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FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS



INSIDE
Towing,
Biofuels,
Heritage Open Days,
AGM Report

NEWSLETTER No 6, 2009

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NEWSLETTER

No 6, 2009

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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 or sent on application to the secretary.

Editorial

The autumn is always a busy time with our AGM, the FIVA general assembly, the NEC Classic Car Show and the usual round of committee meetings. That does also mean that it is a chance to meet members face to face, rather than communicate by email or phone call, and that is always a pleasure. We welcomed 71 organisation to our AGM this October – not a record but a very creditable number.

We are very sorry to have lost two of our board members in November as both Chris Hunt Cooke and Eri Heilijgers have resigned. The good news is that two very able directors have been co-opted to fill the vacancies until the next AGM. Our new chairman is Chris Cunnington and Ian Edmunds (also deputy chairman of the legislation committee) fills the heritage director vacancy. The board would like to thank those clubs that submitted candidates in response to the announcement at the AGM and the notice on our website.

As this is the last newsletter of the year on behalf of the board we wish all our members a very merry Christmas and a happy New Year's motoring.

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Cover photo: This delightful Vauxhall, seen at the AGM in the car park Rolls Royce Enthusiasts Club in Paulerspury was the focus of much interest during the lunch break.

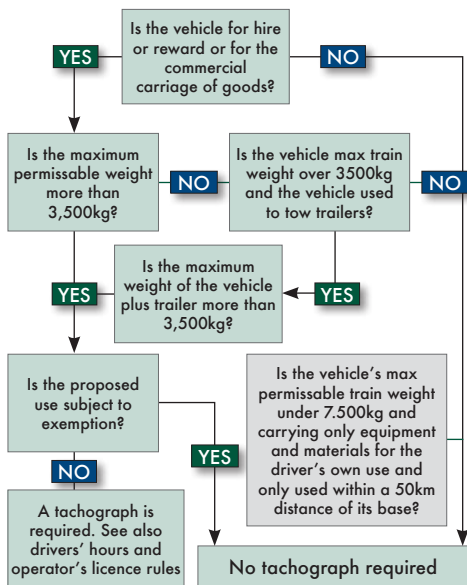
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LEGISLATION

David Hurley

Tachographs and Towing

Further to the piece in the last newsletter, I would recommend viewing the website of the National Trailer and Towing Association (www.ntta.co.uk). The site should be essential reading for people who tow anything. By kind permission of the NTTA we reproduce from the site a flow chart for tachographs and trailers. Please note that this is based on their (and our) understanding of the law and is not a definitive legal document.



Consultation on regulations to control the sale and installation of replacement tyres on motor vehicles

All new vehicles registered on or after 4 February 2005 had to be fitted with tyres which conformed to EU Directive 2001/43/EC; this measure was enacted to reduce tyre noise. The intention is that replacement tyres will from 2010 or 2011 have to conform to that standard. However the following exemptions will apply:

1. Retreaded and part-worn tyres irrespective of size.
2. Temporary use spare tyres.
3. Tyres with a speed rating below 80km/h.
4. Tyres designed only to be fitted to pre-1980 vehicles.

For the purposes of this legislation trailers are deemed to be vehicles.

Our Old Vehicle Park

It has always been difficult to ascertain just how many vehicles we collectively maintain. In the FBHVC survey some years ago we relied on the return of questionnaires and some club records, but we were conscious that this would result in, at best, an approximation. It is important for the Legislation Committee to have facts and figures when discussing issues with legislators and therefore commissioned some 'Anonymous Data' from one of the five IT providers who pay the DVLA for access to the DVLA database. (We are not permitted to go directly to DVLA.)

Since the majority of clients use data for marketing purposes and are only interested in modern vehicles the initial data supplied did not pick up the defunct/older makes, the figures did not ring true when Nigel Harrison and I read them. We raised our concerns and as a result the second run seems to be more meaningful. (Certainly the provider learnt a lot about data on cars 110 years old!) Once we have sorted out a few outstanding issues I will report further. **Please do not request info from us at this stage.**

Continuous insurance

Just after the last newsletter went to press, there was a sudden flurry of enquiries following media reports about new measures to enforce motor insurance regulations. The reports were triggered by a press announcement issued by the Department for Transport to coincide with the publication of their analysis of the responses to the consultation on a 'Scheme of Continuous Enforcement of Motor Insurance' (see *Newsletter 2/2009*).

There has been a series of consultations on this topic, going back several years. The underlying proposal is to undertake regular comparison between the DVLA database of vehicles that are licensed for road use and the motor insurers' database (MID) of vehicles that are insured. The comparison would identify vehicles that appear only on the former, and keepers of those vehicles would then become liable to penalty, whether or not the vehicle concerned was actually in use. Legislation to make this possible was contained in Section 22 of the Road Safety Act of 2006, allowing the Secretary of State to make appropriate regulations for the application of the new law and to decide when it should start. The latest consultation was concerned with the detail of those regulations.

Typically, some of the media reports caused needless anxiety for some whose vehicles were licensed, but temporarily out of use and uninsured, by suggesting this was some new idea and hinting that the new system was already in operation. A closer look at the press announcement would have shown the journalists responsible that DfT expects the new enforcement regime to come into force in the 'next financial year'.

At present, it is only illegal to use, or keep, an uninsured vehicle on the road - provided it is off the road, it doesn't matter whether it is insured or not. However, once the new regulations come into force, and Section 22 of the Road Safety Act of 2006 commences, it *will* be an offence to keep an uninsured vehicle unless it is SORNed (or has been off the road since before the SORN system began in January 1998).

FBHVC supports the principle of this scheme as it believes it will reduce the number of uninsured vehicles on the roads. The obvious caveat is the risk that a properly insured vehicle may not show up on the MID for some reason, such as being one of many vehicles on a multi-vehicle policy. Owners can check that their vehicles appear on the insurance database by checking at www.askmid.com - and we recommend that everyone should make that basic check shortly after each insurance renewal.

FUEL NEWS

Matthew Vincent

Fuel Changes Update

A further Stakeholders' Meeting took place in October at the Department for Transport (DfT) in London. Following the meeting an information leaflet was issued to help those who may be affected to prepare for the proposed fuel changes. The document presented below is still in draft form, but is unlikely to change much further. A summary of the most important aspects is given after the document.

Changes in the Pipeline

Do you use gas oil ('red diesel')?

If so, there are changes which you need to know about:

- Gas oil for off-road equipment will be sulphur free by January 2011.

- This is needed by cleaner engines fitted in new off-road equipment which will be made to meet stringent new EU emission standards.
- These standards will improve air quality and reduce adverse health and environmental effects.
- Sulphur free gas oil is also likely to contain up to 7% biodiesel content.
- The majority of existing equipment should not have any problems with the new fuel but a few precautions are recommended.
- Affected equipment will include tractors, other agricultural equipment such as combines, construction plant, forklifts, portable generators and boats, but fuel for stationary and heating applications may also be affected.

Off-Road Equipment

If you own off-road equipment it is recommended that you:

- Examine fuel systems following the switch to the new fuel and ensure that any seals or pipes found to be leaking are replaced.
- If you are having older machinery serviced, replace fuel seals and pipes as a precaution.
- Replace fuel filters after the first two to three tankfuls of the new fuel.

Fuel Storage

If you have gas oil storage tanks it is recommended that you:

- Remove all water from the tanks and conduct monthly checks so that they remain free of water.
- Tanks that don't already have drain points for removing water are likely to need modification.
- Examine sight gauges on older fuel storage tanks for signs of leakage and replace any leaking seals.
- If you are having tanks serviced before you receive the new fuel it would be advisable to replace fuel seals as a, one-off, precautionary exercise.
- Replace fuel filters after two to three deliveries/turnover of the new fuel.
- Ensure the content of tanks is turned over every six months or in any event no less often than every 12 months to help prevent blockage of filters.

Stationary Equipment

- Gas oil for heating, stationary equipment is not required to be sulphur free.
- However, some fuel suppliers may supply you with sulphur free gas oil for these applications

as well, in which case the above precautions will be equally applicable.

Marine Fuel

- Gas oil sold for inland shipping and recreational craft when used on inland waterways is required to be sulphur free.
- However, gas oil for sea-going marine use is not required to be sulphur free. It is not anticipated that suppliers of marine fuel will switch to sulphur free, but you may wish to confirm this with your supplier.

Further Guidance

- Let your fuel supplier know what purpose you need the fuel for. They should supply you a fuel that is fit for purpose and be able to advise you of the sulphur and biofuel content of the fuel.
- Further advice is available on the Department's website at www.dft.gov.uk

Summary of the DfT leaflet

Key points for Federation members:

1. Fuel changes are to 'red diesel' for off-road equipment: historic trucks and buses already use low sulphur fuels, although could be affected by inclusion of bio-diesel components.

2. Check seals for leaks, both on fuel systems on machines and also on storage tanks.
3. Maintain good housekeeping in storage tanks (i.e. drain any existing water from storage tanks and keep them clean, so that only dry fuel is stored).
4. Reduce fuel storage periods, ideally to a maximum of six months.
5. Check and replace fuel filters after the change to the new fuel.
6. The new fuel will be in place by 1 January 2011, with phase-in starting during 2010.

If you are replacing seals, it is best to use a material which is fully compatible with the new fuel. The (mainly oil industry) association, CONCAWE, has conducted tests of materials compatibility, and expects to issue a formal report shortly. The following draft table extracted from the report was issued at the Stakeholders' Meeting. It covers blends of diesel fuel containing bio-derived components. The most universally recognised compatible seal (elastomer) material is known by the trade name 'Viton®'. Other seal materials e.g. Nylon, Teflon® and Fluorocarbon are also recommended for use with the new fuel.

Material compatibilities with bio-diesel and diesel blends.

Material	Recommended	Not recommended
Metals	Carbon steel Stainless steel Aluminium	Brass Copper Lead Tin Zinc
Elastomers	Fluorocarbon Nylon Teflon® Viton®	Nitrile rubber Buna rubber Neoprene Chloroprene Natural rubber Hypalon Styrene-Butadiene rubber Butadiene rubber
Polymers	Carbon filled acetal	Polyethylene Polypropylene Polyurethane Polyvinylchloride
Others	Fibreglass	



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CONCAWE comment: This list is not comprehensive and the quality of the material must be appropriate for the intended application.

Ethanol in Petrol

Discussion also took place about ethanol in petrol. Concerns expressed by Federation members have been raised, in respect of fuel system corrosion and also high fuel volatility, which has been causing operational difficulties. The oil industry position is based on a safety concern over reduction of volatility. The validity of the safety concern was questioned and is now being checked by DfT, but it seems unlikely that there will be a reduction in fuel volatility other than a small correction to reflect the blending of ethanol into the fuel.

It is confirmed that Shell V-Power petrol is currently guaranteed not to contain ethanol. It is not an exchange product, being unique to Shell, so is under their close control, unlike most other fuels sold at filling stations. Thus for the time being, members wishing to avoid petrol containing ethanol can buy this product, which also has the advantage of being widely available.

The issue of corrosion concerns with petrol containing ethanol is being pursued further, but at present there is nothing more to report.

Lead replacement additives

Testing for suitable lead replacement additives took place prior to the withdrawal of leaded fuel in 2000. Since that date only very small quantities of leaded petrol have been permitted to be sold for historic vehicles by licensed garages who are members of the FBHVC.

The Federation originally tested 12 products to assess their performance in protecting against valve seat recession using identical test procedures on a Rover A-series engine. The results were conclusive and showed clear differences in performance between the various products tested. Those products that did pass the test were allowed to carry the FBHVC logo and the words: *‘endorsed by the FBHVC’* or: *‘This product has been subjected to a valve seat recession test by an independent test house on behalf of the FBHVC. The results of the test indicate that the level of valve seat protection is likely to be adequate for all normal driving, but not including racing or other exceptionally arduous uses.’*

Since then a number of these products have been withdrawn from sale but the following are still available:

Millers VSP-Plus

Red Line Lead Substitute

Castrol Valvemaster and Castrol Valvemaster Plus

Each of these products has a different active ingredient and it is recommended that these products are not mixed in the petrol tank, in other words, choose one product and stay with it.

Tetraboost, which contains tetraethyl lead is, of course, also available from a number of stockists.

DVLA

Nigel Harrison

Registration of historic vehicles

The DVLA leaflet INF 26, *Guidelines for the Registration of Rebuilt or Radically Altered Vehicles and Kitcars*, gives definitions for ‘Radically Altered Vehicles’ and ‘Reconstructed Classics’ and allocates a point score to the various major components of the vehicle. The chassis or monocoque bodyshell scores five points; suspension, both axles, transmission, and steering assembly all score two points each; the engine scores one point. If an already registered vehicle is radically altered then, provided it scores more than eight points, it may retain its original registration number. For a vehicle with a separate chassis, the body is not scored by the points system, so a new body should not affect the retention of the registration number.

However, for a vehicle where either there is no documentary evidence to claim the original number, or if the original number is unknown, then an age related number should be allocated assuming the criterion of ‘Reconstructed Classics’ is met. The definition is: *‘Vehicles comprising genuine period components of the same specifications, all over 25 years old, will be assigned an age-related registration mark. The appropriate vehicle enthusiasts club must confirm the authenticity of the components’*. I had assumed until now, that the period components were the major mechanical components in the radically altered points system. However, it appears that this may not strictly be the case. The consequence of this is that the installation of a new body prior to registration could mean that

the vehicle is allocated a 'Q' plate. The principle is for *'genuine period components of the same specifications, all over 25 years old'* should be used. It therefore follows that the vehicle should be registered with its existing *'over 25 years old'* body still in place provided, of course, that it can meet the MoT requirements. Only when the vehicle is registered, should a body replacement be contemplated.

This particular case came to light because the owner passed to DVLA a receipt for what could be interpreted as being a new body. There has been another case where the DVLA local office has required that form V627/1, entitled *'Built Up Vehicle Inspection Report'* is completed. This form requests receipts for replacement parts. It is perfectly understandable that if DVLA are given information they will take it into account when assessing the vehicle. The moral of this story is that if it is an age-related application, careful consideration needs to be given to how a vehicle and its documents, including the covering dating letter/certificate, are presented to a DVLA local office.

Declaring SORN on a newly acquired vehicle

SORN (Statutory Off Road Notification) is only applicable to a vehicle whose licence disc expired on, or after, 31 January 1998. If you have just acquired a vehicle that is subject to SORN, a recent case has indicated that the on-line SORN system should not be used to declare the initial SORN under your new ownership. This is because of the way in which the SORN legislation, and on-line SORN system works. If a vehicle is being taxed, then it is perfectly normal for the new owner to take over the unexpired period of tax. However, the SORN period starts at the beginning of a month, and then stops when there is a change in ownership. The online SORN system can only start a period of SORN at the start of the month, and then stops that SORN when the ownership changes.

SORN cannot be made online within the month of registering as keeper.

If you have acquired a vehicle, and you are going to declare SORN, as well as filling in the V5C to register the change of ownership, (or V62 if V5/V5C was missing) it is essential that you fill in a V890, (SORN form) as well. The V890 SORN form is available for download on line from www.direct.gov.uk, or should be available from a main

Post Office. Staple these forms together, and send to DVLA Swansea, SA99 1AR. I would suggest that it is always wise to make copies of these forms before sending them off.

You should receive written confirmation of the SORN declaration within four weeks. If no acknowledgement letter is received then the DVLA instructions are that you must contact Customer Enquiries Group on 0870 240 0010 immediately.

In summary, new keepers should make a SORN declaration via the paper based SORN V890 application form.

FBHVC BOARD

At the Federation's AGM on 17 October Chris Hunt Cooke announced that increasing responsibility as chairman of the Magistrates' Association's Road Traffic Committee meant that he had found it difficult to devote enough time to the Federation and had therefore, reluctantly, decided to stand down from the board with immediate effect. His considerable experience in the administration of motoring law will not be lost to FBHVC as Chris will continue to serve as a member of FBHVC's legislation committee.

Shortly after the AGM Eri Heilijgers also submitted his resignation as director for heritage matters.

FBHVC's articles of association allow the board to co-opt new members to fill vacancies occurring between elections and to appoint a chairman from amongst their number. Anyone so co-opted and/or appointed has to stand for formal election at the next available AGM. The deputy chairman, David Davies, assumed the chairman's responsibilities until the board meeting on 15 November.

As a result of an appeal at the AGM and on the Federation's website two candidates came forward and at that November meeting two new board members were co-opted, Ian Edmunds as director for heritage and Chris Cunningham who was subsequently elected by the board as the new chairman.

The new board wish to sincerely thank both Chris Hunt Cooke and Eri Heilijgers for the considerable amount of time and effort that they have put in working for the Federation.

Ian Edmunds

Ian is a retired motor industry engineer who has been actively involved with the Federation for over 15 years, albeit with a short break due to work pressures. He joined the General Committee (as it then was) to represent motorcycle interests and assisted with the running of the early conferences. He later combined this with being the original chairman of the Legislation and Fuels Committee. In this role he oversaw the successful testing program for lead replacement additives prior to the phasing out of leaded petrol. Currently he is the deputy chairman of the Legislation Committee. He is the custodian of six historic vehicles and a member of a similar number of subscriber clubs.



(L to R) Vice president Derek Grossmark and Ian Edmunds]



(L to R) Newly elected chairman Chris Cunningham and Andrew Burt

Chris Cunningham

Chris has been involved with the TR Register for many years both at local level and on their management committee. He had a great deal of experience of working with large companies and in local government. He has been exhibition manager then general manager of the TR Register and is currently TR Register chairman. He has also regularly chaired the Triumph Forum, a meeting of all UK Triumph clubs, as well as representing the UK at international Triumph club meetings.

FIVA GENERAL ASSEMBLY



Horst Brüning, FIVA President, standing between Greg Stropes, president of the Historic Vehicle Association in the USA and Guian Zong President of the Classic Vehicle Union of China.

Delegates from 57 countries gathered at the end of October in Turin to attend the FIVA Commissions' meetings and the General Assembly.

A major part of the event was the election of four new member countries: the USA, Canada, China and Morocco. OKAC from Cyprus also joined, thus contributing to the historic transformation of FIVA from a largely regional association, focused on Europe, to a truly international organisation.

On the political side, FIVA has reinforced its legislative action this year to ensure that 'yesterday's vehicles can use tomorrow's roads' and successfully lobbied the European Parliament to include an amendment to its Intelligent Transport System (ITS) Directive, exempting historic vehicles, defined as over 30 years of age, from carrying on-board electronic devices which were both impossible to install and would have affected their authenticity.

An Environmental Guide was validated by the General Assembly, reminding historic vehicle owners of techniques and behaviour required to reduce emissions. This document will be available in all member countries of FIVA during 2010.

Other proposals were also adopted, for example, the FIVA new Technical Code 2010 and the automatic on-line processing of FIVA ID Card applications.

It was a very positive meeting but there was also a word of caution from FIVA's President Horst Brüning: all enthusiasts must remain aware of the threats our movement still faces, especially in the areas of road safety and environmental protection.



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The UK is well represented on the FIVA board: Colin Francis is a vice-chairman of the Events Commission; Tony Davies is Director for Trade and Skills; David Hurley a member of the Legislation Commission; Andrew Burt was re-elected as senior vice-president. In addition two new faces were elected from the UK at the meeting: Andrew Steers as a member of the Motorcycle Commission and Paul Loveridge replaced Alan Putt as vice-chairman of the Technical Commission.

Andrew Steers has been a member of the British Two Stroke Club for over 20 years and of the VMCC for five years. As well as jointly owning 13 motorcycles with his wife, he has interests in all forms of transport and has a number of historic cars as well. He is an active motorcyclist, travelling all over Europe to take part in events.

Paul Loveridge began a family run garage business in Gloucestershire with his wife in 1980 and has over 40 years experience in the motor trade. He has been involved with motorsport for over 35 years as a competitor, organiser and latterly a licensed technical official. He has been a member of the Historic Rally Car Register for over 15 years being chairman for over three of those and is the current chairman of the Welsh Association of Motor Clubs.

Alan Putt, who retired just before the Turin meeting, was sincerely thanked for his many years of service by all members of the Technical Commission and the FBHVC is very fortunate that he is happy to continue to offer us his help and vast experience as necessary in the future.

TRADE AND SKILLS

Tony Davies

Our 2009 AGM is now over together with the Trade and Skills seminar that took place during the afternoon. The seminar discussions focussed on the following key questions: what do our members require from the trade; can the trade provide it; is skills retention an issue; are some skills endangered; from where do we get skills training; provincial training establishments versus a national academy; how can skills training be funded?

During the seminar Sandy Hamilton of the Morris Minor Owners Club highlighted the plight of owners seeking replacement parts manufactured to adequate standards; Mike Williams (Beaufort Restorations) explained the problems facing restorers and service providers with respect to finding, and funding the training of, new recruits; and Paul Hawkins from CES UK Ltd. outlined the issues that we will need to address when seeking and providing training for new talent.

Recently questionnaires have been sent out to all our trade supporters, member clubs and museums seeking their opinions on services required and provided. To date I have received 22 replies from clubs and museums and Jim Whyman has received seven from traders. When a few more have been received I will do some analysis and report the general pictures of key requirements and service provision problems. Hence can I encourage those of you who haven't yet completed your questionnaires to do so and return them either to me or to Jim as appropriate.

We have been disappointed that our efforts to encourage those who earn their living from the historic vehicle movement to become more involved with our work - helping us to help them - has met with such muted response as we still have fewer than 10% of the 4,200 traders we have identified as trade supporter members. So we very much need your help as clubs to spread the word and encourage your chosen service providers to join us. I would like to see us increase that proportion to 25% of traders becoming trade supporter members by the end of March 2010. So please do all you can to encourage those trades people you use for your maintenance and restoration to join us.

Welcome to the following companies who have signed up as supporters:

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MEMBER ORGANISATIONS

Welcome to the following clubs who have recently joined:

Wales Endurance Rally Association
Yamaha FS1-E Owners Club
North Cheshire Classic Car Club
DeLorean Owners Club

AGM AND CONFERENCE

We welcomed over 90 delegates from 71 different organisations to the AGM held once again at the Rolls Royce Enthusiasts Club premises at Paulerspury. It is a delightful venue and the FBHVC are once again very grateful to the Sir Henry Royce Memorial Foundation and to the club for allowing us to hold the meeting there at no cost to the Federation.

It was at the AGM that Chris Hunt Cooke announced that he was standing down as chairman (reported in full elsewhere in these pages) and vice-president Derek Grossmark presented him with a gift as a token of appreciation for his work for the Federation.



Derek Grossmark (r) presents outgoing chairman Chris Hunt Cooke with his gift

David Hurley expanded on his written legislation report by summing up the FBHVC's stance on the scrappage scheme, printed in full in the last edition of the newsletter, and also on the research the Federation is doing to enable the restoration of the rolling exemption date for vehicle excise duty. Andrew Burt provided the latest news from FIVA and Geoff Smith gave a report on heritage matters, particularly successes with Heritage Open Days in the absence of Eri Heilijgers. The new website had

proved to be a great success and Derek Grossmark, on behalf of the communications director, urged all clubs to use the events listing pages to help promote their events and membership.

After lunch the conference discussed trades and skills with speakers from a club, a business and a trainer (see Tony Davies' Trade and Skills report elsewhere in this newsletter). In essence, clubs find it hard to find the right parts and services, businesses find it even harder to find staff with the right skills, and the trainers can only provide the right training courses if we all let them know what we need. The FBHVC will do all it can to act as an intermediary here and make sure that essential skills are not lost and more people are brought into the historic vehicle business. The conference concluded with a plea to all clubs to take a trade application form to a business they knew and try to recruit more trade supporters for the Federation in order to provide the income to continue work.

HERITAGE OPEN DAYS

The Federation has for sometime been keen to link heritage vehicles with the well established world of historic houses and gardens. This arrangement has been very successful in other countries, particularly France where it is seen to be of benefit in promoting both the vehicle movement and heritage properties.

A pilot exercise was carried out this year as part of the UK heritage day on 12 September with vehicles displayed in the forecourt at Baddesley Clinton, a National Trust property, in Warwickshire. The display of vehicles was organised by Peter Lockley Chairman of the Standard Motor Club in conjunction with the TR Register. The cars ranged from a 1930 fabric bodied Standard Teignmouth to Triumph TR6s from 1971.

The setting at Baddesley Clinton is idyllic and we were blessed with a warm sunny day and nearly 1300 visitors attended. There is no doubt the vehicles were a surprise addition to the day, as the late decision to display them did not allow time for any publicity. Alan Langstaff the property Manager at Baddesley Clinton was delighted with the outcome and said at the end: "*A lot of interest had been shown in the vehicles and they were a valuable addition to the day*".



Vice president Geoff Smith with Peter Lockley, chairman of the Standard Motor Club, and Alan Langstaff, property manager of Baddesley Clinton

Further to this trial run and following a very constructive meeting between Ian Edmunds and Geoff Smith of the FBHVC and English Heritage we are delighted to report their enthusiastic support for extending this in 2010 and beyond.

Heritage Open Days are a national event with thousands of buildings of every age, style and function opening their doors free of charge and present a valuable opportunity to promote your club and historic vehicles generally to a wide audience. In addition they can provide you personally with an excellent day out.

Watch the Newsletter and the website for further information from FBHVC and go to www.heritageopendays.org.uk to learn more about HOD. Above all, make a note now of the dates **9-12 September 2010**.

EVENT NEWS

The FIVA World Rally, 15-19 September 2010, will be in Belgium and promises to be a fine event showing much of the beauty of that small country. Full details are available from Peter Henning on peeter.henning@skynet.be shortly and will be on the FIVA website (www.FIVA.org) in the Events section. It is a non competitive event and I understand it will be suitable for all types of vehicles including motorcycles, and ex-military.

The main difference between modern rallies and historic ones is that the former are usually based

on speed while historic events are not, for obvious reasons. For example more modern vehicles are usually quicker and handle and stop better than older ones. The important point on historic events, especially regularity sections, is to start your own clock at the correct time. If you are wrong at the start you are almost certain to be out at the finish. Many cars have early penalties greater than their late ones! There are exceptions to this of course.

The practice of self starts is growing. This means there is no marshal and you start at a given place at a given time. It is therefore even more important to have a clock which agrees with the organiser's. The time may be correct but if the organisers clock is out it is no good having the correct time on your clock.

The only occasions where I would contemplate starting early is if the roads are very bad (for example with ice), or there are numerous junctions just after the start - but it is still important to start your clock exactly at the time used by the organisers. Many organisers are now using radio clocks but some, especially those using 'Liege Timers', set the clocks themselves.

The best example of being wrong at the start of regularity can be found on some Greek events, especially the Acropolis regularity rally. Sometimes they say the regularity will start anywhere after a given point on the route. There is no visible marshal at the start and it is your good luck if you see him. The problem is when to start your own clock and it is as easy to be out at the hidden start as at the finish. The other problem with many Greek events is that they say that road signs must be taken at face value. Thus if a regularity is set at 45kph and there is a village or even a bridge with a 30 kph sign you must adjust your speed and timing but it does raise the question as to where the speed changes up again. Most other countries allow you to reduce speed and increase it again after the hazard. This does mean that you may have to drive above 45 kph for a time but that is the way it usually works.

The full calendar of FIVA events is now available on the website www.FIVA.org and the first of these is the Dutch organised Winter Trial on 24-29 January, where you can expect plenty of snow and ice in the Czech Republic, Austria and Slovenia.

CLUB NEWS

David Davies

Firstly, congratulations to the FBHVC president, Lord Montagu, on celebrating his 83rd birthday.

Several magazines and at least one national newspaper contained obituaries for Marcus Chambers who died recently at the age of 98. Marcus was the first manager for the competition department of BMC and under his direction British cars and drivers successfully took on the continental opposition on their home turf. He wrote his autobiography 'With a Little Bit of Luck' in 1998. This is expanded upon in the magazine of the **Midget and Sprite Club**. www.midgetandspriteclub.co.uk

August saw the celebration of 70 years of the Bedford OB bus. It is thought that some 13,000 of these icons of the '40s and '50s were produced there are plans to attract at least 70 survivors to a reunion at the **Vauxhall Heritage Centre** in Luton.

Transverse Torque, the magazine of the **Ford Model Y & C Register** reminds us that 2009 is the centenary of the Robert Guggenheim Transcontinental Trophy Race where a Model T Ford originally came in first after 22 days, having covering some 4,000 miles. The same excellent publication reminded us that the Ford Model C is celebrating its 75th anniversary this year. www.fordyandcmodelregister.co.uk

There is an extraordinary story in Mascot, from the **Association of Singer Car Clubs**, about the release of a 1967 Mercedes 250SL that had been impounded in a Customs and Excise warehouse in Malta for 33 years. www.asco.org.uk

The Newsletter of the **Lakeland Historic Car Club** recommends waterproof marine grease, available from boat chandlers, for the lubrication and protection of under-chassis components such as brake linkages.

Yet another sad tale of what might have been in the magazine of the **Vanden Plas Owners' Club** – the tale of the Rolls-Healey. Three prototypes were built using the Rolls-Royce FB60. All three survive, one each in the UK, Australia and USA. www.vpoc.info

The **Wessex Vehicle Preservation Club** reminds us that the three-point car safety belt, as pioneered by Volvo, is 50 years old. The same newsletter has a gruesome cartoon taken from Punch magazine in 1956 with the caption '1.5 million vehicles, 7,000 killed'. In 2008 there were 20 million cars on the roads and 3600 fatalities.

Another superb magazine from the **Land-Rover Series One Club** contains the intelligence that a green lane traffic ban affecting four important green lanes in the Yorkshire Dales National Park has been overturned. www.Irsoc.demon.co.uk

The **Pre-War Austin Seven Club** magazine has a feature on a one-owner 1935 Austin 7 van in continuous use by a bakery for 20 years and then as personal transport by the son of the original purchaser. The October issue has two evocative photographs showing work in progress on OHC racing cars in the development shop in the mid-1930s www.pwa7c.co.uk

'Keep fit with a cultivator' the **Vintage Horticultural and Garden Machinery Club** perform a valuable service in preserving an under-appreciated aspect of motor vehicles and they would like to know if anyone has any technical or sales information on the 'Teles Smith two-man chainsaw' manufactured in WW2 for the British Army? www.vhgmcc.co.uk

The **AJS and Matchless Owners Club** is giving plenty of advance notice for their International Rally to be held in Mullingar in Ireland in 2010. The same magazine has some important and informative data on AJS/Matchless pistons. There is also a write-up on the D Day celebrations from the motorcycling point of view, including an impressive photograph of more than 140 ex-WD machines assembled at Arramanche. The club calendar for 2010 is just that little bit special. Have a look and place your order via www.jampot.com

There is a plea for information on ambulances built on Standard Vanguard chassis from the **Standard Motor Club**. Contact Tom Dolby via Tom123@aol.com if you can help.

The **Citroen Car Club** magazine has a well-illustrated article on the 75th anniversary celebrations for the Traction Avant held in Arras in July with a superb photograph of the market place



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and the serried ranks of Citroens. As an aside, a stray post-war Citroen suspension sphere caused a major bomb alert when it was brought to a police station! www.citroencarclub.org.uk

The magazine of the **Jowett Jupiter Owners' Club** has the history of the Swiss Army Knife - it is claimed that the factory in Ibach turns out 27,000 knives every day. www.jowettjupiter.co.uk

I'm not sure what they are planning, but there is a reference to the approaching centenary of the ascent of Ben Nevis by a Model T Ford in 1911 in the magazine of the **Model T Ford Register of GB**. They also remind us that they will be celebrating their golden jubilee in 2010. www.modeltregister.co.uk

The **Jago Owners' Club** magazine has some useful reminders and tips for anyone preparing their car for the MOT and particularly for those of you preparing to work on your brakes

For those of you who need a challenge, the intelligence that a Scammel Pioneer is living in a Doncaster scrapyards may be of interest. The contact will be a Mr Bond, of Crook, who ought to be traceable through the **NECPWA** website www.necpwa.org.uk

The **TR Register's** magazine has a brief but informative article on Harry Ferguson and the 'little grey Fergie' of which more than half a million were made and two made it to the South Pole in 1958 with Sir Edmund Hillary. The club is also preparing to celebrate its 40th anniversary with a gathering early in January 2010 at the original meeting place in Oxfordshire. www.tr-register.co.uk

There is a useful article in Minor Matters, the journal of the **Morris Minor Owners Club**, on the care and maintenance of the woodwork on the Traveller - of interest to anyone with a woody estate car. www.mmoc.org.uk

Congratulations to the **Sunbeam Talbot Darracq Register** on the 500th edition of their magazine www.stdregister.org.uk

I remember the advertisements for Light Steam Power of Kirkmichael, IOM from the dim and distant past. The exciting news is that Steam Car World, the magazine of the **National Steam Car**

Association, informs us that the Association has secured the sole rights to the published and the unpublished works of Light Steam Power from John Walton.

www.steamcarassociation.org.uk

A piece of extremely useful information appears in the magazine of the **Bentley Drivers' Club**. You can fit two vintage Bentleys inside a 'Chinook' helicopter. www.bdlc.org

A wonderful and highly topical quotation from 1936 appears in the magazine of the **London Austin Seven Owners' Club**:

'A warning to magistrates and Mr Hore-Belisha - we will go on complaining against the ridiculous laws and regulations which attach themselves like barnacle to the motorist. We will continue to complain until cases are heard by stipendiary magistrates with some knowledge of the law instead of a cosmopolitan group of well-known local residents who happen to have achieved local notoriety. A good grocer or a retired choleric colonel does not necessarily make a good magistrate'. There is also a chance for excitement and adventure: Paul Seward is looking for a co-driver for a Peking to London journey in May 2010 paul@kenilworthstorage.co.uk

Two snippets from the quarterly magazine of the **Borders Vintage Automobile Club**: the first being a report that an offer of £100,000 was made (and refused) for a fully restored 1954 Morris J-type ice cream van and the second that gondoliers in Venice were rendered speechless and apoplectic by the sight of an Amphicar gently cruising the canals. www.bvac.org.uk

The magazine of the **Vincent Owners Club** reminds us that the FIM World Rally for motorcycles will be in Belgium in 2010 and that the 2011 FIM Motocamp will be in the UK. www.vincentownersclub.co.uk

A salutary tale in the magazine of the **Military Vehicle Trust** warning of potential pitfalls that can (and do) arise if one volunteers to collect money for charity without fulfilling all the requirements of the relevant legislation. The magazine also has an amazing photographic and reportage on the D-Day commemorations and advance notice of the 65th anniversary of liberation celebrations planned for 2010 in Guernsey - for more information, contact Rick Brouard at www.mvt.org.uk

The **Triumph Roadster Club's** Review has a report on the restoration of the Bergerac TR1800. The report lets us into the secret that the registration number 'J1610' does not belong to the car but is officially allocated to a Mini Metro. www.triumphroadster.org.uk

Edition 501 of the **Vauxhall Owners Club** newsletter has an interesting comparison table comparing the Type A Vauxhall of 1933 with other marques. www.vauxhallownersclub-1903-1957.co.uk

The magazine of the **Mini Cooper Register** has a feature on a Mini couch, complete with chrome bumper and rear lights, installed in an enthusiasts den. www.minicooper.org

The magazine of the **Classic and Historic Motor Club** gives us the starting drill for a Lanz Bulldog tractor. Stalling one of these monsters at traffic lights is not to be recommended. www.candhmotorclub.co.uk

Sphinx, from the **Armstrong Siddeley Owners' Club**, carries a suggestion from the Armstrong Siddeley Heritage Trust that you should make an inventory of all the odds and ends you have accumulated over the years that are relevant to your vehicles to ensure that they are appropriately respected should any misfortune befall you.

The magazine of the **Mark Three Cortina Owners Club** has a comprehensive list of useful telephone numbers of organisations and individuals offering their services. www.markthreeownersclub.com

The Journal of the **Riley Motor Club** gives due notice of their 2010 London to Edinburgh run together with a brief history of this event which goes back to the foundation of the club in 1925. The article comments on the history of the Great North Road and the coaching inns situated along it. It is claimed that the major inns could have as many as 2,000 horses to cater for the many mail and stage coaches that plied this famous highway. The magazine also has a plea for information on post-war Rileys imported into Cyprus - all or any information would be greatly appreciated Mehmet Necdet: mehnec@kktc.net

It seems that five Rovers survive from the factory's participation in pre-war RAC rallies.

There are potted biographies of the survivors in the Bulletin of the **Rover Sports Register**. The club also suffered a serious set-back in the theft of their Ivor Williams box trailer that contained all their show and exhibition equipment. www.thersr.co.uk

The newsletter of the **Leeds and District Traction Engine Club** reports most favourably on the Harewood Steam Rally –could this be an event to include in your diary for 2010?

The **Jaguar Enthusiasts Club** magazine of the club has an interesting article on the successes of the XK120 in rallying in the early 1950s and follows this up with a superbly illustrated feature on Jaguars in Action at Silverstone this year. And for the motorist who has everything, there is a feature on the Mitsuoka Viewt (I kid you not) - a Japanese built mini Jaguar based upon a Nissan Micra. www.jec.org.uk

The **Morgan Three-Wheeler Club** magazine has a piece that features a long-forgotten accessory of the 1920s which would be of immense value to anyone faced with replacing a valve spring whilst not wishing to dismantle the engine. www.mtwc.co.uk

In addition to the wonderful period photograph on the cover, the **Riley Register** Bulletin has two more photographs showing the mortal remains of a Riley Falcon and the remarkable progress being made to restore it. The inside front cover has a photograph of one of the two Rileys that participated in the 2009 Mille Miglia. www.rileyregister.com

The Transport Digest – the magazine of the **Transport Trust** has an interesting article on the Mechanical Elephants - the production of which ceased in 1952 with the bankruptcy of the designer and builder Frank Stuart. There is a superb photograph of a Marshall road roller still in the ownership of West Sussex County Council. www.transporttrust.com

The **Wirral Classic Car Club** magazine strongly recommends a visit to the Sandringham Motor Museum if you are in that part of the world. The magazine also has some thought-provoking statistics on British cars from the 1920s to the 1970s. www.wirralclassiccarsclub.co.uk

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The **Fire Service Preservation Group** have drawn our attention to a recent issue of stamps by Royal mail commemorating the Fire and Rescue Service - they depict personnel only – no fire appliances visible at all www.f-s-p-g.org

A publication I have not had the pleasure of seeing before, *Belting Along*, the journal of the **DAF Owners' Club**, has an erudite article on ignition systems that is well worth a careful study. www.dafownersclub.co.uk

Rumcar News can be relied upon to provide some unsettling news about vehicles that are at the cutting edge of technology and in the remit of the **Register of Unusual Microcars**. The latest issue does not disappoint with a description and report on the GM Segway in its enclosed form - for those with a strong constitution Googling 'Segway' should give satisfaction.

The magazine of the **Steam Car Club of Great Britain** has a brief but interesting biography of Abner Doble – designer and manufacturer of highly sophisticated and advanced steam-powered vehicles. www.steamcar.net

If you are overtaken by a Reliant Kitten that appears to have the edge on your Porsche, the explanation can be found in the **Reliant Kitten Register** magazine. There are Kittens around with 120 bhp Kawasaki Engines, 230 bhp Cosworth YB engines and 2.3 litre Duratec power units, giving power-to-weight ratios of 350bhp/tonne. www.info@kitreg.org.uk

The **Greeves Riders' Association** is trying to trace the Brian Stonebridge Memorial Trophy – first awarded at Hawkstone Park in 1960. The search is of particular importance at this moment in time as it is 50 years since Brian's fatal car accident on the A1 near Retford. www.greeves-riders.org.uk

The newsletter of the **Highland Classic Motor Club** has a fascinating article on a visit to the underground oil storage facilities at Inchindown, near Invergordon. www.highlandclassic.org.uk

There is a superb period illustration taken from Bulletin d'Information (1954), an official Renault publication, on the back cover of the **Renault Classic Car Club** magazine. www.renaultclassicarclub.com

In the August issue of the **BSA Front-Wheel-Drive Club** publication there is the information that if you stand at the summit of the Bwlch y Groes Pass and shout, it echoes all down the valley. www.bsafwdc.co.uk

If this had appeared in the April issue, I think that I would have carefully avoided any reference to it. The **Historic Commercial Society** News has an article on cart marking, which would appear to be one of those splendid anachronistic traditions that we as a nation are famous for – like swan upping. It seems that the annual ceremony of cart marking in the City of London goes back to the 16th century. The tradition is maintained each year on St Swithin's Day when a plethora of vehicles ranging from horse-drawn carts to modern commercial vehicles descend on Guildhall to have their vehicles duly marked by the Master Carman and the Lord Mayor of London. www.hcvs.co.uk

The **Riley RM Club** has booked the West Midlands Showground for their national rally on 9-11 July 2010. They would be happy to share the site with a like-minded club who are unable to stage a show of their own. Camping is available and Shrewsbury is a few minutes walk away. The entry costs would be the same for members of either club, and the RM Club wishes not to make a penny profit from this. Any profit that is made will be donated to charity. Contact Alec Gatherer: uncle.alec@btinternet.com

DRIVE IT DAY

25 April 2010

The enthusiasm for Drive It Day grows and grows each year and we have been having enquires about the date for 2010 since last summer. We can confirm that the date will be, as usual, the nearest Sunday to 23 April, which is 25 April 2010.

Already many clubs are making plans for all types of events to commemorate the 1000 Mile Run, which was the original inspiration for Drive It Day.

We would be delighted to include all events from our member clubs on our website, and plans are in place to have a separate page just for DID. Please do let us know what your club's plans are and don't forget to send us some pictures after the day.

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