deviations are found necessary in a particular case they should be detailed with the reasons.
- Records should be kept of each case handled with copies of documents and photographs etc.
- The club should have sight of the original documents supporting the case even if copies are acceptable for the application.
- The vehicle should be physically inspected by a competent person known to the club before the dating certificate is issued.

If a format similar to that outlined above is followed it should be possible, if necessary, for the club to demonstrate that it acted both professionally and in good faith.

Whilst deliberate fraud by vehicle owners is fortunately rare it is not unknown. It is probably more likely to occur with vehicles of high value or those with a particular history. Remember also that DVLA may have the vehicle inspected before registering it.

The writing, maintaining and implementing of formal procedures for specific tasks is now a very well established practice and I am not an expert. However I imagine there are many books, websites and consultants that can provide detailed advice.

Additionally, clubs may be relieved to learn that the Professional Indemnity cover included in many, but not necessarily all, club insurance policies will normally cover any liabilities arising from activities of this type. Greg Nock of our Insurance Partner, Peter James Insurance, would be pleased to advise further. (0121 506 6021 Email: greg.nock@smmc.co.uk)

Message from Greg Nock

I was asked a question by one of the visitors at Club Expo during my Question and Answer session relating to whether any cover was provided for breach of copyright.

At the time I advised that I thought it was covered, up to £50,000, but I wanted to check to make sure and would get back to him.

I didn't take his details at the event and I wondered if you have his details, as I want to confirm that I was correct and that cover is provided under the Professional Indemnity section, up to £50,000."

Just prior to lunch one of our new Team Members Andy Bye gave much needed advice on the subject of archiving. Since his discussion a vast array of clubs have made contact, and he has since been inundated with various communications. Please bear with him for responses and assistance.

Bruce Kelsey from the Morris Minor Owners Club provided us with an update in 'Preparing the Classic Car Clubs for the Next 40 Years' which according to feedback was gratefully received and will be adopted by many other clubs in attendance.

DVLA Question Time by Ian Edmunds (hosted by Wayne Scott) as always proved ever so popular with delegates. It seems many of you have many queries and concerns with DVLA related matters.



For those who attended our AGM in October 2019, Charlie Crawshaw was a familiar face. He delighted us with details on Tyrefest, a new event specifically designed for the younger generation.

Our very own Paul Chasney, Research Director provided us with a brief overview of the 2021 survey, due to be launched later this year. We shall keep you all abreast of its development and launch.

To find out more information on this and all other Club Expo 2020 information why not take a look in the Members Area of the website. If you have not previously visited, please register here <https://fbhvc.co.uk/register> or if you are a returning guest please visit <https://fbhvc.co.uk/login>

The Federation wish to thank all those who participated.

Peter James Insurance was proud to once again be at the heart of FBHVC Club Expo for its much-anticipated return to the British Motor Museum.

Following last year's hugely-successful event, FBHVC Insurance partner Peter James Insurance was delighted to support Club Expo 2020.

Taking to the podium for the second year running, PJI's Greg Nock was a guest speaker, starring in an Insurance Question Time session hosted by Federation Chairman David Whale.

Clubs were able to ask any questions about PJI's extensive Clubs Liability Scheme which features beneficial rates for FBHVC members, well as any other commercial insurance queries.

The PJI team was then on hand to speak to clubs about their insurance needs throughout the day and discuss their newly-launched Classic+ Multi-Vehicle product, which now includes a greater range of vehicle types than ever and offers better rates.

They were also able to catch-up with two of the young classics enthusiasts enjoying having a classic car on loan for the year through the Classic Car Loan Project – an initiative which Peter James Insurance has supported since its launch.

"We received such positive feedback from clubs after last year's event, and once again, Club Expo didn't disappoint – it provides such a valuable insight and information sharing opportunity for FBHVC member clubs."

PJI's Garry Carlin

PJI's Garry Carlin said: "We received such positive feedback from clubs after last year's event, and once again, Club Expo didn't disappoint – it provides such a valuable insight and information sharing opportunity for FBHVC member clubs.

"Greg's insurance Q&A session was extremely well-received and we had some really good discussions with clubs. It was also great to catch-up with the young enthusiasts involved in this year's Classic Car Loan Project, which we are proud to be involved with."

For more information about Peter James Insurance's Club Liability Scheme call the team on **0121 422 2282**.

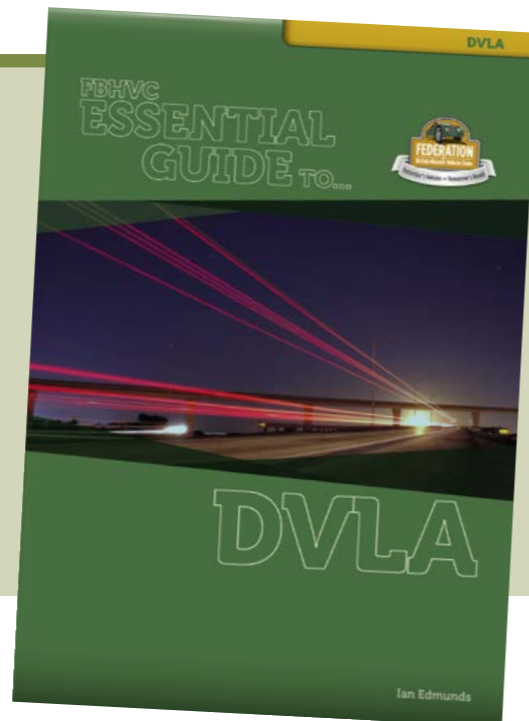
For more on the new Classic + Multi Vehicle cover, or other PJI products, call **0121 506 6000** or see www.peterjamesinsurance.co.uk

FBHVC Essential Guide to...

You will be pleased to hear the Federation are producing some 'Essential Guides' to help with various processes. The first will be the 'FBHVC Essential Guide to DVLA' which is currently under production. It will provide some 'Background to DVLA', 'Historic Vehicle Difficulties' etc, and progress to topics on V765 and First Registrations (age-related).

Due to the popular demand of requiring assistance with archiving the second 'Essential Guide' will focus purely on this subject. The most frequent questions are based upon archiving best practice and where the material should be stored.

More information will follow on our Essential Guides in due course. Please watch this space!



New Team Members

The Federation has recently appointed **Chris Cartmell, Projects Coordinator**. He joins the team to oversee and project manage special projects and has already begun work on streamlining the Federation's information pool through the creation of FAQs and How - to guides. Chris is also expected to provide invaluable assistance to Paul Chasney, Federation Research Director in preparations for the 2021 survey.

Another new member of team FBHVC is **Tim Jarrett** of Jarrett & Lam as **IT Director**. Tim joins the FBHVC following the successful roll-out and on-going development of the current FBHVC website. Tim will be tasked with overseeing all aspects of the Federation's IT requirements, for both internal and external systems and to work on best practice advice for member clubs.

I'm sure you will join me in welcoming them onboard!

Renewal of Membership



To all our Clubs, Museums and Individual Supporters you will shortly receive your renewal forms for the subscription period 1st June 2020 to 31st May 2021. We hope you have benefitted from being a member or supporter and look forward to receiving your renewal or subscription in due course.

Welcome

A warm welcome is offered to our newest Club Members - **ERF Historic Vehicles Ltd, Highland MG Owners Club, Armstrong Siddeley Heritage Trust, Club Audi, White Horse Classic Vehicle Enthusiasts** and **Lincolnshire Automobile Club**. We also welcome our newest Trade Supporter **Exeter Engineering** and our various Individual Supporters. We hope you all enjoy your subscription to the Federation over the coming year.

One of the many **benefits of being a member or supporter** is sharing the articles in FBHVC News. However, if you do, we urge you to not change any of the wording and to please give credit to the FBHVC. We are a voluntary organisation just like the vast majority of our member clubs and work very hard in keeping yesterday's vehicles on tomorrows roads.

Articles Required

Please keep sending us your articles for inclusion. If you have not seen yours appear, it may have got lost in transit. If this is the case, please let me know. My email address is **secretary@fbhvc.co.uk** Alternatively you can send them via post to **FBHVC, PO Box 295, Upminster, Essex, RM14 9DG**. The FBHVC would love to hear from you.



Spam Emails Reminder

A number of you have reported receiving emails which appear to be spam. Please note only emails from **secretary@fbhvc.co.uk** will be sent and deemed genuine. If you are unsure it is best to not open any attachments and delete it immediately.

Website News Page

Our website news page is becoming increasingly popular. Thank you to those who are viewing regularly over a cup of tea or during your lunch break. We will continue to keep this updated with information as soon as it is received, but in order to achieve this we need you to send us your important stories or achievements. Please email details to **secretary@fbhvc.co.uk**.

Office Enquiries

Following the popularity of the 'Office Enquiries' section in Issue 1, I have decided to run this feature again. Firstly, as response to the correspondence received from David Freund whose mother came across some photographs whilst completing her memoirs of a TB Three-Wheeler.



To: 'Emma Balaam' <secretary@fbhvc.co.uk>

Subject: TB three wheelers

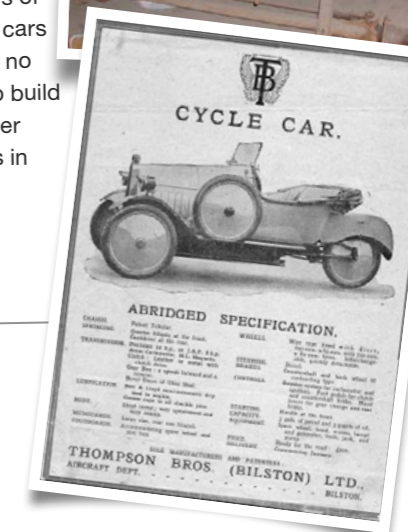
From: Michael Ware

Dear Emma,

I was interested in the correspondence from David Freund. Thompson Brothers of Bilston built around 500 TB cyclecars. As far as I know, there are no complete cars surviving. The Black Country Museums had the remains of one in store. I have no idea whether they would ever reconstruct and restore it. Thompson went on to build tanks for liquid carrying. They also made the Thompson mobile refuelling tender using a Ford 10 engine and intended for the smaller airfield. An example exists in the collection at Brooklands.

Kind regards

Michael Ware



Another interesting piece of correspondence came from P Burgess, Triumph Mayflower Club.

To: 'Emma Balaam' <secretary@fbhvc.co.uk>

Subject: Triumph Mayflower

From: P Burgess

Dear Ed,

I noticed in the minutes of the TMC meeting held on 21st March 1976 mention of a letter received from Ernie Wise of Morecombe & Wise fame giving details of his first new car in 1953, a Mayflower. I then managed to find the following in Issue No. 6 of Flower Power:

"Dear Roy,

The Triumph Mayflower was the first new car I bought, 1953, in Leeds. I think it was about £670. RUB 60 was the registration. I wonder where it is now? I loved it and on the first drive was more pleasurable than my first Rolls 1972. I never drove it over 60 and sold it too soon at about 26,000 miles for a Standard Vanguard. Then on to Ford Zephyrs which I liked very much. Last Triumph Mayflower I saw was in Malta. At the moment I am in love with a Mercedes 280 SL 1968 which I intend to keep.

All the best,

(signed) Ernie Wise

P.S. My first car was an ex. War Department truck, £195 second hand."

I tried a DVLA tax check but RUB 60 was not found. Anybody know of any other celebrity owners?



Routemaster Enquiry

To: 'Emma Balaam' <secretary@fbhvc.co.uk>

Subject: Routemaster Raffle

From: A Morgan

Emma

I read in the recent issue of FBHVC News (page 26) that your team commented on the 2004 Routemaster Raffle that was featured in the Winter edition of our Routemaster Magazine. In answer to the question raised, yes all 32 Routemasters survive, and we have listed what has happened to them over the last fifteen years in the latest Routemaster Magazine.

Regards

A Morgan

Routemaster Association Chairman

The Federation of British Historic Vehicle clubs have been invited to Le Mans Classic between 2nd and 5th July to showcase our vehicles. Stand space has been kindly donated by Peter Auto and we will be situated directly adjacent to the FFVE (Fédération Française des Véhicules d'Epoque) stand.

On the FBHVC stand, taking centre stage will be a 1928 Le Mans Alvis front wheel drive which finished 6th overall and 1st in class. Maybe you'd like to attend as a Club or Individual? If you are interested, please contact secretary@fbhvc.co.uk for more information. More details to follow in Issue 3



PETER AUTO LIFTS THE VEIL ON THE FIRST ENTRIES FOR THE 10th RUNNING OF THE EVENT!

2020 is going to be a vintage year for all enthusiasts of historic car racing as it's a Le Mans Classic year! In 2018, over 195,000 spectators flocked to this event that has become a not-to-be-missed rendezvous on the calendar of global meetings. But which cars will be the stars of the 10th running between 2nd and 5th July 2020? Collector cars, obviously! Discover the list of the first cars selected to do battle out on the track and help all those present relive the greatest moments of the 24 Hours of Le Mans.

GRID 1 | 1923 to 1939

1939
Talbot Lago T26
(A former offset single seater)

It was all new in 1923. The former town-to-town races had found a home on circuits, and it was also the year in which the very first 24 Hours of Le Mans took place attracting almost as many manufacturers as private entries. It was a brand-new spectacle! Grid 1 of Le Mans Classic comprises prewar cars some of which are more than 90 years old. The result is an unforgettable show for drivers and spectators alike.

At the end of the 1930s, the German Silver Arrows dominated the racing scene. The offset single-seater Talbot Lago T26 was designed to knock them off their perch. Unfortunately, its straight-six engine was no match for the V12s that powered the Mercedes-Benz W154s. Despite this, it had a good racing career with victory in the Comminges Grand Prix and second place in the 1950 24 Hours of Le Mans.

Post-war the most urgent thing was to bring the marvellous - if futile - vehicles called racing cars back to life. Motor sport's most fervent fans flocked back to the track. From a technical point of view it was a complex era. Newcomers like Ferrari with a 2-litre car and Porsche with its 1100 and 1500 machines arrived to harry the golden oldies such as Delage and Talbot, which fought back with big 6-cylinder engines.

Briggs S. Cunningham Jr was one of the best-know American racing drivers of his era. With his eponymous make he put the United States in the limelight and above all in the battle for victory. Out of the 36 Cunninghams produced only nine were racing cars. Among them was the C4R, which clinched the most successes including, in particular, John Fitch's victory in the Elkhart Lake race in 1952 and Sebring in 1953. The statistics are eloquent: the three C4Rs built won 74% and finished 84% of the races in which they took part.

GRID 2 | 1949 to 1956

1953
Cunningham C4R

Jaguar continued its domination in the overall classification and then Ferrari took over, but not before Aston Martin had got the monkey off its back with an outright victory. Although other American cars had taken up the Le Mans challenge beforehand, that era saw the debut of Chevrolet with the first-generation Corvettes. Porsche refined its aerodynamic knowhow and scored occasional podium finishes.

After winning Le Mans in 1951 and 1953 the C-Type Jaguar was showing its age and its replacement had to be as quick to maintain English domination. The D-Type fulfilled all its promise and won the famous Le Mans race in 1955 driven by Mike Hawthorn and Ivor Bueb.

GRID 1 | 1957 to 1961

1955
D-Type Jaguar

GRID 4 | 1962 to 1965

1964
Ferrari 250 LM

Ferrari's winning streak had come to an end except in the grand touring category in which the 275 GTB saved Maranello's bacon; and the famous Daytona opened its score after a period in which Porsche had emerged victorious with the 911s and even the 914. Honours went to Ford for outright victory in the overall classification as the Blue Oval reaped successes that were the fruit of its efforts begun in 1964 with the GT40 programme. The make from Detroit racked up four wins on the bounce despite Porsche, beaten by a whisker in 1969.

The Porsche 917 has become an icon for all motor racing enthusiasts. The specialised press designated it the standout racing car of its century. This out-and-out racer was the undoubted queen of endurance in the 1970s. It was specially designed to achieve victory in the 24 Hours of Le Mans and it guaranteed the on-track spectacle, especially on the Mulsanne straight!

GRID 6 | 1972 to 1981

1976
Inaltera

Although the aim of the 3-litre formula was to calm things down never had there been such fantastic battles as those fought between Matra and Ferrari to the music of their V12s. The duo took the fight to, and often upset, the flat-8 Porsches, the V8 Alfa Romeos and Cosworth-powered cars like the Gulfs, Ligiers, Inalteras and many others while the 6-cylinder Renaults and Porsches dominated the end of the period.

At the time Inaltera was known as a wallpaper brand presided over by Charles James. But it all changed very quickly! Jean Rondeau from Le Mans was looking for financial backing to build a car for the 1976 24 Hours of Le Mans and James provided him with the necessary cash. He also gave his company's name to the car in question. Two Inalteras took the start. Henri Pescarolo and Jean-Pierre Beltoise drove no. 1 and in no. 2 were Jean-Pierre Jaussaud, Rondeau himself and a woman driver, Christine Beckers. No. 1 finished eighth.

Among the supporting events are Group C and Endurance Racing Legends, which have attracted some fantastic cars.

The Porsche 956 is among the rarer racing cars. This Group C Porsche is the symbol of the Stuttgart make's domination in the 1980s. Its chassis was a trail-blazer for the era as an aluminium monocoque replaced the traditional tubular layout. This innovation was crowned with success as thanks to its lightness and its flat-6 engine the Porsche 956 scored several victories in the most prestigious races including the 24 Hours of Le Mans.

At the end of the 1990s and at the beginning of the noughties the Panoz Esperante GTR-1 was the first symbol of the original approach and the passion of its creator, Don Panoz, who played a major role in the renaissance of endurance racing. It competed in the 1997 FIA GT Championship and its best results were two ninth places at Spa-Francorchamps and Donington. The car shown here (chassis 003) also raced in the 24 Hours of Le Mans in 1997 and 2004 under the colours of David Price Racing and Larbre Compétition (retired on both occasions).

1983
Porsche 956

1997 Panoz Esperante GTR-1

The Prancing Horses' reign! During the four years in question Ferraris filled first, second and third places! The excellence of its rivals only served to highlight the quality of the Maranello make's domination. Aston Martin, Maserati and the first Ford GTs, which were no slouches, were all beaten. This was underlined by the way in which performances went through the roof as in four years the fastest lap's average speed rose from 204 km/h to 223 km/h!

The Ferrari Berlinetta Le Mans' aim was to succeed the legendary 250 GTO. Thirty-two were built, not enough to obtain homologation in the GT category. Even so it achieved a glorious result at Le Mans by clinching first place in 1965 thanks to the N.A.R.T entry followed in second place by the Ecurie Francorchamps yellow 250 LM.

GRID 5 | 1966 to 1971

1970
Porsche 917

NATIONAL MOTORCYCLE MUSEUM LIVE

OPEN DAY - SATURDAY 31st OCTOBER 2020

Following our biggest Museum LIVE ever in October 2019, Saturday 31st October 2020 will see the museum host our 7th annual free open day when everyone will be invited to visit the museum collection free of charge. Now one of the largest events in the biking calendar, there will also be a host of other free attractions including our amazing "Stars on Stage" feature.

Museum LIVE 2020 Timetable

To assist visitors, everyone arriving on site will be given a free timetable with a full list & timings of all the day's exciting, free, events.

FREE Museum Entry

Everyone is invited to visit the museum collection, free-of-charge.

Indoor Autojumble & Trade Area

The event will feature a large indoor autojumble held within the warm & dry surroundings of one of the museum's display halls. For details of how to book a 6ft pitch for just £70.00 (ex VAT) with electric hook up (if required) charged at £25.00, contact **Dan Powell** on (01675) 444112 or e-mail danp@nationalconferencecentre.co.uk

The event will also feature trade stands & displays from many well-known names including **H&H Classic Auctions, Central Wheel Components Ltd, Footman James Insurance Brokers, Triumph Motorcycles**, and many more.

The museum shop will also be open throughout the event selling a huge range of classic motorcycling books, clothing & memorabilia.

Meet the Experts

In association with **Central Wheel Components Ltd**

In attendance will be some of the museum's specialist suppliers & craftsmen (including our own restoration team) as well as other classic motorcycling experts who will be available to chat and answer questions.



Don't miss the ever popular LIVE wheel building demos by **Central Wheel Components Ltd**.

Stars on Stage Feature

TT legend & TV presenter **STEVE PLATER** will host two special FREE TO ENTER "Stars on Stage" features at 11.00am & 2.00pm.

Held on the stage in the museum's magnificent Britannia suite, these now legendary free 1 hour chat shows feature a whole host of motorcycling personalities from the past & present.

Our mega star names will be announced in the coming weeks. Watch this space!

All our guest stars will also be making personal appearances to sign your favorite memorabilia in addition to some special book/memorabilia signing sessions.

LIVE 'Start Up' Presented by the Brackley Festival of Motorcycling

See & HEAR some of the most famous race machines in the world started up in our LIVE Start-Up zone, situated in our external fountain courtyard area. Bikes old and new will include some of the museum's famous racing inventory as well as ex-Moto GP bikes courtesy of the **Brackley Festival of Motorcycling & Phil Morris Racing**.



Food Court & Bar

Fantastic catering provided by the museum's chefs will be available in our Premier Suite food court & bar area.

The museum restaurant will also be open as normal serving a wide variety of hot meals and snacks from breakfast time onwards.

The Real Classic-Car Park Concours

Real Classic magazine editor Frank Westworth will choose his top three bikes from all the "ridden-in" motorcycles to the event at noon on 31/10/20. Prizes will be awarded to the winners and be featured in a future edition of the magazine.

Plus THE DRAW FOR THE BEST CLASSIC MOTORCYCLE RAFFLE PRIZE IN THE WORLD

Our summer 2020 raffle to win an amazing classic motorcycle will be drawn by one of our celebrity guests live on stage during the afternoon of the event on 31/10/20.

Parking

Car parking for the event is just £10.00 per car with motorcycle parking absolutely free. Given the events huge popularity, the museum encourages car sharing which makes this nominal parking charge even better value!



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Wal Handley

The Gold Star Owners Club erected a memorial stone on Saturday 16th November 2019 in Fingland, Cumbria near the site where Wal Handley died on 15th November 1941.

The decision to erect the memorial was made by the Gold Star Owners Club a few years ago, but these things take time. Finding a stone mason, deciding on the design, agreeing the most suitable site, working out costings, etc, etc. The local population of Fingland were extremely helpful and it could not have been done without them.

At 12 noon on the 16th November 2019, Ron May (Past Chairman of the GSOC) gave the following short speech before the unveiling of the memorial:-

Walter Leslie Handley was born on 5th April 1902 in Aston, Birmingham. After a hard childhood when his father died of cancer, he had to start work at the age of 12. He tried several jobs and then joined OK Motorcycles as a helper to the junior testers. OK gave him the first chance at the Isle of Man TT. On a wet and foggy first practice day he set off the wrong way along the course! He was flagged down at Governors Bridge and to much ridicule from the press was nick-named 'Comedy of Novice from Birmingham' later changed to 'Unlucky Handley' in respect of his many breakdowns on the TT course.

He had various racing exploits with OK, Rex Acme, AJS & MotoGuzzi motorcycles as well as MG and Riley cars.

On 30th June 1937 he won a race at the notorious banked circuit at Brooklands with a fastest lap of 107.57mph earning himself a Brooklands Gold Star. The machine he was riding was a BSA Empire Star running on alcohol as fuel. This achievement spurred BSA on to produce the Gold Star model which went on to be a world leader at all forms of motorcycle competitions.

Wal, as he was known had many successes in racing, he was European Champion on three occasions and world record holder at Arpajon and Montlhery in 1930.

At Brooklands in 1926, he broke records on his 350 Rex Acme against more powerful opposition. He contested 13 TT and won 4 between 1922 and 1934. Wal was the first to have two memorials dedicated to him in the Isle of Man. The first at 'Handleys' near the 12th milestone after his only

serious crash on the course. The second is a memorial seat on Alexander Drive, Douglas near Quarterbridge.

The memorial stone that the Gold Star Owners Club is unveiling today is a tribute to him for his racing career and also for his work in the Air Transport Auxilliary (ATA). Captain Handley was the commanding officer of ATA Ferry Pool No 3 at Hawarden near Chester. He was killed close to where we are standing today on a flight from Kirkbride airfield on November 15th 1941. Tributes were paid to him after his death - one said: 'We have had riders who were erratic and others who were clumsy, but Handley was always visibly superb'

Walter was one of our greatest aces - as it says on the seat in Douglas, Isle of Man - 'None ever passed this way more bravely'

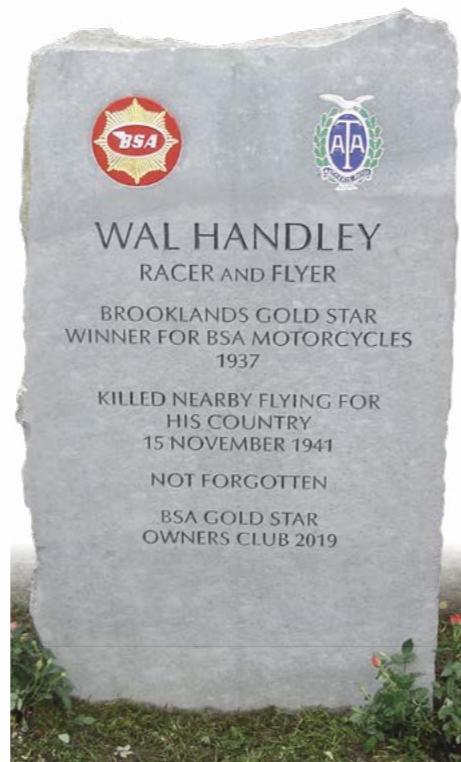
"We have had riders who were erratic and others who were clumsy, but Handley was always visibly superb"

Capt W.L.Handley was killed on 15th November 1941, while serving with the Air Transport Auxiliary. The single seat American fighter Bell Airacobra he was flying crashed shortly after take-off from Kirkbride airfield, Cumberland.

The accident was described by an eye-witness:-

"Walter took-off from the aerodrome... and crashed into a ploughed-field within five minutes of being airborne. When he took-off the motor was 'moving' hard with an awful din and when he throttled down, it appeared to cut for a few seconds and then finally died out. Wal side-slipped towards a wood with it seemed the intention of putting his craft into the tree-tops. He missed the wood by feet.

The starboard-wing hit the ground first and the machine immediately exploded."



The crash site was 2 miles (3.2 km) east of RAF Kirkbride near Fingland. The ATA Accident Committee were unsure of the cause of the crash.

Just as the ceremony ended and everybody was milling about, a lone plane flew slowly overhead - a fitting fly past tribute to a great man.

It made me very proud to be standing there when the memorial was unveiled. It will still be there long after all of us and (probably) the Gold Star Owners Club have long been forgotten.

But in the meantime, the GSOC are planning an annual visit to Fingland to keep the memory alive. If you are interested and want to visit, go to Fingland, Cumbria and the memorial is on the T-junction signposted above.

Malcolm Clarke, Editor, Gold Star Owners Club



MG CAR CLUB

by Iwan Jones



The MG Car Club Young Members Branch held a very successful second AGM on the 1st of February 2020. The meeting took place at the British Motor Museum which was the perfect setting, surrounded by so many cars from MG's long (and sometimes complicated) history. We had chance to look around some of these amazing cars like Old Number One, the cut of half MGB GT, Metro Six Cylinder and the Xpower SV.

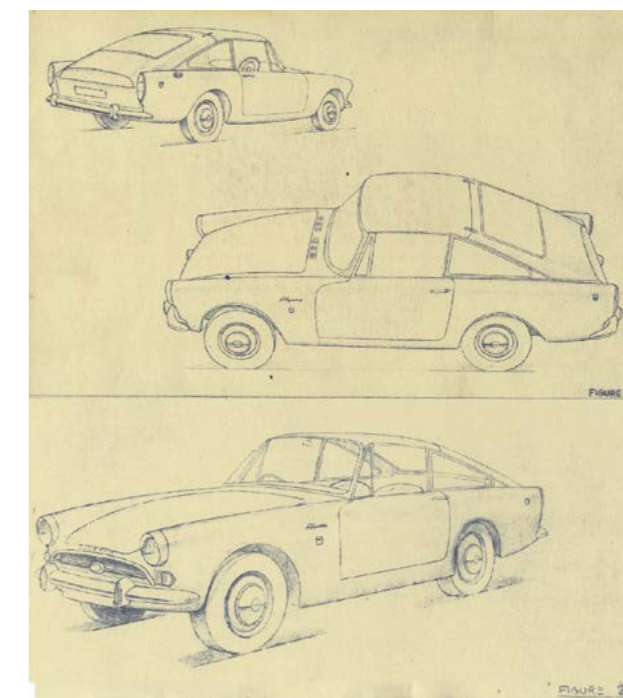
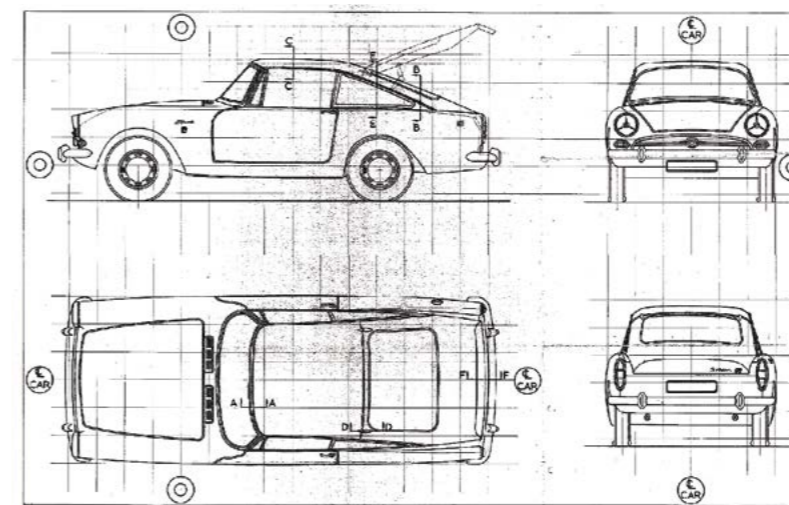
At the meeting we were joined by many young MG owners and enthusiasts. Also in attendance were MGCC directors, Club Chairman Bill Silcock and Club President John Day.

In the next edition of the FBHVC newsletter, there will be a full write up on the MGCC Young Members Branch and their plans getting young people into MGs, both new and old, to secure a future for the cars and the Club.

For more information on the MGCC Young Members Branch please find us on [Facebook](#), [Instagram](#) or online at mgcc.co.uk.

Sunbeam Alpine Recently Uncovered Plans

Matthew Ollman, Rootes Archive Centre Trust



At a particularly busy time on the Archive Centre stand during the Classic Motor Show in November a quiet gentleman handed in a wrapped package without any explanation before he disappeared into the crowd. It was a short while later that the package was opened for the contents to be "checked in" to the archive. What was in front of the trustees was an official project proposal for the Alpine Fastback

Hardtop! What a discovery! A collection of sketches and to-scale drawings along with outline documentation for a fibreglass coupe hardtop with two alternate designs, the second including changes to the rake of the windscreen. The introduction document to the two schemes tells us that wind tunnel tests indicated that considerable performance improvement could be obtained without power increase.

The predicted figures for the two schemes are reduced Drag co-efficient to .425 and .410, which would give an increase of 4mph and 5 to 6mph at maximum speed. As we know, the schemes never made it to market. But this bit of history can now be shared. The sketches, drawings and documentation have been digitised and copies will be available to view at our open days.

Magazines, Bulletins and Journals get better and better. The content and the standards of journalism are challenging the professionals and the imagination and creativity of many club calendars put the 'professionals' to shame.

The newsletter of the **Hillman Owners' Club** claims that the model name 'Minx' introduced in 1931 is one of the longest running car production names – unless YOU know better...

The **AJS & Matchless Owners' Club** Poacher's section and the Mid-Lincolnshire section of the Vintage Motor Cycle Club chose the Jubilee Park in Woodhall Spa as the coffee stop for their runs on 17th September and raised almost £500 for the Notts & Lincs. Air Ambulance.

The **Benelli Motobi Club GB** magazine continues the series of articles on Dell'Orto carburettors and tuning.

'Fishtail' the excellent magazine produced by the **Velocette Owners Club**, has a most interesting article on rubber, the origins of the industry and its development.

The mysteries of Villiers electrical systems are revealed in the **Francis Barnett Owners Club** directory.

There is another reminder to budding authors of the **Michael Sedgwick Memorial Trust** as a source of advice and support for those who are considering putting pen to paper.

The **Triumph Roadster Review** has reproduced an article which was published originally in the magazine of the **TR Register** which outlines the genesis of the Ferguson tractor and the connection with the Triumph Company.

Sixty essential Mini Facts are listed in the **Mini Cooper Register** magazine.



We are informed that the 2020 Summer **Jaguar Festival** will be held at Newby Hall, Yorkshire, from 15th to 17th May. The impressive club magazine contains useful and informative article on maintaining and restoring leather interiors.

A thought-provoking article in the newsletter of the **Colchester Vintage Motor Club** on the Bugatti 'Veyron' Replacement tyres cost \$10,000 and replacements require the wheels to be returned to France to be fitted. An annual service costs in the region of £15,000 and insurance could set you back £30,000. If that does not deter your intentions to buy one, you should not delay, a recent release of forty 'Divos' – the top model - at just £4,500,000 sold out in one day!



The photo reportage of the **Morris Minor** presence at the NEC Classic Show and Ted Brooke's winning the 'Pride of Ownership Award' with his 1961 Minor 'Million' make the centre spread of the owners club magazine.

New publications are announced in the bulletin of the **Morgan Three Wheeler Club**. A history of the club by Nev Lear and a buyers guide for the modern 3-wheeler by Andrew Warren.

All the information you need to take part in the 45th Anniversary meeting of the **Gold Star Owners Club** which will be held in the Isle of Man from 28 August to 4 September is included in their magazine. There is also a report on the erection of a memorial stone on the site where Wal Handley died on 15th November 1941. It was Handley's achievement of a 107.57 mph lap of Brooklands in 1937 that prompted BSA to produce the 'Gold Star' model acknowledging the awarding of a gold star for a lap in excess of 100 mph.

The **Talbot Owners Club** magazine has some splendid atmospheric photographs of Talbot participation in 'open competition' day at Rosslare in 1913.

Some thoughts on fire and fire prevention are behind a serious article in the magazine of the **Sunbeam Lotus Owners Club**.

The **Yeovil Car Club** magazine has details of the Jersey International Motoring Festival which is planned for the weekend 5th to 7th June.

Congratulations to the **Allard Owners Club** on winning the award for the best

medium-sized club stand at the NEC Classic Motor Show whilst the combined resources of the Citroën Clubs secured an award for the best large club stands.

Some thoughts on and a bit of history about GRP – 'fibreglass' and its applications in historic vehicles are written up in the magazine of the **Classic & Historic Motor Club**.

There is a description of the 'Roadside Excavator' manufactured by Aveling & Barford in the 1920s in the journal of the **Road Roller Association**. This device – attached to the near-side rear of a road roller made it possible to cut away a width of 18 inches and up to 2ft high at a rate of 30 yards/minute. The objective was to widen roadways where just a few feet of roadside verge was required to achieve the desired result. Has anyone got one at the back of the workshop?

The **Velocette Owners Club** magazine has an informative and therefore useful article on oils – especially as they relate to motorcycles.

Brexit or non Brexit, the **BSA Owners' Club** 57 International Rally for 2020 will be in Louti, Bohemia in the Czech Republic commencing on Sunday 30 August and ending on 6 September whilst the National Rally of the Traction Owners Club will be in Bowness, Windermere on 26th to 28th June.

The saga of the 'Ruscombe' gentleman's steam bicycle is continued in the quarterly magazine of the **Steam Car Club of Great Britain**. We are now into the road trials and de-bugging stage.

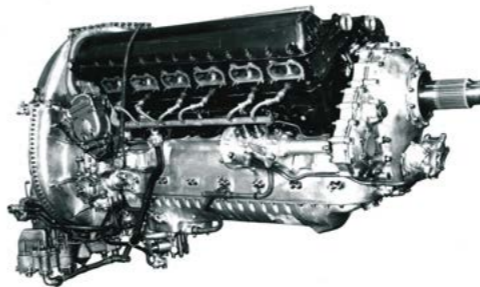
A selection of really high quality photographs of activities at the Cowley works and at shows and exhibitions are reproduced in the **Bullnose Morris Club** magazine.

A delightful series of photographs taken in the 1930s of a family's camping and caravanning holidays are featured in the magazine of the **Historic Caravan Club**.

I am always impressed by the activities of club members in taking on repairs and replacements of seemingly complicated components of their cars as written up in the **Mercedes Benz Club** Gazette. A recent example being the strip-down and repaint of an all singing and dancing wing mirror on a W 124.

The **Ginetta Owners Club** magazine has a photo-reportage on the Sywell Piston & Props held over the weekend of 21st & 22nd September. This would appear to be an event well worthy of your patronage.

The **Bedford Enthusiasts Club** magazine reminds us that the National Rally will take place at Sywell Aerodrome on the weekend 10th – 12th July and that 2020 marks the Golden Jubilee of the CF commercial.



There are some thought-provoking statistics for the Ford factory in Trafford Park where 35,000 'Merlin' aero engines were built. The magazine of the **Model T Ford Register** tells us that a Merlin engine had 10,349 individual pieces made from 27 types of steel and 9 aluminium alloys and was 47% steel (by weight) and 44% aluminium. They were machined down to 1,550 lb from 36,000 lbs metals - swarf made up 1,33 times the weight of the engine and there were 72 different gear wheels in each engine. At the other end of the scale the Fordson 'F' tractor was exported to Russia in the 1920s to the tune of 250,000.

The **Alvis Owner Club** remind us that 2020 is the 100th year of the Alvis in New Zealand and that a special rally is being organised which will run from 25th March though to 2nd April.

There is an interesting article on vehicle emissions and the spread of exclusion zones in the magazine of the **Austin Big Seven Register**.

Laser welding and its applications are discussed in **The Riley Register** bulletin and the BMB (Rycraft) 'Microcar' is described. How many have survived, I wonder?

Two important events are announced in the **Singer Owners Club** magazine. The Dutch Singer Owners Club 'Lustrum' to take place close to Den Bosch from 21st to 24th May and the Singer National Rally on 12th to 14th June in Nottinghamshire.

The **Dellow Register** should have had a good 2019 with all the rain (and mud) which is clearly illustrated in the latest edition of the club magazine.

The **Vintage Japanese Motorcycle Club** magazine features the 'Four Cylinder Open Day' at the David Silver Museum which was celebrating 50 years of Honda SOHC engines which was an amazing display

of not only the museum's collection but also the machines brought along by Club members.

A remarkably comprehensive calendar of events for 2020 is listed in the Journal of the **National Autocycle & Cyclemotor Club**.

The illustration on the cover of the December Journal of the **Vincent HRD Owners' Club** nicely sums up the 2019 riding season. Depicting Ben Kingham in the pouring rain at Cadwell Park prior to the abandoning of the September Vintage Motor Cycle Club Championship meeting.

A delightful study of Peter and Marianne Bradnock's 'Giulia Spider' on the Lake District Tour graces the cover of the **Giulietta Register**.

There is more on the career of Abner Doble in the magazine of the **Sentinel Drivers Club**. It is claimed that 15 out of the 38 cars built survive and that two of them are in Yorkshire! The magazine also informs us of the imminent launch of a new book by the industrial Railway Society of John Hutchings 'The Development of the Sentinel Locomotive and the Sentinel-Cammell Railcars' ISBN 978191 2995028.

The **Rover Sports Register** inform us that 'Rover Fest 2020' will be at Sywell Aerodrome over the weekend 7th to 9th August.

And now for something completely new. The Hamilton Classic 'Fire Safely Stick'. Not cheap at £46.95, but cheaper than a burnt-out vehicle. The **TR Register** know all about it, but more information can be found at www.hamiltonclassic.co.uk On the same theme, the **Triumph Razoredge Owners' Club** magazine offers some useful advice should you be confronted by a vehicle fire.



Not really relevant to our vehicles (at this moment in time), but the HSE Safety Guidance on working on electric and hybrid vehicles has been featured in the **DAF Owners Club** magazine is worthy to note.

'Buyer Beware' a list of recommendations to be followed prior to purchasing a vehicle is listed in the magazine of the **1100 Club**. There is also an article on the joys of the plastic expansion tanks as fitted to sealed cooling systems.

A wonderful study of a R type engine in build graces the cover of the **Delage Register** Journal. There is also reference to the 'Bernon-Morelle' small car which was convertible into two small motorcycles. It could be dismantled and stored in a cupboard. Having two independent engines, if one breaks down you come home with the other. Do any survive? Or were any actually made?

We are reminded by the **MG Octagon Car Club** magazine that the 2020 Liege-Brescia- Liege Rally scheduled for 8 to 19 July is open to ALL MG's this year. The cover of the 'Christmas Issue' of the magazine has another of those delightful illustrations by Jean-Marie Guivarch.

The results of the 2019 Photographic competition dominate the Autumn edition of 'Steaming'- the magazine of the **National Traction Engine Trust**. Included in the magazine is a feature on the fearsome Robey 'portable' which was manufactured in 1942 for the ministry of supply.

There is a useful and informative article on soldering in the Morris Monthly magazine distributed by the **Pre 1940 Morris Register** plus an article on period accessories as advertised in the 1930s.

A remarkable achievement is recounted in the **Crossley Register** Newsletter of the successful participation of a 1912 Crossley 20 hp in the 2019 Yangtze 10 day 700 mile Classic Car Rally where it finished 10th overall -the highest pre-war car- out of a field of over sixty!

The **Scammell Register** newsletter informs us that HSE has released new information on weld fume as a hazard to health leading to lung cancer. Gas shielded systems such as MIG and TIG on new, clean metal exhibit the lowest risk. Welding any plated metal, especially galvanised, is especially harmful.

The sheer number and the variety of vehicles that assembled for the 75th D-Day Anniversary celebrations as illustrated in the magazine of the **Military Vehicle Trust** magazine was awe-inspiring.

Congratulations to the **Peel Owner's Club** on winning the Classic and Sports Car 'Best Small Club' award at the NEC Show!

The use of 'Aerotight' nuts in critical applications is strongly recommended in the magazine of the **Pre-1940 Triumph Motor Club**. They can still be found on sites such as www.namrick.co.uk and www.fastenright.com

▶▶▶ The magazine of the **Traditional Car Club of Doncaster** gives us a concise history of the Ford Fiesta. 1.6 million have been sold since its introduction in 1976.

If you have cause to wrestle with an env preselector gearbox the publication of a workshop manual by Peter Meyer will be most welcome. All details in 'Rapier News' courtesy of **The Rapier Register**.

A somewhat brutal technique is outlined in the journal of the **Vincent HRD Owners' Club** journal to correct twisted 'Girdraulic' fork bottom links. It seems to work, however...

The impressive magazine of the **Military Vehicle Trust** reminds us of the 'War and Peace Revival' which will take place at the Hop Farm, Paddock Wood from 28th July to 1st August.

An article in the **6/80 & MO Oxford & Cowley Club** magazine explains the connections between the Hispano aircraft engines of WW1 and the OHC sixes made by Wolseley in the 1950s.

The Journal of the **Riley Motor Club** recommends the 'Bo'ness Revival' on 5th and 6th September as an event well worth your patronage.

We are reminded that the **Triumph Razoredge Owners' Club** rally will be combined with their AGM and will take place at the Avoncroft Museum, Worcestershire, on Sunday 19th July.

Technical jargon run wild... a statement in the newsletter of the **Vintage Horticultural & Garden Machinery Club** to the effect that an engineer was working on 'Aqua-thermal treatment of ceramics, aluminium and steel under a constrained environment' can be translated as 'washing the dishes with hot water under his wife's supervision.'

We are informed that the **Rover Sports Register** 'Classic Car Show' will take place at the Aviation Heritage Centre, East Kirkby, PE23 4DE on Saturday July 4th.

There is an article on the Rover 'T 3' gas turbine car in the **Rover P5 Club** magazine and a rather curious article that claims that a limited number of 'Alvis' continuation models are to be constructed using new-old-stock parts that have been in storage for the last 50 years.

Do you remember our reference to the Ensign Raffle of Routemasters? Well, the Routemaster magazine written by the **Routemaster Association** has tracked them all down for you. There is also a photo reportage of the 159 run on Saturday 7th December which commemorated the last day of 'Routemaster' operations 15 years ago.

The **Pre 1940 Morris Register** 'Morris Monthly' magazine gives us a succinct history of 'Wolseley' prior to its bankruptcy and purchase by William Morris in 1927.

The **National Street Rod Association** magazine gave full coverage to the New Year's Day gathering at Brooklands which seemed to feature EVERYTHING this year.



A member of the **Panther Owners Club** reflects upon all the machines he has owned over the last fifty years and makes the observation that life is like a toilet roll. The nearer you get to the end the faster it goes!

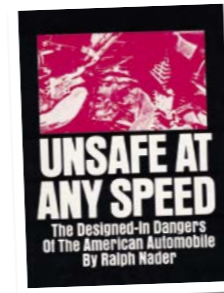
The magazine of the **Austin Healey Club** has a useful article on camshafts.

The **Summer Jaguar Festival 2020** will be at Newby Hall, Harrogate, over the weekend 15th to 17th May.



The **Morris Commercial Club** announces the appearance of the New Morris JE electric van. At an estimated price of £60,000 and a range of 200 miles between charges I fear that it has some way to go before it overtakes the 'transit'.

The magazine of the **Pre 50 American Auto Club** tells of a 60 vehicle hoard that has recently come to light in a barn in Georgia. There is also a revealing article on the Chevrolet 'Corvaire' which rose to fame in 1965 as a result of Ralf Nader's book 'Unsafe at any Speed'.



There is a really good write-up on the Rushmore Hot Rod event which is held on a 58 acre site in Hampshire and run by the Surrey Street Hot Rodders in the magazine of the **Mercedes Benz Club**. Not altogether surprising as the winning car was chosen to be the 1952 SL220 Merc.



The **H.R.G. Association** celebrates 60 years, supporting some 90% of the Company's 241 car production between 1935 and 1966. Less than 30 cars have been lost.

2020 events include a test day at Bicester, also many regional meetings. A souvenir issue of the **Association Gazette** is planned, meanwhile spare parts continue to be supplied to owners worldwide. For more information please visit www.hrgcars.com or contact the Hon. Secretary Murrey Preston via hrga.sec@btconnect.com

2020 sees the 70th birthday of the **Yeovil Car Club**! Congratulations!

The Diamond Jubilee Tour of the **Model T Register** will take place from 6th to 10th September based in Lancashire.

The **Alvis Owner Club** bulletin includes an article submitted by 'BP' on petrol life in vehicle tanks which makes interesting and thought-provoking reading.

The **Naylor Car Club** magazine informs us that their 26th Birthday rally will be at Slaley Hall Hotel, Hexham over the weekend 8th to 11th May.

The **Jowett Car Club** confirms 2020 as being the 70th Anniversary of the Jowett 'Jupiter' and various 'happenings' are (or have been) planned. The 2020 Annual gathering will be in Litchfield over the weekend 5th - 6th September at the Cathedral Hotel. A spring trip to Normandy is being planned - as is a repeat of the 'Jupithlon' which would conclude at the AGM gathering at Litchfield.

2019 saw the Golden Jubilee of the **Sunbeam Talbot Alpine Register**. It also saw the 'Classic & Sports Car' award for the Best Club Website at the NEC Show. Congratulations!

The **A40 Farina Club** is celebrating its 40th Anniversary this year with a reproduction of the Silver Jubilee booklet which included specification details, prices and production figures.

The **Gay Classic Car Group** scooped the top prize at the NEC as 'Club of the Year' and their excellent magazine also featured a double page centre

spread celebrating 60 years of the Mini. There is also a book review - 'Discovering Engineering that Changed the World' by Julian Edgar which featured the first rocket-powered aircraft - the Me 163 'Komet' which, not only was the world's fastest aircraft (in 1941), at 700 mph it relied on fuel that could dissolve the pilot. There are also some thoughts on driving with the left hand and some statistics comparing the experiences of the two which give food for thought. We are also reminded that the 2020 international 'Eurotour' will take place in Bad Breisig in Germany from 29th May to 1st June.

There is a special edition of the **Austin A30/A35 Owners Club** magazine to celebrate the club's Golden Jubilee. Well worth a read.

The **Pre 1940 Morris Register** Diamond Jubilee Rally will be held at Thoresby Park over the weekend 7th to 9th August.

The **Boston Classic Car Club** is this year celebrating its 30th Anniversary and the current Chairman, John Simpson, was founder member number one. Particular celebrations are planned throughout the year and the Club is also moving its popular annual show (to be held on 9th August) to a new and larger venue at Orchard Park Field, Frampton Lane, Hubbert's Bridge PE20 3QU. It will also be extended to include classic Motorcycles and lorries (up to 7.5 tons).

Since its inception the Club members have voted to support a charity each year and to date over £23,000 has been raised for various charities. Last year Lincolnshire Blood Bikes Service (LEBBS) were the nominated charity and on Tuesday 18 February John Simpson presented them with a cheque for the magnificent sum of £3,000.



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