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# FEDERATION OF BRITISH HISTORIC



INSIDE  
Biofuel additives  
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MoT Consultation

## NEWSLETTER No 4, 2010

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"...to uphold the freedom..."

# NEWSLETTER

## No 4, 2010

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### About FBHVC

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

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

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

### Editorial

It is subscription time again for individual supporters and clubs and although it is a very busy time of year for everyone please can you check that your club has paid its dues for the year? At the time of writing we have collected about 80% of the clubs' subs and although this new government has pledged to stop waging war on the motorist we still do need our subscription income to continue our work on behalf of the 250,000 individuals we currently represent. Our members have interests not just in cars and motorcycles but are lorry, bus and coach, agricultural, steam and military vehicle enthusiasts as well and our board can call upon specialists in all these fields as well as in UK and EU legislation and fuel matters. All of this is entirely funded by subscriptions and we really do need your support to enable us to continue.

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*Cover photo: Adrian Shooter's reconstruction of a 1925 Model T Ford rail inspection car used on the Sandy River and Rangeley Lakes Railway in Maine USA. The original is in a railway museum. The model T Ford parts were supplied by Neil Tuckett and the completed vehicle now runs on Adrian's 2ft railway in Oxfordshire. Photo, Michael Ware*

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## UK LEGISLATION

David Hurley

### **‘New’ MOT manual combining classes 3, 4, 5 and 7**

VOSA announced in May that they were launching a consolidated manual as they felt that there were many areas of commonality between these classes and although classes 3, 4 and 7 had been regularly updated, class 5 had not. Looking through this new publication it is really only a format exercise and any alterations are minor ones of layout. Despite the FBHVC bringing to the attention of VOSA inconsistencies between class 5 and 6 braking requirements over the last four to five years, the old method is perpetuated at present. When challenged, VOSA explained the no revisions for class 5 were incorporated as there is a major re-appraisal being undertaken as a result of the UK’s implementation of the 2009 EU Roadworthiness directive. We will continue to monitor progress and continue to press for the imbalance braking effort to be based on maximum readings rather than progressive ones.

Those people who are affected by the above will doubtless know which MoT category their vehicle is. A very brief description of which is which is given below (but please note that this is a much abbreviated description):

classes 1 and 2, motorcycles;

class 3, small three wheeled vehicles;

class 4, includes the vast majority of cars – vehicles with up to eight passenger seats as well as private vehicles with up to 12 seats and larger three-wheeled vehicles;

class 5, private vehicles with more than 13 passenger seats;

class 6, ‘in service’ buses and coaches;

class 7, vehicles over 3,000 kg up to 3,500 kg Design Gross Weight.

Further details can be found on the VOSA website [www.dft.gov.uk/vosa](http://www.dft.gov.uk/vosa)

### **Implementation of Third Driving Licence Directive**

As explained in previous newsletters, the EU was proposing to withdraw existing exemptions for *new* class ‘B’ licence after 2013. As part of a continuing dialogue between FBHVC, Historic Commercial Vehicle Society, National Traction Engine Trust, National Association of Road Transport Museums and the Department for Transport, the

Driving Standards Agency and DVLA, all four of the preservation organisations have submitted lengthy templates which will assist the DfT (et al) to progress our case. We will continue to report progress periodically.

### **All Party Parliamentary Historic Vehicles Group**

The All Party Parliamentary Historic Vehicles Group has reconvened after the election and held its Annual General Meeting at the Palace of Westminster. Lord Montagu was been re-elected as president and Conservative MP for East Yorkshire, Greg Knight, was unopposed as chairman.

Also returning to office was Labour MP Kelvin Hopkins, Luton North, who was elected vice-chairman and John Cryer, a former member of the group who lost his seat in 2005, but returned in 2010, was elected the new treasurer.

The group will continue to have regular meetings with the FBHVC and some officers of the group will be in attendance at Beaulieu to listen to the concerns of Federation members at the Beaulieu Autojumble over the weekend of 11-12 September.

### **Personal Observation**

There appears to be a lull in consultations (at last) probably due to politicians being otherwise occupied in the run up to the election (and sorting out their expenses) and civil servants keeping a traditional low profile during this process. Whether we will see more outsourcing as a result of budget cuts in the funding of Government Agencies (VOSA, DVLA etc) and the DfT itself, only time will tell. One result of outsourcing is often reduced governmental control on fees and more simplified procedures that cater for the majority, to the detriment of minority interests – food for thought!

## FUEL NEWS

### **Consultation on draft regulations which amend the Motor Fuel (Composition and Content) Regulations 1999 to implement European Directive 2009/30/EC with respect to Fuel Quality**

The FBHVC responded to this lengthily titled consultation at the beginning of June thus:

*The FBHVC recognises that major policy directives on fuel quality cannot reasonably be resisted by a minority group whose principle fuel demand is linked to specialty interest activities. Nevertheless*

there are some points which the Federation wishes to establish as part of the consultation process:

i) Petrol containing ethanol is potentially harmful to the fuel systems of the majority of vehicles operated by FBHVC members. The dangers of corrosion and degradation of materials used in the fuel systems of historic vehicles have been highlighted by the CONCAWE organisation. There are no benefits to FBHVC members from the inclusion of ethanol in petrol, and in general, the higher the ethanol content the greater the concerns.

ii) Contrary to the assertion contained in the DfT consultation document that cars with carburettors can be expected to disappear quietly over the next few years, so that by 2013 there will no longer be a problem, the number of historic vehicles covered by the Federation is not expected to reduce over time. The Federation wishes to put on record that it does not accept that problems caused by the enforced inclusion of ethanol in petrol in the UK are not, or will not, be an issue in the future in vehicles it represents.

### **Additives for use with biofuels**

Few problems are anticipated with 'ordinary' road diesel as none have been reported from other countries where the transition to fuel containing bio-diesel has already taken place. The problems likely to be encountered with red diesel have been written about in great detail in the newsletter already (issue 6, 2009) and this information is also available on our website [www.fbhvc.co.uk](http://www.fbhvc.co.uk). Any agricultural diesel users should make sure that they take precautions to avoid storing red diesel for prolonged periods without an additive both in storage tanks and in vehicle fuel tanks and keep all storage tanks scrupulously clean. It should be noted that the use of a biocide to overcome contamination would result in a waste product defined as a biohazard.

Additives are available to protect against the main problems likely to be encountered for petrol and diesel fuelled vehicles (corrosion inhibitors, stability improvers and biocidal products).

A product for use with petrol has been designed to be added to the tank when re-fuelling to prevent degradation in storage in the fuel tank. It provides excellent protection against the possible corrosion through increased acidity which can occur when petrol containing ethanol is stored for any length of time. One bottle should provide a season's

protection – although this is obviously dependent on the vehicle and amount of usage.

A similar product for bio-diesel fuel (e.g. containing rapeseed methyl ester) has also been developed. There is no corrosion issue here but one of fuel filter blockage, injector fouling etc. It is also designed to be dispensed from a plastic bottle (with graduated optic) at refuelling time.

These products exist but do not have a commercial outlet as yet. Any organisation who might be interested in selling these types of product should contact the FBHVC secretary in the first instance. It may also be possible to include lead-replacement additives in the marketing package.

### **Study into material compatibility and carburettor icing**

An investigation had been started by DfT, undertaken by Stephen Wall, Senior Scientist at the Fuels and Lubricants Centre, QinetiQ, based in Farnborough, to investigate the effects of petrol containing up to 10% ethanol. Specifically this will investigate vehicle fuel system material compatibility and carburettor icing as well as other aspects such as drivability issues.

The FBHVC has been invited to submit evidence of problems to this study and we would welcome information from member clubs.

### **EU LEGISLATION**

*(Extract from FIVA's regular update provided by its lobbying service, EPPA)*

#### **Historic Vehicles Group**

The Federation has been working closely with the international organisation, FIVA, and the lobbying organisation, EPPA, to develop an Historic Vehicles Group within the framework of the European parliament similar to the All Party Parliamentary Historic Vehicles Group that operates in the UK. We are very pleased to announce that a group of MEPs with a keen interest in the historic vehicle movement has now been identified and Bernd Lange MEP chaired the inaugural meeting on 6 July 2010 in Strasbourg. Representatives from FIVA and EPPA were invited to address the meeting, including Andrew Burt from the UK who is a senior vice-president of FIVA. Several UK MEPs have expressed interest in this group which will now meet quarterly in Strasbourg.

## **ITS Directive gets closer to final adoption**

The European Council published its Common Position on the ITS Directive in May which confirms that the paragraph recognising that historic vehicles may not be able to operate or operate with IT Systems was approved by Ministers. The paragraph states: ‘Vehicles which are operated mainly for their historical interest and were originally registered and/or type-approved and/or put into service before the entry into force of this Directive and of its implementing measures should not be affected by the rules and procedures laid down in this Directive.

## **European Commission to review Roadworthiness Testing Rules**

The European Commission is finalising the consultation process for its anticipated review of the Roadworthiness Testing Directive. A public consultation is expected to start in July. FIVA will participate in the consultation to ensure that FIVA’s interests are not impacted by any changes proposed by the Commission to the current rules.

## **DVLA**

*Nigel Harrison*

### **Revised DVLA Form**

DVLA have just introduced a revised version of the V55/5 form, which is used for the initial registration of a used vehicle, and so includes historic vehicles. The form has been revised to comply with an EU Directive. The old versions of the form are no longer valid, but for a limited period, the old form will be acceptable for postal applications. Where an application is made via a personal visit to a DVLA Local Office, the new version of the form will be handed over the counter.

The revised V55/5 form and the associated V355/5 explanation sheet are not available for download, but are available at DVLA Local Offices. These offices are only open Monday to Friday, and from personal experience, the queues at my Local Office are shorter during late afternoon. Clubs will need to destroy all stocks of the old form.

The revised form is still a ‘dual sheet’ form; i.e. it produces a carbon copy, but without the carbon paper being visible. The date code of the revised V55/5 form is 2/10.

## **Processing of Registration Applications**

I am still coming across nominated club officials who are not distinguishing correctly between a V765 application and an age-related application.

For an age-related application the two key documents are the ‘dating letter’ produced by the club and the correctly filled in new version V55/5. The Federation’s recommendation is that a club’s normal practice is to inspect the vehicle prior to the production of the dating letter. Guidelines for a club inspectors and a sample inspection form are on the FBHVC website at information/downloads. The club should also carry out a vetting process on how the V55/5 is filled out. Common mistakes to check for are that an old version of the form has been used; the year of manufacture is missing; the engine size is just rounded to the nearest round figure; the form is unsigned.

The V55/5 and dating letter are then returned to the owner. The application can only be made by the owner at the DVLA Local Office, when the vehicle is insured and has an MoT. The owner will also need to provide proof of personal identification in accordance with DVLA leaflet INF148. It is important that the vehicle is presented to DVLA in the same conditions as it was at the club inspection.

DVLA do not do a ‘pre-registration’ service to determine if it is likely to receive a Q plate or an age-related number. The nature of the dating letter and the way in which a vehicle is presented will determine if DVLA allocate either a Q plate or an age-related number, e.g. if the club’s dating letter indicates that the vehicle has a new body, then the vehicle is likely to receive a Q plate.

Claims for an original number are classified as ‘late conversions’ or V765 applications. The key documents are the V765 form, the pre-1983 documentary evidence for the claim, and the revised V55/5 form. Also, the key point is the physical inspection of the vehicle by the club. It is recommended that the inspection report remains in the club files, but elements of detail from the report are used on the covering letter. The covering letter needs to be focused, and we suggest that it should be no longer than one page. From personal experience, it is better for the club to send the completed application to the specialist unit at Swansea. Proof of personal identification by the owner is not required for this type of application.

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## Summary

An age-related application is processed by the DVLA Local Office and only when the vehicle is roadworthy. A claim for an original number is processed by the specialist unit at Swansea, and can take place either when the vehicle is roadworthy, or when it is substantially complete, possibly in its unrestored condition.

## Federation AGM

The subject of the afternoon session is centred around DVLA topics. There will be a developed version of the presentation given at ClubExpo 09 at Gaydon last year, followed by a question and answer session. A more considered reply to a question will be able to be given if the nature of the question is known beforehand and questions can be forwarded to me via the Secretary.

## Buyer Beware

An historic vehicle trader has contacted the Federation indicating that the number of vehicles he is being asked to look at which are 'ringed' is increasing. Ringing of vehicles, i.e. stealing a vehicle and changing the identity by changing the chassis number and registration number to match the details on the registration document, e.g. a V5C, has possibly been around as long as there has been motor vehicles. With some historic vehicles the chassis number is only secured by two self tapping screws, so to the unscrupulous, the highly illegal action of ringing a vehicle is comparatively simple. With some vehicles, the chassis number is also stamped directly onto the chassis or bulkhead, so a comparison between this number, and the number stamped on the chassis plate secured with the self tapping screws can be made. With some models it is only the last few digits that are the same.

Given specific written information on a suspect vehicle, the Federation will pass this on to DVLA for their own investigation. This could result in the registration number being withdrawn and either an age-related or possibly a Q plate being issued. Trading standards could well be interested as well, and it could result in ownership of the vehicle reverting to the insurance company that paid out the insured loss claim, and if the current keeper wants to retain the vehicle, having to buy it back from the insurance company.

When considering buying any vehicle, having knowledge of where the chassis number is directly stamped on the vehicle is useful background information. Confirmation that the chassis number on the V5C and on the vehicle are the same is a basic check. Buyer beware.

## IMPORT TARIFFS

*Jim Whyman*

Anything imported from outside the European Union may be subject to both import duty and VAT. The rates at which these taxes are levied vary according to what the item in question is. Import duty is normally between 2 and 12%, depending on the item being imported, although it is often zero for some essential commodities and can be as much as 75%. VAT is usually at the standard rate (currently 17.5%) but can be zero or, for some special categories, may be levied at an effective rate of 5%. The different categories of goods have been agreed at EU level and are defined in the 'Combined Nomenclature' (CN), which is binding on all EU states. Individual governments have discretion over the actual rates of duty and VAT payable for each category and in UK these rates are set out by in the Revenue and Customs Integrated Tariff of the United Kingdom.

Used motor cars and motor cycles normally fall under CN heading 87.03 which covers 'Passenger cars and other motor vehicles designed for transport of passengers'. The UK import duty for such vehicles is set at 10% with VAT at the standard rate. However, there is also a CN heading 97.05 for collectors' pieces. There is no import duty for items in this category and VAT is levied at 5% and historic motor vehicles may be imported as collectors' pieces if they fulfil certain conditions. These conditions are described in 'Explanatory Notes to the Combined Nomenclature', which, as reported in the June newsletter, were revised towards the end of last year. The current text can be seen on the FBHVC website by follow the link from FAQ/Other topics.

Disputes when an importer and HM Revenue and Customs cannot agree on the appropriate tariff are referred first to a tribunal. If that does not produce a satisfactory resolution, the matter goes to the High Court.



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Newsletter 1/2009 carried a report describing a successful High Court challenge to HM R & C in respect of their refusal to accept that an early 1950s Ford Zephyr convertible was a collectors' item. The case was argued by Matthew Collings QC who had been instructed by Martin Emmison of FBHVC trade supporter solicitors Goodman Derrick LLP.

Now the same team has had a further success, albeit at tribunal level, where they were acting for another trade supporter, JD Classics Holdings Ltd (JDCH). A third trade supporter, Jeremy Barker of CARS UK Ltd, appeared as a witness at the hearing which took place in London on 11 and 12 March. The decision was published on 10 June and is summarised below.

Over a three year period, JDCH had imported some 27 classic cars, mainly Jaguars, under the collectors' item tariff that allows zero import duty and a reduced rate of VAT. In 2008, HMRC informed JDCH of a re-classification of these vehicles as they considered that the cars were not collectors' items, and that therefore import duty and full rate VAT was due. A demand for a substantial six-figure sum soon followed.

After various submissions, HMRC conceded that the collector's item category was appropriate for four vehicles, leaving 23 for which they still demanded full duty and VAT. The tribunal was to hear JDCH's appeal against this re-classification.

The tribunal considered each of the cars in relation to the guidelines that pertained at the time - the Explanatory Notes to the Combined Nomenclature before the recent revision. Paraphrasing, the relevant requirements were that the cars had to:

- possess a certain scarcity value;
- no longer normally be used for their original purpose;
- be the subject of special transactions outside the normal trade in vehicles;
- be of high value; and
- illustrate a significant step (or period) in the evolution of human achievement.

The dispute hinged on the first and last criteria, and the tribunal considered each car individually. In many cases, counsel for HMRC argued that because survival figures of the same model were known to be in the hundreds, it was not appropriate to consider them to have scarcity value, and in most cases he argued that the cars did not illustrate

a significant step in the evolution of human achievement. He commented that HMRC use a rule of thumb that a car could be considered relatively rare if fewer than 100 examples survive.

Mr Collings countered by pointing out that the requirement was for relative rarity ('a certain scarcity value') not an absolute rarity, and that vehicles should be considered in relation to the existence of cars of a particular type, with the presence of 'Special Equipment' placing a car in a separate category to those that were not so equipped.

Counsel for HMRC felt that this was inappropriate and that all cars of a particular make and model should be considered in the same category whatever their detailed specification.

The tribunal decided that the number of examples made, and the number surviving, were not directly relevant. Instead, the correct consideration was whether a car was relatively rare in comparison with other cars of the same generic description. On that basis, the judgment of the tribunal was that all 23 cars possessed the necessary scarcity value.

The arguments whether or not the cars could be deemed to illustrate a 'significant step in the evolution of human achievement' were rather more complex, and made reference to earlier cases. The tribunal felt that previous cases had effectively established that the burden was on HMRC to show that the cars could not be used to illustrate such a step, or period.

The tribunal found that all the cars in question held such 'distinctive and aesthetic features' to link them to specific periods in the past and to be illustrative of them. They thus allowed JDCH's appeal.

This may not be the end of the story, since HMRC has 56 days (which had not expired at the time of writing) in which to lodge an appeal to a higher authority- which they may well do since decisions of tribunals do not set binding precedents.

## **TRADE AND SKILLS**

*Tony Davies*

### **Questionnaire Analysis**

I have now completed the further analysis of the 23 vehicle returns as promised and the full results can be seen on the FBHVC website.

### **Other vehicles etc.**

23 returns (3 Counties V&CCC; Austin Healey Club; Citroen CC; Devon Vintage CC; Fiat Register; Imp Club; Jaguar EC; Karmann Ghia OC; Keighley Bus Museum Trust; Land Rover S2 OC; MG M Group; MGOCC NI; Military Vehicle Trust; Register of Unusual Microcars; Rover P6 Club; Singer OC; Steam Plough Club; Suffolk Vehicle EC; Timebus; Traction OC; West Berks. Classic Vehicle Club; Weymouth Vehicle Preservation Society and 1 individual).

### **Traders**

7 returns (Bill McGrath Ltd.; The Open Road Classic Car Hire and Classic Car Hire World; Classic Car Storage Ltd.; Premier Supply Autoparts; David Brown Classic & Vintage Restorations; Rex Ward Auto Eng. Ltd.; and Spencer Lane-Jones Ltd.).

### **Skills Training**

The next meeting of our working group took place on Monday 5 July.

I will keep you abreast of developments and progress with this project via the Trade and Skills section of our website and future Newsletters.

### **FIVA Trade and Skills initiatives**

The FIVA initiatives for Trade and Skills issues are still moving forward, albeit rather slower than I would like. Some of the initial 10 ANFs (National Federations) involved in the Pilot Scheme have withdrawn due to lack of resources but others are asking to join. I shall be holding a seminar in Brussels in August to try to improve the momentum of this work.

Welcome to the following organisations who have recently joined as trade supporters:

Phoenix Supplies, Hardyman & Sons, Anglo American Oil Co.

### **HERITAGE**

*Ian Edmunds*

Following our contact with the National Trust (reported in the last Newsletter) we now have a list of some 13 properties that are interested in hosting historic vehicle displays. In each case I have circulated details to the clubs in the appropriate areas but unfortunately we do not generally have contact details for local regions of national clubs. A link to an updated copy of this list can be found in 'FBHVC

and Heritage' on the Federation website and I would ask that you draw this to the attention of the relevant people in your club and, where appropriate, to regional organisers.

In other activities we continue to meet representatives from transport heritage groups covering aircraft, railways and ships with the main objective of compiling some overall statistics for the entire transport heritage activity. Also, as briefly mentioned in the last Newsletter, we continue to investigate methods of assessing the impact of historic vehicle events on their local areas. Progress in all these areas will, of course, be reported as it proceeds.

### **EVENT NEWS**

*Colin Francis*

I have been interested in getting a calculator which shows hours and minute (sixtieths) as opposed to decimals for some time. I was told there is no such calculator available but I hear that they will be advertised in the Historic Rally Car Register magazine shortly.

I have returned from competing on the Three Castles rally in North Wales and the Classic Marathon in France. Both were very good events but cater for very different types as well as being different in many ways. The weather in Wales was superb while that in France was miserable! Both events do not use maps so anyone should cope with the navigation except when they use triangles or take you into car parks, but you will not get lost - merely lose a few marks.

The Welsh event attracts many newcomers especially from one make clubs while the Classic Marathon, in its 22nd year, usually attracts more experienced crews. You can do it as your first event but do not expect to be in the top ten.

The Three Castles is run under MSA rules while the Classic Rally Association event is included in the FIA regularity championship. If you are interested go to the FIA website and look under 'championships'. The CRA is also running a new type event called the Mountain Challenge in France from 12 to 17 September. It is not a rally but is based on the scatter principle and is all about going to remote mountain passes or cols and will require some ability in map reading. There is no set route and it starts in Evian les Bains in France and



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finishes in Monte Carlo. More details are available from the CRA website or by phoning 01633/263399.

Note that Drive it Day will run on 17 April next year to prevent it clashing with Easter and there are many events listed on the FIVA website.

## MEMBER ORGANISATIONS

Welcome to the following clubs who have recently joined:

Bristol Owners and Drivers Association  
Spartan Owners Club

## SUBSCRIPTIONS - 'SUB DUE'

At the time of writing (early July), over 83% of club subscriptions and 73% of individual subscriptions had been renewed. Club officers and individuals finding a 'sub due' message on their address label should note that we had no record of receiving a renewal by 19 July. Clubs need to use the proper renewal/declaration form (a copy can be sent on request).

Individuals can renew by sending a cheque or card details to the secretary - the individual rates are £13 for one year or £24 for two.

If the above applies, then this will be the final newsletter sent to you.

## AGM

This will take place on Saturday, 16 October at the Hunt House, Paulerspury near Towcester by kind invitation of the Rolls-Royce Enthusiasts Club and the Sir Henry Royce Memorial Foundation. The secretary must receive items for inclusion on the agenda and nominations for election to the Board in writing at least 42 days in advance of the meeting - that is by 3 September 2010. The formal notice of the meeting appears elsewhere in the newsletter.

Please note that the report and accounts for the period to 31 May 2010, the final agenda and details of catering arrangements will be sent automatically to clubs' nominated contacts in mid-September and to others on request. Tickets for lunch are available at cost price from the secretary.

## Conference

The formal AGM takes place in the morning

and, after a buffet lunch, will be followed by the conference session. The presentation this year will focus on DVLA, following on from the very successful forum held at ClubExpo late last year.

## CLUB NEWS

*David Davies*

Congratulations to the **L E Velo Club**, the organisation that looks after the welfare of the flat-twin engined motorcycles from the Velocette stable, on reaching its diamond Jubilee. Also to the chairman, Colin Roberts, who has edited their club magazine for the last 40 years!

The **Midland Vehicle Preservation Society** magazine has a useful article on how to build a kite and they recommend CP Fasteners for all those nuts and bolts that are vital to our needs - contact them on [www.cpfasteners.com](http://www.cpfasteners.com)

On similar lines, the **Mark Three Cortina Club** has a comprehensive list of suppliers or goods and services in their magazine [www.markthreeownersclub.com](http://www.markthreeownersclub.com)

The cover picture on the **Ariel Owners' Club** magazine is that of a familiar rider in characteristic pose, the late Freddie Frith OBE. What is unusual is the choice of an Ariel Fieldmaster as his mount as a travelling marshal in the 1952 TT.

For those of you seeking perfection in your restoration, there is a display of tool kits as supplied for Austin Sevens in the magazine of the **Scottish Austin Seven Club** and an article on the train services for workers at the Longbridge car plant. There is also an account of a terrifying technique that is seemingly used in Iceland for inflating heavy duty tyres [www.scottishaustinsevenclub.co.uk](http://www.scottishaustinsevenclub.co.uk)

The **Cumbrian Steam and Vintage Vehicle Society** gives us an update on progress on the restoration of the Leyland Clock.

There is a brief history of the Bugatti recovered from an Italian lake that was auction by Bonhams in Paris at Retromobile 2010 in the **Bugatti Owners' Club** magazine, Bugantics. [www.bugatti.co.uk](http://www.bugatti.co.uk)

There is an account of Mini Moke production in Portugal in the magazine of the **Mini Moke Club**

as part of the tribute issue of their magazine to mark the passing of Jim Lambert, whose name is always associated with the Moke.

Staying with vehicles small, there is a useful article in the magazine of the **Fiat 500 Club** on installing hazard warning lights on older vehicles. [www.fiat500club.org.uk](http://www.fiat500club.org.uk)

The **H&H CVC** magazine tells us that in 1909 a law was passed in Nova Scotia prohibiting the use of cars except on Tuesdays and Thursdays with penalties of a two dollar fine or six months imprisonment for failing to comply. (It is to be hoped that our current government does not get wind of this...)

The **Fire Service Preservation Group** tells us of the 75th anniversary of the Massey Shaw, the London Fire Boat and of progress on her restoration in the South Dock Marina, Southwark. [www.masseyshaw.org](http://www.masseyshaw.org)

Some interesting statistics on the numbers of survivors is tabulated in the magazine of the **Ford Anglia 105E Owners Club** magazine [www.fordanglia105eownersclub.co.uk](http://www.fordanglia105eownersclub.co.uk)

There is a review of the biography of Charles Amhurst Villiers, one of the pioneers of supercharging, in the magazine of the **AC Owners' Club**. [www.acownersclub.co.uk](http://www.acownersclub.co.uk)

A tantalising tale of a hoard of old vehicles 'somewhere in the home counties' appears in the magazine of the **Pre-1940 Triumph Owners' Club**, two of the hoard are pre-war Triumphs and so they are of especial interest to the club. [www.pre-1940triumphownersclub.net](http://www.pre-1940triumphownersclub.net)

The cover of the **Association of Singer Car Owner's** journal has a photograph of a fierce-looking HRG, whilst in the magazine is the intelligence that [www.distributordocor.com](http://www.distributordocor.com) offer reconstructive surgery for tired and emotional distributors. There was also a report of the discovery of a repair to an alloy cylinder block in the form of a fibre-glass patch. Any further information on this 'technology' would be welcome. [www.asco.org.uk](http://www.asco.org.uk)

The **Standard Motor Club's** Review contains the final instalment of the account of the 'Round

Britain Pick-up' An odyssey that raised £17,388 for the RNLI – involving some 1914.7 miles and half-a-pint of engine oil and 50 hours of motoring through 47 hours of rain in a 50-year old six hundredweight Standard Pickup. [www.standardmotorclub.org](http://www.standardmotorclub.org)

Flutenews from the **Vauxhall Owners' Club** reminds us that 2010 sees 106 years of Vauxhall and 33 years of the club, plus the centenary of the iconic Prince Henry Vauxhall. There is a fascinating photograph of circa-1948 roof panels in CKD form for export together with some delightful period photographs of Luton and the works and the 1948 Motor Show.

The history of the Bo'ness Hill climb is a feature in Safety Fast, the magazine of the **MG Car Club** which celebrates its 80th birthday this year. [www.mgcc.co.uk](http://www.mgcc.co.uk)

A handsome Australian survivor is depicted on the cover of the **Daimler and Lanchester Owners' Club** magazine. The magazine includes a brief history and the escapades of the first motor car in Northumbria, registration number X 1, a Daimler Wagonette. [www.dloc.org.uk](http://www.dloc.org.uk)

Rosette Recorder from the **Cambridge-Oxford Owners Club** includes a road test of the Morris Marshall a short-lived variant on the A95 for the Australian market. Out of the 369 sold – do any survive?

The magazine of the **Traction Owners' Club** gives us the history of the extraordinary headquarters designed and built in the Fulham Road for the Michelin Company, together with a photograph of some *huge* Michelin 'dolls' tastefully arranged on an early solid-tyred lorry (does this building survive?) [www.traction-owners.co.uk](http://www.traction-owners.co.uk)

A sad tale from the magazine of the **Rover Sports Register**: a 1917 Rover motorcycle, frame number 43939, engine number 7554, has been reported stolen together with a contemporary Rover bicycle. Any information to 01223 290990 please. [www.thersr.co.uk](http://www.thersr.co.uk)

An atmospheric photograph of a Riley in the Derbyshire Trial graces the cover of the **Riley Motor Club's** Record. Inside the magazine is a description of a Bonnick Roadster, a bicycle company that was purchased by William Riley in 1890 - any other survivors? The same magazine

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**ADRIAN FLUX**  
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gives details of the 40th anniversary rally of the Ulster Riley Club to be held on 17-19 September. Details from John Casley: [urc@aovc.co.uk](mailto:urc@aovc.co.uk)

You never know what the next piece of priceless information you will glean from the magazines of member clubs will be. The newsletter of the **Wessex Vehicle Preservation Club** gives us the history of the hot cross bun. [www.wvpc.org.uk](http://www.wvpc.org.uk)

An impressive and weighty tome outlining 40 years of the **TR Register** has crashed on to my desk - a wonderful and highly nostalgic read and is available for £10 including post and packing from [www.tr-register.co.uk](http://www.tr-register.co.uk)

There is an account of one of the world's toughest challenges for old motorcycles in the **Humber Register**. The annual Durban-Johannesburg Rally takes the form of a two-day regularity trial of some 450 miles for motorcycles built before 1937. Two early Humber motorcycles successfully completed the course.

Coventry Spires, the newsletter of the **Hillman Owners' Club** has an article on a magnificent Hillman Grand Tourer 20/70 that survives in Sri Lanka and an unsettling photograph of a citrus yellow 1948 Hillman tourer that has gone to ground in the USA.

There is a tantalisingly brief account, including fascinating photographs, of the Oxford and Cambridge Far Eastern Expedition of 1955 in the **Land Rover Series One Club** magazine and the recreation of one of the participating vehicles together with notice of the intention to repeat the exercise later this year. Have a look at [www.firstoverland.co.uk](http://www.firstoverland.co.uk)

A brief history of the shipbuilding firm of Alley and MacLellan of Glasgow, the company that went on to build the Sentinel steam wagon, is the main feature of the latest issue of the **Sentinel Drivers Club** Transport News. There are believed to be three survivors – one on Lake Ontario in Canada, one at Cairo on the Nile and a third on Lake Malawi in Africa - unless *you* know better!

The bi-annual magazine of the **A30-A35 Owners Club** bids a fond farewell to another iconic scrapyard. It seems that the tidy-minded Swiss decided that Franz Messerli's 'collection' of some 700-plus classic cars in Kaufdorf had to go; more than 500 of these restoration projects realised in excess of 450,000 Swiss francs at

auction. The same magazine has a fascinating series of photographs of vehicles used by the RAC over the years – including a bubble car, naturally, A30s/A35s figure strongly in the miscellany.

The **Norfolk and Norwich Rover Owners Club** Bressingham Rally was deemed a success with 100 cars attending including some rarities. To see more go to [www.norfolkandnorwichroveroc.org.uk](http://www.norfolkandnorwichroveroc.org.uk)

## BEAULIEU AUTOJUMBLE

The Federation will be exhibiting at the Beaulieu Autojumble this year on our usual plot near the Press Tent. The Rt Hon Greg Knight MP will also be attending the show and we also hope to welcome other MPs and MEPs to our stand. Please do come and meet us and ask any questions you may have about historic motoring matters. The show is on 11-12 September at the National Motor Museum, Beaulieu.



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**ANNUAL GENERAL MEETING**  
**16 October 2010**

NOTICE is hereby given that the eleventh Annual General Meeting of the Federation of British Historic Vehicle Clubs Limited will take place in the C S Rolls Wing of the Hunt House, Paulerspury, near Towcester, on Saturday, 16 October 2010, starting at 1100 hours for the following purposes.

1. To receive and consider the report of the directors for the year ended 31 May 2010.
2. To receive and consider the accounts for the year ended 31 May 2010. *[note 1]*
3. Election of Directors. *[note 2]*
4. To consider any other business notified in accordance with the company's Articles of Association. *[note 3]*

By order of the board  
*Rosy Pugh, Secretary*  
20 July 2010

**Notes:**

1. The board has elected to take advantage of the exemption from full audit available to small companies. FBHVC's accounts are prepared by Paul Byrne FCA of Premier Accountancy.
2. FBHVC's Articles of Association specify a maximum of ten Directors. In accordance with Article 14, Directors are normally elected for two year terms, with the Chairman, Deputy Chairman, and two other Directors being elected in even years, and five other Directors being elected in odd years. An exception to the two year term occurs when an election takes place to fill an unexpected vacancy. In these circumstances, the term is for one year (in order to maintain the normal rotation). The election at the 2010 AGM will thus be for the following positions: Chairman, Deputy Chairman, Director responsible for Communications, Director responsible for Budgets, Finance and Planning (all for two year terms) and Director responsible for Heritage Matters (for a one year term).

The retiring Directors may offer themselves for re-election and new candidates are encouraged to stand. All those standing must comply with Article 14.4 which states that unless nominated by the Board, no person may stand unless he has been nominated in writing by a subscriber organisation of which he is a member and has indicated in writing his willingness to serve on the Board. Both the nomination and the confirmation of willingness to serve must be received at the registered office of the Federation not less than 42 days before the date of the meeting - which means 3 September 2010.

3. Only items that have been included on the agenda for the AGM and notified to clubs in advance of the meeting may be discussed during the formal part of the AGM. The board has discretion over the detail agenda, but will consider including additional topics at the request of subscriber organisations provided that any such request is received by the secretary by 3 September 2010.
4. Every member has a statutory right to appoint another person as his proxy to exercise all his rights to attend and to speak and vote at a meeting of the company.
5. The report and accounts for the period to 31 May 2010, the final agenda and details of catering arrangements will be sent to club main contacts in mid-September and to others on request.

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