



“... to uphold the freedom ...”

# FEDERATION OF BRITISH HISTORIC



INSIDE  
New V5C  
Ethanol in petrol  
AGM and Conference

## NEWSLETTER No 5, 2010

[www.fbhvc.co.uk](http://www.fbhvc.co.uk)



# FBHVC Insurance Scheme

The Federation and Aston Scott Ltd can offer bespoke insurance products specifically tailored for vehicle clubs. **These products are exclusively available to FBHVC members** and can cater for all their insurance needs.

**Aston Scott Ltd** was selected by the Federation due to our expertise and knowledge. We have placed the emphasis on providing a market leading product, at a competitive price, combined with excellent service.

Aston Scott Ltd are also able to offer competitive quotations for classic motor traders and all types of business insurances

## Standard Covers:

- £5,000,000 Public Liability
- £250,000 Libel & Slander
- £750 Club Property\*
- £200 Money\*

\*These limits can be increased

## Optional Covers:

- Products Liability
  - Regalia Only
  - Full Cover
  - Exports to the USA
- Employers Liability
- Professional Indemnity

## The policy covers all normal club activities such as:

- Social events
- Meetings
- Organising of shows/displays
- Participation in events organised by other clubs

However cover can not be provided for the organization of, or the participation in any racing activity.

If you wish to obtain a quotation, or you simply want some more information please contact one of the people below who will be happy to assist:

**Ed McDermid**  
edmcdermaid@astonscott.com

**Chris Liddle**  
chrisliddle@astonscott.com

**t: 01483 899490**  
**www.astonscott.com**





# NEWSLETTER

## No 5, 2010

President: **Lord Montagu of Beaulieu**

Chairman: **Chris Cunnington**

Editor: **Rosy Pugh**

Secretary: **Rosy Pugh**

*All correspondence to the secretary at the registered office*

*Registered office: Stonewold, Berrick Salome*

*Wallingford, Oxfordshire OX10 6JR*

*Telephone & Fax: 01865 400845*

*Email: [secretary@fbhvc.co.uk](mailto:secretary@fbhvc.co.uk)*

---

### About FBHVC

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

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

There are 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

I must first apologise for the gremlins that crept into our system and led me to provide the incorrect caption for the cover photo on the last edition of the newsletter. It should have read: *The c 1875 Grenville steam carriage, out of use by 1898, later given to Bristol City Museum who restored it to working order in 1977. It's now on display at the National Motor Museum at Beaulieu.*

This newsletter goes to press just after the International Autojumble at Beaulieu where we were delighted to meet some of our member organisations. The Federation will also be at the NEC in November and at Club Expo at Gaydon in December. Before that it is our own AGM and Conference on 16 October which has the DVLA as the theme this year. Details of how to apply for tickets can be found elsewhere in the newsletter and we look forward to welcoming you to Paulerspury for what we hope will be a lively day of discussion.

### Contents

---

UK Legislation	2	Import Tariffs	10
Fuel News	4	Events	12
EU legislation	7	Club News	12
DVLA	8	AGM and Conference	

---

*Cover photo: The Festival of 1000 Bikes grasstrack demonstration shows Stu Towner (No. 13, 1930 Rudge) and Pete Welch (No. 37, 1929 Rudge).*

Subscriber clubs and organisations may reproduce the text of items from this newsletter in their own publications provided that credit is given to FBHVC. Photographs and cartoons may be reproduced only with specific permission. Those wishing to reproduce items can receive the text by email to simplify production if they wish. Please ask the secretary at [secretary@fbhvc.co.uk](mailto:secretary@fbhvc.co.uk)

## UK LEGISLATION

*David Hurley*

VOSA is undertaking an internal review triggered by both EU proposed revisions to MoT testing and the anticipated autumn budget cuts (although as a government agency they are theoretically self-funded by fees). Ian Edmunds and I have identified several areas which we will be raising with both VOSA and Department for Transport so that the interests of historic vehicle owners are put into the melting pot before policies become too entrenched. Some elements will also be raised with members of All Party Parliamentary Historic Vehicles Group at our regular meeting in September and amplified at our board meeting at Beaulieu over the weekend of the Autojumble, to which the chairman of APPHVG, Greg Knight, has been invited as well as John Cryer, Lord Steel, and Malcolm Harbour who is a member of the EU Historic Vehicles Group. Along parallel lines we intend to make representations (via FIVA) to the EU commission.

## DVLA

Nigel Harrison's report follows later in the newsletter, but I would like to make a couple of points here.

It is hoped to have a DVLA representative attending the conference on 16 October. At the time of writing this is not confirmed nor is the identity and field of knowledge of this representative. The DVLA is a large organisation with many specialist teams and questions from the floor may be outside the speaker's experience. By all means ask questions, but be prepared to accept that a detailed answer may not be given on the day.

The second point relates to the growing practice of registration numbers being removed from our vehicles. I know that many enthusiasts abhor this, and the FBHVC have raised this with DVLA several times in an effort to allow owners to elect to have their V5 marked 'non-transferable'. The DVLA have always maintained that this will require primary legislation – something that they are rarely allocated (or so we are told). I am pleased that included in the AGM itself is a

discussion topic submitted by Bob Wilkinson on behalf of the Ford Y & C Model Register which I hope will generate a lively discussion.

## Review of Waste Policies

This is not a formal consultation but Defra are requesting views from interested parties. This is the response we have submitted:

*We are aware that the End of Life Vehicle Directive 2003/53/EC excludes historic vehicles from its scope:*

[Recital] (10) Vintage vehicles, meaning historic vehicles or vehicles of value to collectors or intended for museums, kept in a proper and environmentally sound manner, either ready for use or stripped into parts, are not covered by the definition of waste laid down by Directive 75/442/EEC and do not fall within the scope of this Directive.

*However, we believe that regulators need to consider the extent to which the existing regulatory framework for handling vehicle waste (primarily designed to protect the environment from pollution) may have the effect of discouraging the recycling of vehicle components at the personal and small business level.*

*We fully support the government's commitment to work towards a 'zero waste' economy and our members would support the statement in the Terms of Reference that 'one man's waste is another's resource'. Many of our members rely on second hand components to keep their vehicles running and in good order. More would like to be able to do so if such parts could be obtained before the vehicles to which they were originally attached get crushed, but the waste regulations make it impossible for small businesses to dismantle vehicles. At the same time, the kind of careful dismantling that is necessary if parts are to be re-used is generally uneconomical for the authorised vehicle dismantlers. The result is that usable vehicle 'waste' is denied to the individuals for whom it would be a valuable resource. Instead, this waste can only be recycled by the energy intensive processes used for recovering materials from scrap.*



# LANCASTER INSURANCE

## Classic Car Insurance



Ask us about:

- ✓ Agreed Valuation
- ✓ Limited Mileage Discount
- ✓ Multi-Car Policies
- ✓ Car Club Member Discount

Policy benefits, features and discounts offered may vary between insurance schemes or cover selected and are subject to underwriting acceptance.

We will  
endeavour to  
beat any  
competitors'  
quotes

For a great deal on Classic Car Insurance call:

# 01480 484848

[www.lancasterinsurance.co.uk/fbh](http://www.lancasterinsurance.co.uk/fbh)

Monday - Friday 8am - 7.30pm, Saturday 9am - 4.00pm

Calls may be recorded for monitoring and training purposes.

Lancaster Insurance Services Ltd is authorised and regulated by the Financial Services Authority.

FBH-V1-1010



**LANCASTER  
INSURANCE**

## FUEL NEWS

In the December 2009 issue of the newsletter we published a table of materials compatible with bio-diesel and diesel blends which was taken from a

CONCAWE report. CONCAWE is the (mainly oil industry) association based in Belgium. We now have details of materials which have been found to be compatible with petrol containing ethanol, summarised in the table.

### Recommendations for Materials Considered for Use in Ethanol and Ethanol/ Gasoline Blend Applications

Material	Recommended	Not Recommended
<b>Metals</b>	Carbon steel with post-weld heat treatment of carbon steel piping and internal lining of carbon steel tanks Stainless steel Bronze Aluminium	Zinc and galvanised materials Brass Copper Lead/tin coated steel Aluminium (may be an issue for E100)
<b>Elastomers</b>	Buna-N (hoses & gaskets) Fluorel Fluorosilicone Neoprene (hoses & gaskets) Polysulfide rubber Viton	Buna-N (seals only) Neoprene (seals only) Urethane rubber Acrylonitrile-butadiene hoses Polybutene terephthalate
<b>Polymers</b>	Acetal Polypropylene Polyethylene Teflon Fibreglass-reinforced plastic	Polyurethane Polymers containing alcohol groups (such as alcohol based pipe dope) Nylon 66 Fibreglass-reinforced polyester and epoxy resins Shellac
<b>Others</b>	Paper Leather	Cork

This list is not comprehensive and the quality of the material must be appropriate for the intended application. It is strongly advised that the manufacturers of these products are consulted before ethanol or ethanol/gasoline blends are introduced.

#### Additives for use with biofuels

In the last issue of the newsletter we reported that an additive has been developed, designed to be added to the tank when refuelling, to prevent degradation of the fuel in the tank. We appealed

for companies interested in selling these products to come forward, and we are delighted to report that three organisations have made contact and have been introduced to the manufacturers of the product.



# Classic Status Report

## *Classic Car Inspections*

---

CSR is the only UK-wide network of classic car inspectors that only uses established classic specialists and restorers.

The 175- point check covers all vehicle aspects and is designed for all types of historic car.

We offer very good rates to our inspectors, provide all paperwork and free advertising.

We can also offer superb discounts to affiliated club members and sponsor events.

Call or email to find out more.  
0845 5396639 (local call cost)  
mail@classicstatusreport.com

[www.classicstatusreport.com](http://www.classicstatusreport.com)



CSR(UK) Ltd, Unit 1 Pinewood Park,  
Salisbury, SP5 4LH (New address).

## INTRODUCING

# www.peterbestinsurance.co.uk

## YOUR **ONLINE** TOOLBOX

*Celebrating 25 Years  
of Insuring Classics*



*Best Prices!  
Best Service!*

- Various Annual Mileage Options
- Includes Full Cover throughout Europe
- **Free** Breakdown & Recovery within UK & Europe
- Cover Available for NI Residents
- Multi-Vehicle Discounts
- Discounts for Club Membership
- **Free** Agreed Value
- Laid-Up Cover
- **No Excess** on windscreen/glass repair or replacement
- **Free** Glass Etching
- Salvage Retention Option
- Immediate Cover if paid by Credit/Debit Card
- Household Scheme available with Car Parts/Accessories Cover with a **10% Discount** for Existing Policyholders
- Friendly, Polite & Personal Service

Driver age restrictions apply. Terms and conditions apply.

For The Best Classic Car Insurance Call **01621 840400**

**Tel: 01621 840400**  
or Tel: 01376 574046

The Farriers, Bull Lane  
Maldon, Essex CM9 4QB

Authorised and Regulated by the Financial Services Authority



Peter Best Insurance  
25 Years of Quality Service

19 85 **PBIS**  
PETER BEST INSURANCE

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

We have received some information from our member clubs and we have passed this on to Stephen Wall at QinetiQ who, as reported in the last issue, is investigating the effects on our vehicles from petrol containing up to 10% ethanol for the DfT. Thank you to everyone who has taken the time to report their evidence.

## **Fibreglass fuel tanks**

We have been contacted by a number of motorcycle clubs, and in particular the Greeves Riders Association, whose members have been experiencing problems with fibreglass fuel tanks on their machines thought to be caused by using biofuel. We are currently investigating this and would certainly welcome more information from members.

One suggestion that has been received concerns the use of a tank sealant to protect the fibreglass. Great care must be taken using tank sealants, of course, as it is known that they are not all compatible with ethanol in petrol. We are certainly not advocating that anyone does try this, but we would be very interested to know if anyone has already had first-hand experience of using such a product in their fuel tank to combat this problem.

## **EU LEGISLATION**

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

### **Inaugural meeting of the European Parliament Historic Vehicle Group**

As reported last month, the inaugural meeting of the European Parliament Historic Vehicle Group meeting took place in Strasbourg on 6 July, chaired by Bernd Lange MEP. It was suggested that the Group should meet with FIVA four times per year and that in addition, a vehicle-related event could be organised to enable FIVA to provide a more visible demonstration of vehicle heritage for MEPs. The first working session of the Group has been scheduled to take place in Strasbourg on 19 October. To date MEPs Mario Borghezio (I), Alain Cadec (F), Wim van de Camp (NL), Gaston Franco (F), Jean-Paul Gauzes (F), Malcolm Harbour (UK), Philippe Juvin (F), Brian Simpson (UK), Robert Sturdy and Guy Verhofstadt (B) have expressed their interest in the Group.

## **ITS Directive is adopted with positive provision on HVs**

The EU institutions formally adopted the ITS Framework Directive in July. The adopted text includes the paragraph in the Recitals recognising that historic vehicles may not, and therefore should not, be expected to be able to operate with IT Systems:

*'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'.*

The objective of this paragraph, which was included in the Directive by the European Parliament following dialogue with FIVA – and then accepted by the European Council and European Commission, is to ensure that any retro-fitting ITS measures proposed under the Framework Directive in the future do not cause problems for historic vehicle owners.

## **Commission consults public on Roadworthiness Testing**

The European Commission has published its consultation for its planned review of the Roadworthiness Testing Directive. FIVA will make a submission, but the consultation is being managed on the internet and is open to general public – it can be found at: [http://ec.europa.eu/transport/road\\_safety/take-part/public-consultations/pti\\_en.htm](http://ec.europa.eu/transport/road_safety/take-part/public-consultations/pti_en.htm).

The consultation comprises a series of questions with yes/no tick answers, and many are not directly relevant for FIVA. However, there is scope for comments to also be added – notably under the final question on 'Policy Option'. FIVA's response will include a statement noting that the existing Directive allows member states to apply different conditions for historic vehicles, that FIVA supports this provision, that it is implemented differently in member states but is generally to the benefit of historic vehicle users. FIVA will however make the point that the definition of a historic vehicle in the exemption article of the Directive should be amended so that it is consistent with FIVA's definition of a historic vehicle. FIVA will also note that if the EU intends to extend the scope of the Directive to motorcycles; historic motorcycles

should logically be treated by member states as historic vehicles. FIVA will also note that this principle applies equally to historic commercial vehicles.

## DVLA

Nigel Harrison

**The Vehicle Registration Certificate (V5C) is changing**

For more information and advice on buying a used vehicle go to [www.direct.gov.uk/buyer beware](http://www.direct.gov.uk/buyer beware)

**Both documents are valid**

An executive agency of the Department for Transport

DVLA are now issuing a new style V5C, which has a red front page. The most significant change is that the 'self scrapping' tick box has now been removed.

The standard practice of the scrapping a vehicle is to take it to an Authorised Treatment Facility (ATF) and a Certificate of Destruction (CoD) is issued. Some vehicles won't be processed in a standard manner. I quote from the DirectGov website: "If you're not given a CoD or your vehicle is not being destroyed, then you should complete the V5C/3 'Notification of sale or transfer [to a motor trader, insurer or dismantler]' section of your vehicle registration certificate (V5C), and send it to DVLA, Swansea, SA99 1BD. You should get a letter confirming that you're no longer responsible for the vehicle. If you don't

get this letter within four weeks, phone 0300 790 6802 for further advice. Text phone users can phone 0300 123 1279.

*If you have broken up the vehicle yourself, you must either continue to tax it or tell the DVLA that you are keeping it off the public road. You can do this by making a SORN (Statutory Off Road Notification). You will need to make a SORN every year until you have taken it to an ATF, or told DVLA that you no longer have it."*

This means that anyone keeping the vehicle but breaking it for parts etc, should make a SORN declaration to let DVLA know that the vehicle is being kept unlicensed and off the road.

DVLA have indicated that if the scrapping box is ticked on the old style V5C, a letter will be issued about taking the vehicle to an AFT and obtaining a CoD. A disposal will be set on the record to take the vehicle out of the keeper's name. If the V5C/3 is completed to notify disposal, the former keeper will just receive an acknowledgement letter.

The new V5C will now be issued whenever a change to a vehicle record is received (e.g. change of keeper). From next July a gradual rollout to everyone else will start, so that when you tax or SORN your vehicle it will trigger the issue of a new V5C. Anyone with the existing blue version of the V5C need not do anything, as both types of V5C are still valid. For more information on the V5C and the DVLA Buyer Beware consumer protection initiative are at [www.direct.gov.uk/buyer beware](http://www.direct.gov.uk/buyer beware)

At this point, rather than just commenting on the clerical activities associated with the scrapping of a vehicle, it might be worthwhile quoting from the Environment Agency Position Statement on the physical aspects in this area. Unfortunately the EA lump together the restoring of a classic vehicle in the same breath as stock car racing.

*"Some people enjoy restoring classic cars and other vehicles as a hobby. If an enthusiast acquires a vehicle for restoration we would not normally regard the activity as a waste management operation. Obviously, they must store the vehicle appropriately (somewhere where they are entitled to store it), dispose of unwanted fluids and damaged parts responsibly and not cause pollution.*



For YOUR CLUB Members  
FBHVC Approved Insurance Scheme For  
**VINTAGE, CLASSIC & HISTORICAL VEHICLES**



*RH Specialist Insurance in association with the FBHVC has designed a comprehensive package of affordable insurances for YOUR club members' vehicles. We at RH have had vast experience in the insurance of historic vehicles and have represented many of the UK's most prestigious clubs over the past 30 years. It is with great pride that we offer YOUR members the opportunity to support FBHVC initiative by taking advantage of this facility.*

## **Scheme Benefits Include:**

- **Salvage Cover:** The policyholder retains the automatic right to the vehicles salvage in the event of total loss on any insured vehicle over 20 years old in addition to the full sum insured pay out.
- **Breakdown & Recovery:** All policies include roadside assistance and recovery in both the UK and Europe (this cover is not available on commercial vehicles over 2-5 ton).
- **Agreed Values:** Available on all vehicles without additional cost.
- **Uninsured Losses & Legal Expenses:** Cover up to £50,000.
- **Unlimited Windscreen Cover:** Nationwide replacement service (subject to £50 excess).
- **Personal Accident Cover:** Up to £5,000 while travelling in any vehicle.
- **Collectors Policies:** We offer exceptional premium and terms for multi vehicle policies designed to suit the individual requirements of the insured.

RH Specialist Insurance Division

FREEPOST, Library House, New Road, Brentwood, Essex, CM14 4ZP

Fax: **01277 206519** Email: [rh@equitygroup.co.uk](mailto:rh@equitygroup.co.uk) Web: [rhclassicinsurance.co.uk](http://rhclassicinsurance.co.uk)

RH Specialist Insurance is a trading style of Willis Limited, a Lloyd's broker authorised and regulated by the Financial Services Authority.

No commission is paid to FBHVC or any other organisation as a result of this scheme.

**Ask your members to phone 01277 206 911 for an instant Quote**

*If, however, several vehicles are brought onto a site to strip them for parts for sale, to repair/restore another vehicle (e.g. for stock car racing) or a mixture of the two, this is more akin to a 'vehicle breaking' operation. These sites need to be regulated. If the vehicles have already been depolluted at an AFT, then the site can be under a chargeable 'paragraph 45' exemption. If the vehicles haven't been depolluted at an ATF, then an appropriate environmental permit is needed; the site will need to become an ATF and Issue CoDs to the owners of the un-depolluted vehicle accepted."*

The Federation will be seeking clarification on these points with DVLA and EA.

### **New V55/5 Form**

In the last Newsletter I indicated that new version of the V55/5 form was being introduced, and suggested that a club's V765 scheme signatory would need to obtain stocks of this, and the associated V355/5 guide to filling in that form. Both are only available from a DVLA office. Compared to the previous version, the new V355/5 guide is actually quite useful. For example, one of the new fields on the V55/5 is 'Manufacturer', and the guide indicates that the owner should leave this box blank. However, 'Make' does need to be filled in. Similarly many fields indicate, 'take this information from the Certificate of Conformity'. Seeing that historic vehicles predate this concept, then it is reasonable to leave those boxes blank, unless an alternative source of information is indicated.

### **Press Article on Declaring SORN**

There has been some comment in the classic motoring press about owners that have been in dispute with DVLA regarding their SORN declarations. In Newsletter No 6, 2009, I explained the problem relating to declaring SORN on a newly acquired vehicle, and a solution was given. (Past copies of Newsletter can be downloaded from the Federation website.) In the motoring press article, where it was possible to identify the vehicles, they were all post-1972 and vehicle excise duty would be payable, unless SORN was declared. There are always two sides to every story, and there is very often more to a case than initially meets the eye. As with all dealings with any government agency, it pays to read correspondence closely, and react in an appropriate manner, and keep copies of all

correspondence. The Federation is due to have one of its regular meetings with DVLA shortly, and the subject of how SORN is enforced will be suggested as a topic for discussion.

### **Researching a Registered Vehicle**

One of the options when considering acquiring a vehicle is to look at the website: [www.vehiclelicence.gov.uk](http://www.vehiclelicence.gov.uk), then key in the registration number, vehicle make and basic details of the vehicle (excluding, any owner information, chassis or engine numbers). Details of this website have been given in a previous Newsletter. However, this system can only give a positive result if the vehicle maker, as recorded by DVLA, is known. For example with one of my own vehicles, a Morris Minor with the registration number KAS 753, DVLA have recorded the vehicle maker as Morris Minor, (as distinct from Morris) so in a search using 'Morris' the vehicle licence website will bring up a nil result. DVLA have indicated that they want to retain registration number and maker in the search criteria.

Where you get a nil result, it is possible to investigate further by going to [www.rac.co.uk](http://www.rac.co.uk) and click on the link to 'Car Checks and Inspections'. Then go for a 'Car Data Check' and click 'Go'. Select 'Buy 1 Check' and key in the registration number and very basic information comes up on that registration number, including the all important vehicle maker as recorded by DVLA. There is no requirement to progress through to the actual 'buying' stage.

Finally, armed with the registration number and the maker, go to [www.vehiclelicence.gov.uk](http://www.vehiclelicence.gov.uk) and then do a vehicle check.

### **IMPORT TARIFFS**

As a postscript to the article in the last newsletter Martin Emmison at Goodman Derrick LLP reports that HMRC solicitors do not intend to appeal the Tribunal's decision of 10 June, which is good news for trade and private importers.

Jeremy Barker of CARS UK Ltd now reports a noticeable change in the attitude of HMRC to applications for Binding Tariff Information for 97.03 treatment - in other words HMRC are letting more historic cars into the UK under the 5% tax regime.



## Leading the Way...

Our 30 years as a leading insurer for Classic, Veteran, Vintage and Modern Cars, Motorcycles and Specialist Vehicles enable us to provide an unrivalled service with cover to suit your specific requirements at the most competitive premiums.

Peter James and David Bird, fellow Directors steeped in the classic vehicle movement were among the first to introduce Agreed Value, Multi-Vehicle, Limited Mileage, Breakdown Recovery and Motor Legal Expenses as standard.

### Contact Us First For Your Quotation

We are the enthusiast's  
Insurance Broker -  
and we're always  
here to help.

**PETER JAMES** INSURANCE

772 Hagley Road West, Oldbury, West Midlands B68 0PJ

Telephone: **0121 506 6040** Email: [info@peterjamesinsurance.co.uk](mailto:info@peterjamesinsurance.co.uk)

[www.peterjamesinsurance.co.uk](http://www.peterjamesinsurance.co.uk)

## MEMBER ORGANISATIONS

Welcome to the Reliant Owners Club who have just joined the Federation

Welcome to Jepson & Co Ltd who have just joined as trade supporters.

## EVENTS

*Colin Francis*

The Monte Carlo Historique is a retrospective run of the famous Monte Carlo rallies of former years. In 2011 it will run from various starting points, including Barcelona and Warsaw as well as Glasgow, to Monte Carlo. If one is to do it one needs to enter very shortly. See the ACM website for more details. It is very popular event so you need to act quickly. It is not a cheap event and costs €4000 but if you have never experienced the run into Monte Carlo and the Cote D'Azur it is something the modern classic car enthusiast should not miss.

This is one event where winning or doing well is unimportant. Merely getting to Monte Carlo and the atmosphere at the finish should be enough. The entry fee also provides three nights' accommodation in Monaco and a gala dinner in the Principality, which is a magnificent experience. Bear in mind the event is run in the winter and calls for map reading unless one spends a few weeks going over the route beforehand. That is allowed, and necessary, to do well but is expensive and time consuming. If one is to do well it also requires some ability in regularity driving. Car reliability is paramount and a companion who can map read and understand the regulations is also important.

I have just returned from being the FIVA steward on the SLS Classic in Holland. (Scheveningen-Luxembourg-Scheveningen). It is the oldest surviving event in Holland having started in 1952 and is an international event as it runs into four different countries. The entrants nearly all come from Holland and there were just four others, two from the UK and two from Belgium. There are two categories, Sporting and Tourist, both of which require intensive map reading and interpretation but neither require a very fast car. I can send a copy of one or more of the 20 or so route books to anyone interested in going next year. Contact the secretary and she will pass on your request to

me. You can get more information about the event next August from the FIVA or event website. I will suggest to the organisers that they may get more crews from the UK to experience this style of event if they provide some sort of incentive now that the pound is almost the same as the euro. For example they may make arrangements for the channel crossing and a night's accommodation at the beginning and end of the event.

The first day of the event went to Ostend through a flat, watery, but beautiful and very interesting part of the Netherlands, south west of Rotterdam, called Zeeland. We then went to Luxembourg and stayed in the centre of that city before returning to Holland via Vaals, where we stayed and dined, in a castle complex. Finally one should see the ceiling of the Kurhaus in Scheveningen where the final prize giving dinner was held.

If one wants to experience different cultures this is a very easy place to get to, even if doing well in the competition is beyond ones capabilities. Who knows but the organisers may organise a competition within the competition for people from the UK. I may even suggest that to them

## CLUB NEWS

*David Davies*

Fishtail, the magazine of the **Velocette Owners' Club**, informs us that 139.001 mph has been recorded by Stuart Hooper in Australia making this the world's fastest Velocette. [www.velocetteowners.com](http://www.velocetteowners.com)

The **Cornwall Vintage Vehicle Society** gives us chapter and verse on Elastic Band Racers – a potential pastime for a club's winter meetings? [www.cvvs.freuk.com](http://www.cvvs.freuk.com)

Congratulations to the **Sunbeam Talbot Darracq Register** who have just celebrated their diamond jubilee. [www.stdregister.org.uk](http://www.stdregister.org.uk)

The **Model 'T' Ford Register of GB** is 50 years old this year, congratulations! The formation of the register came about as a direct result of Lord Montagu summoning a gathering of Model Ts at Beaulieu in September 1959. [www.modeltregister.co.uk](http://www.modeltregister.co.uk)

# KELSEY PUBLISHING GROUP

Trade supporters of FBHVC, serving the heritage enthusiast



For details of these and other motoring/tractor Kelsey magazines  
Tel: 01959 541444 Email: [info@kelsey.co.uk](mailto:info@kelsey.co.uk) Website: [www.kelsey.co.uk](http://www.kelsey.co.uk)

# Classic Insurance

for your loved one



Don't pay more than you have to for quality insurance cover.  
At Adrian Flux we have great insurance deals for club members.  
What's more, we offer excellent service and competitive prices too.

## Our policies can offer:

- limited mileage policies
- club discount
- large discounts for collections
- agreed value cover
- laid up cover for projects
- modified classics
- **FREE LEGAL COVER**

Quoteline Hours:  
Mon to Fri 9.00am - 7.00pm  
Sat 9.00am - 4.00pm  
email: [quotes@adrianflux.co.uk](mailto:quotes@adrianflux.co.uk)

Freephone  
**0800 089 0035**

[www.adrianflux.co.uk](http://www.adrianflux.co.uk)



Authorised and Regulated by the Financial Services Authority



**ADRIAN FLUX**  
modern approach, traditional values

The **Ariel Owners' Motor Cycle Club** magazine regales us with some photographs of motorcycle trials from the heroic era when flat caps and unfiltered cigarettes were essential adjuncts to success. Such gems can be found in the book *British Trials Motorcycles*. [www.arielownersmcc.co.uk](http://www.arielownersmcc.co.uk)

The **Dormobile Owners Club** Digest tells us that the VW camper, so beloved by surfers, has celebrated its Diamond Jubilee.

The **Norfolk Military Vehicle Group** has brief histories of the war records of some of the iconic names in American films –which you might find quite surprising. [www.nmvg.org.uk](http://www.nmvg.org.uk)

The **Rover Sports Register** brings us the sad news of an enthusiast being fatally injured when his car fell on him whilst he was working on it. This has prompted the magazine to prepare a timely article on personal safety when working on one's vehicle. [www.thersr.co.uk](http://www.thersr.co.uk)

The **Humber Register** recount the tale of one member's trials and tribulations with the DVLA

caused, apparently, by the computers reluctance to accept the name 'Humber' and to accept a chassis number with less than 8 digits. [www.thehumberregister.org.uk](http://www.thehumberregister.org.uk)

Tailwagger, the newsletter of the **Allard Owners Club**, has a brief but informative mini-biography of Sydney Allard written by the inimitable Dennis May. There is also a mention of one of the immutable laws of mechanical repairs: 'After your hands become coated with grease, your nose will begin to itch and you will have this irresistible need to go to the toilet'. Another edition of the same publication mentions the rebirth of motor sport at Crystal Palace.

Floating Power, the magazine of the **Traction Owners' Club** tells us all about the Michelin maps and guidebooks. As an aside, several readers have most kindly contacted us to tell us that the Michelin building does survive as an up-market restaurant.

The **Rochdale Owners' Club** magazine gives us a glimpse of the techniques involved in the production of GRP body shells in the heroic era.

The 2010 **TR Register** International Weekend at Malvern hosted a remarkable line-up of ex-works Triumphs from 1954 to 1980 and some 20 of the people associated with these cars. This was just one small part of the club's 40th anniversary celebrations over the year.



There is a reference to fuel line failures in Driving Member, the magazine of the **Daimler and Lanchester Owners' Club**. Could this failure of a stainless steel braided hose – clearly marked as suitable for petrol – be another victim of the ethanol plague? The same magazine carries an account of the restoration of Winston Churchill's Daimler.

The **Chester Vintage Enthusiast's Club** newsletter has a useful table listing the Lucas wire standard colour codes.

**The Citroen Car Club's** Citroenian reminds us that 2010 is the 40th anniversary of the introduction of the GS and GSA Citroens.

The **NECPWA** magazine treats us to an abbreviated history of the genesis of the Ford Cortina. There is also a photograph of a very large constable in a very small pedal car which was scheduled to participate in the British pedal car GP on 11 July.

The **Imp Club** magazine tells us that the Rootes archive is relocating to the Cherwell Business Park in Banbury.

I'm not sure that I want to believe this, but it is not in an April issue, the **Triumph Sporting Owners' Club** magazine outlines details of an airless see-through tyre under development by Michelin in the USA.

The **London Douglas Motor Cycle Club** magazine brings us the sad news that the Douglas factory in Bristol is due for demolition but that the office block, which bears the commemorative plaque, will be spared to be converted into ten flats.

The **Austin Counties Car Club** has some 'Monthèry Memories' from the sole survivor of the A90 escapades prior to the Indianapolis record attempt – with personal allowances of £4 per day - such parsimony would not be accepted today!

The Land-Rover **Series 2 Club** tells us that the very first production Mk 2 Land-Rover is still out there, fit and well, and in New Zealand. The same magazine suggests a methodology for the conversion to an alternator with some timely warnings: never disconnect an alternator whilst the engine is running; never disconnect the battery while the engine is running; disconnect the alternator *and* the battery before doing any electric

welding on the vehicle; keep the fan belt at the correct tension, don't over tighten it.

The Jaguar Enthusiast, from the **Jaguar Enthusiasts Club**, celebrates the diamond jubilee of the Mark VII saloon with a brief but informative model history [www.jec.org.uk](http://www.jec.org.uk)

Congratulations to the **AJS and Matchless Owners' Club** who picked up two first class awards for their display at the Stafford Show as part of the AJS centenary year celebrations.

I don't suppose that you knew that the Foden five-ton wagons of the Home Brewery company had capstan pulleys on the kerbside end of the crankshaft to be used with a thick rope to safely raise, or lower, to and from the pub cellars the very large beer barrels that were usual in Nottingham in the early years of the 20th century – well, if you read the magazine of the **National Traction Engine Trust**, you will!

It's never too early to be thinking about appropriate gifts for Christmas (or is it?) The **Transport Trust** magazine has a favourable review of Malcolm Root's Transport Paintings: ISBN 1 84114 221 2.

The magazine of the **Morris Minor Owners' Club** has a useful article on the SU carburettor and some interesting statistics on Morris Minor survival rates.

There is a reference to a 12,000 miles odyssey involving a Model Y van in 1934 which travelled from Alexandria, in Egypt, via Stockholm to Gibraltar in Transverse Torque, the magazine of the **Ford Y and C Register**. We are also reminded of the existence of the Ford of Britain film archive. In the run-up to the Ford of Britain centenary in 2011 some of the shorter films are being shown on YouTube. The film archive is now held by the National Motor Museum at Beaulieu. To view a selection go to [www.youtube.com/fordheritage](http://www.youtube.com/fordheritage)

The **Cavalier and Chevette Club** Newsletter makes the very valid point that when VAT was temporarily reduced to 15% the Chancellor added 2% to fuel duties to offset the reduction in the taxes collected from motorists. Now that VAT has been raised to 17.5% once more, the hidden tax has not been removed.

# Club Exclusive Ticket Deal!

"Advance Offer" Book today- Save £'s & beat the queues!



**Club Single £15.00**

Quote code CLUBS10

**Club Family £34.50**

Quote code CLUBF10

**Book by phone or web now...**

Sponsored by



Official partner



In association with



*The place to share your passion for cars*

# 12 13 14 NOV

[www.necclassicmotorshow.com](http://www.necclassicmotorshow.com)

Book online or call the ticket hotline **0871 230 1088**

Organised by



Classic Motor Show tickets also allow FREE entry into The Classic Bike Show AND the MPH Show (excludes Top Gear Live Theatre). Offer applies to Sat 13th/Sun 14th November 2010 only. Club Single ticket offer limited to 2 tickets per member. Club Family ticket admits 2 adults and up to 3 children (5-16yrs) and is limited to one family ticket per member. Club Single tickets save £5.00 off the Sat/Sun door price. Club Family tickets save up to £37.00 off the Sat/ Sun door price compared to buying individually! Offer applies to advance bookings only. Hand your special ticket stub in to your club on their stand at the show and your club can earn £1.00 commission! See website for all information. All bookings are subject to a single transaction fee. All information is correct at time of publishing.

**Club Triumph's** magazine has an interesting article on how to make your own torque wrench tester. There is a feature on the Spitfire which reminds us that of the first 100,000 Spitfires, nearly 76,000 were exported and includes details of some of the car's competition successes.

The quarterly newsletter of the **Allard Owners' Club** tells you how to test your brake fluid for moisture content using a digital volt meter. [www.allardownersclub.org](http://www.allardownersclub.org)

The **Bullnose Morris Club** magazine has an interesting article on magnetos and the timing of magnetos.

For those of you so inclined the 'Original Mini Cooper and Cooper 'S' Restorer's Guide' is recommended by the **Mini Cooper Register**. The self-same magazine brings to our attention the Haynes publication, 'Mini, The Definitive History' by Jon Pressnell.

The Journal of the **Steam Car Club of GB** has a brief article on a terrifying contraption designed and built by Neville Grenville and George Jackson Churchward, who was to rise to fame as the CME of the GWR. It was built in 1875 and used until 1897. Acquired by a Major Allen in 1939, it has been restored to working order. [www.steamcar.net](http://www.steamcar.net)

The **Vincent Owners' Club** magazine includes an obituary for Eddie Stevens – who wrote the Vincent owners' bible 'Know thy Beast', which is now in its fourth edition.

The impressive magazine of the **Military Vehicle Trust** brings us the news of the passing of Tony

Budge – the most indefatigable collector of military hardware anywhere.

The Sphinx, from the **Armstrong Siddeley Owners Club** gives away the secrets of the harmonic bumper bars of the 1930s.

The **Alvis Register** Bulletin has a detailed description of the extraordinary 1926 straight-eight engine and transmission. How many, if any, survive I wonder?

There is an account of a round Australia expedition with a 1966 Austin Westminster and caravan in the magazine of the **Vanden Plas Owners' Club** which is celebrating its 30th anniversary this year.

There is a brief history of oils in the magazine of the **Classic & Historic Motor Club** [www.candhmotorclub.co.uk](http://www.candhmotorclub.co.uk)

Congratulations to the **Fairthorpe Sports Car Club** on its Golden Jubilee this year.

The magazine of the **AC Owners Club** has a thoughtful article by the club's registrar on 'Continuous History' and 'What is a Car?' [www.acownersclub.co.uk](http://www.acownersclub.co.uk)

The **British Austin Society** has published a ladies edition of its magazine - will other clubs follow?

**Alfa Romeo Owners Club Giulia 105 Register's** annual gathering was held at Ickworth House near Bury St Edmunds in June and was a supporting attraction for the AROC East Anglian Alfa Day. A strong turnout of 105 Bertone coupes, Spiders and Giulia saloons helped to bolster the attendance.



## BEAULIEU INTERNATIONAL AUTOJUMBLE

On the eve of the International Autojumble at Beaulieu the Federation hosted an informal dinner attended by our president, Lord Montagu, and politicians Lord Steel (a vice-president of Federation), Greg Knight and John Cryer of the All Party Parliamentary Historic Vehicles Group, and Malcolm Harbour, an MEP and member of the EU Historic Vehicles Group.

The exhibition stand on the Autojumble site was visited by a number of member clubs throughout the weekend and was a focal point for the visiting MPs, all of whom have an active interest in historic vehicles. Over the weekend MPs and FBHVC board members were available to answer members' questions at the stand – queries ranged from DVLA matters to how to cope with ethanol in fuel.



*From left to right Malcolm Harbour MEP, Greg Knight MP, John Cryer MP and Lord Steel with Lord Montagu (seated).*

*The FBHVC exhibition stand at Beaulieu International Autojumble*



## Federation of British Historic Vehicle Clubs Limited

Company Limited by Guarantee

Registered Number: 3842316 (England & Wales)

### ELEVENTH ANNUAL GENERAL MEETING

The eleventh Annual General Meeting of the Federation of British Historic Vehicle Clubs Limited will take place at 1100 in the C S Rolls Wing of the Hunt House, Paulerspury, near Towcester, on Saturday, 16 October 2010 for the following purposes:

1. To consider and approve the minutes of the Annual General Meeting held on Saturday, 17 October 2009 as made available to members in November 2009. *[Copies available on request]*
2. To receive the Financial Statements for the year ending 31 May 2010.
3. Election of Directors. *[See note below]*
4. To receive the Report of the Directors.
5. Discussion point. *[See note below]*  
That the FBHVC member clubs and all associates adopt advertising policies to reduce the trade in cherished registrations from historic vehicles. *Ford Y and C Register*

By order of the board  
*Rosy Pugh, Company Secretary*

*Nominations for directors to fill the posts of chairman, deputy chairman, heritage and finance and planning were required by 3 September 2010.*

*A discussion point is not a resolution that requires a formal vote but is an item that a member club wishes the meeting to consider and discuss.*

### CONFERENCE

Saturday, 16 October 2010, 2 pm

*Chairman*  
**David Davies**

*Speakers*  
**DVLA**  
TBA

**Nigel Harrison, FBHVC DVLA Liaison Officer**  
The V765 Scheme

**Annice Collett, Vintage Motor Cycle Club**  
Registering Motorcycles

### COST AND REFRESHMENTS

**Attendance only** tickets are free to delegates from FBHVC subscriber clubs and to FBHVC supporters but are £5 to others. **Attendance & Refreshment** tickets include morning coffee, buffet lunch and afternoon tea and are available at **£18.00** each to delegates from FBHVC subscriber clubs and to FBHVC supporters but are £21.00 to others.

Tickets should be ordered from FBHVC secretary by **Friday, 8 October**. Please send an SAE to: Stonewold, Berrick Salome, Wallingford OX10 6JR. E-mail: [secretary@fbhvc.co.uk](mailto:secretary@fbhvc.co.uk) Payment may be by cheque payable to FBHVC or by card.

If paying by card, please quote expiry date and security number, and (for Maestro cards) start date and/or issue number. We are now unable to process card payments without the three-digit security number.

# Classic oils, lubricants, greases, fuel additives & more! Expert recommendations and delivery to your door.

Quality Engine oils - Gear oils - Brake fluids  
Transmission fluids - Coolants - Greases  
Spark plugs - Polishes - Cleaning & detailing



Expertise . Choice . Value



**MEMBERS  
GET 15%  
DISCOUNT**

All members of FBHVC clubs get 10% discount by quoting the FBHVC discount when you call, or by choosing FBHVC as your club when registering on our web site. Plus get a special additional 5% discount with voucher code FBHVCOFFER at the checkout!

- Free, expert advice and recommendations, whatever you drive
- Wide selection of oils, lubricants, fluids, greases and fuel additives from 9 major oil brands
- Maintenance aerosols, polishes, cleaning and detailing products
- Competitive prices and FBHVC club discounts
- Nationwide delivery to your door via courier



OPIE OILS

The Fuel Depot  
Cardew Industrial Est.  
Redruth. TR15 1SS

sales@opieoils.co.uk

ORDER ONLINE OR CALL US FOR RECOMMENDATIONS AND SALES

**01209 215164**  
**www.opieoils.co.uk**





*Studio*



*Printing*



*Mailing*

# Specialist Printers for Classic Car Clubs

*Printers of Historic and Classic Car  
publications for over 40 years.*

*All work undertaken by our team of  
enthusiastic and experienced experts.*

*Full in house facilities include membership  
management, design, layout, printing,  
binding and mailing.*

*For an enthusiastic response and a  
competitive quote, whether for short run  
digital or medium to long run litho please  
call us for all your club requirements.*



**THE LAVENHAM PRESS**

**47 Water Street, Lavenham, Suffolk, CO10 9RN**  
**Tel: 01787 247436 – [bill@lavenhamgroup.co.uk](mailto:bill@lavenhamgroup.co.uk)**  
**[www.lavenhampress.co.uk](http://www.lavenhampress.co.uk)**

