

FBHVC

# news



The Newsletter of the Federation of British Historic Vehicle Clubs

Issue 5, 2015

*In this issue:*

**Update on NOVA**

**National Motorcycle Museum feature**

**AGM and Conference**



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## Editorial

The last two months has seen some very encouraging news for the FBHVC historic vehicle restoration apprenticeship. Those of you who have been following this story will be well aware that the first course began at the start of this academic year at Bicester College. The initial cohort of students have now successfully completed year 1 and are now preparing to enter year 2. It's pleasing to note that there have been no drop-outs which is quite a common issue with other courses.

We have been following the students this year with a video crew and in a few weeks' time we will launch a promotional film featuring the apprentices, their instructors and some of their employers. Watch out for it on our YouTube channel through the website.

There will be a fresh student intake at Bicester and this is already fully subscribed.

The other good news is that a leading independent automotive training provider, NLG Automotive Academies has committed to deliver the apprenticeship from October this year. NLG cover the crucial London and Home Counties area and have the potential to deliver courses from four centres.

And finally.... The Heritage Alliance, a federation of organisations involved with heritage in England to which the FBHVC belongs, featured historic vehicles in its latest newsletter. If you would like to read their article go to <http://bit.ly/1UDXp8i>

Geoff Lancaster



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The Federation of British Historic Vehicle Clubs exists to uphold the freedom to use historic vehicles on the road. It does this by representing the interests of owners of such vehicles to politicians, government officials, and legislators both in the UK and (through membership of Fédération Internationale des Véhicules Anciens) in Europe. There are over 500 subscriber organisations representing a total membership of over 250,000 in addition to individual and trade supporters. Details can be found at [www.fbhvc.co.uk](http://www.fbhvc.co.uk) or sent on application to the secretary. FBHVC is a company limited by guarantee, registered number 3842316 and was founded in 1988.

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Cover picture: Vintage Motor Cycle Club participants in the Antrim Coast Run passing through the 'Dark Hedges' near Armooy (you may have seen this location in science fiction/fantasy films)

# LORD MONTAGU OF BEAULIEU

## 1926 - 2015

Lord Montagu, who established the National Motor Museum at Beaulieu, has died aged 88.

A spokeswoman for Beaulieu Estate, in the New Forest, said Edward, 3rd Baron Montagu of Beaulieu, died "peacefully" after a short illness on 31 August.

He is survived by his wife Fiona, his son and heir Ralph, daughter Mary and second son Jonathan.

The Hampshire estate and visitor attractions are to continue to operate as usual, the spokeswoman confirmed.

The estate hosts the National Motor Museum, Britain's most significant collection of historic vehicles and Lord Montagu has played a highly significant role in the Historic Vehicle movement as both president of the Federation of Historic Vehicle Clubs



Lord Montagu pictured here with Rt Hon Sir Greg Knight MP

and as a member of the All Party Parliamentary Historic Vehicle Group.

An estate funeral will be held at Beaulieu, followed by a memorial service at St Margaret's in Westminster "for his friends in London and further afield", she added.

The dates are yet to be confirmed.

Lord Montagu was one of the pioneers of the stately home industry and first opened his home to the public in 1952.

He also founded the National Motor Museum on the 7,000-acre (2,800-hectare) estate and was a leading authority on veteran and vintage cars, usually taking part in the London to Brighton run.

The directors of FBHVC extend their warmest condolences to the family and would like to record their deep gratitude for Lord Montagu's tireless work over many years as their President.



There is not a great deal new to tell you this edition, which is not to say that nothing is happening.

The Federation is continuing to attempt to get clarity from DVLA on the number of new initiatives and reinterpretations of which we told you in Newsletter 4-2015.

And we are continuing with our work in the political arena to try to get some order into what, seen from the position of the Federation, is a rather disorderly set of changes which are ill-defined, not properly explained, if explained at all, by DVLA and which are not always properly thought through.

We understand some of the imperatives which have induced DVLA to undertake this rethink. But we do not think DVLA fully understands how serious the consequences some of the changes they are proposing could be for the historic

vehicle movement in the UK. In particular we do not believe they fully appreciate the effect they could have on projects which have been proceeding in the normal way with no expectation of the obstacles which might be placed in their path at the very end by changing approaches for DVLA. No doubt they will have gained some understanding in the course of their event at Swansea on 23 September.

By the way, I need to make it clear that the Federation had no input into the selection of attendees at that very oversubscribed meeting. As I write this, we still do not know who the attendees will be. We know very many of our member clubs, some of considerable significance to the movement, did not make it this time. We know DVLA intend to have a further event early next year, to which as many as possible of those whose applications were not successful this time will be invited.

## NOVA

Given a number of inputs from members, the time may have come to remind those of you who are affected, of the requirements of the Notification of Vehicle Arrivals (NOVA) system.

To remind you, NOVA came into force on 15 April 2013. It is a joint HMRC/DVLA system which in all usual cases works automatically and without a problem.

If you are importing a vehicle from within the EU, whether you are a business or an individual and whether or not the vehicle is new, you *must* notify HMRC of the importation within 14 days. This would apply even if the vehicle was a restoration project. DVLA will automatically be aware of this process, whether or not the vehicle is immediately presented for registration.

There were transitional arrangements for vehicles imported just before introduction of NOVA but these should no longer be needed, except for the following:

The Federation identified from the inputs of members that there was an unforeseen problem and advised HMRC. There were (and no doubt still are) a number of vehicles imported as restoration projects prior to the inauguration of NOVA. If restoration took a number of years, it would be a while before they were ready to be registered with the DVLA. Particularly where the unrestored vehicle changed hands after import, details of the importation might be lost.

The Federation negotiated a transitional procedure, which may yet have several years to run before all projects become complete and registration is applied for to DVLA. This procedure is for these very exceptional cases only. We all need to be aware that this is an important concession

we have received to benefit affected members. Thus it is not built into the normal automated system. This does mean that there might on occasions be confusion and some delay in the operation of the system and we would ask those dealing with it to understand this and be patient.

The process, which has in our experience generally worked well, is that where the formal documentation is lost, HMRC will accept a NOVA1 notification form from the current owner of the vehicle completed as far as possible.

It is important to use the paper version as the electronic form will not accept incomplete answers or, in some cases, answers which are correct for the purpose. The NOVA1 should be accompanied by a letter of explanation and any available information regarding the history of the vehicle. This procedure should be followed even if the owner has a VAT 415 form for the vehicle. The aim of HMRC is simply to ensure that HMRC are aware of the vehicle.

HMRC will input the information into NOVA. At the outset there was a 14 day service standard date on inputting NOVA1s and we have not been notified that this has changed. If further information is required the HMRC Officer will contact the owner and advise them of what is required. Once HMRC is satisfied the applicant will receive a confirmation letter. It is then the responsibility of the applicant to provide the HMRC letter to DVLA to be able to register the vehicle.

When the scheme started the address to send the form was the Personal Transport Unit at Dover, which the DVLA website suggests is still valid. We have been advised by some members that handling of these arrangements has moved to Salford but that ought not to affect its operation. We are checking this out.

## Asbestos

This is just a quick update on where we are with the formal application to the Health and Safety Executive (HSE) for a Certificate of Exemption from the unintended effect of the application of REACH Regulations, which meant we could use our vehicles freely even though they contain small quantities of asbestos, but could not legally sell them, or indeed give them away. A little while back I was able to submit a final draft of the application to the HSE, who indicated they were happy with it. So, by the time you

read this the final tweaks should have been done and the application will be submitted. Then we will proceed to discussions of whatever form of Certificate of Exemption is offered to us. We are hoping for something a little less bureaucratic and dependent on formal statements of risk than has been required in respect of museum artefacts. Whereas most museums are bodies either run by professionals or with access to professional expertise, most historic vehicle owners are private individuals with no such access. We are hoping this will be recognised and will do our best to ensure the final form of Certificate is as light touch as possible.

## Consequences of Discontinuance of the Tax Disc

Plain English disease seems to have struck the DVLA. With one exception (the contents list under refunds) everything refers to tax ending when you 'sell' or 'buy' a vehicle. It is really hard to find out that tax actually expires whenever you transfer registered keepership. Nowhere, except in that contents list, is the word 'transferred' used.

So innocent fathers, widows and partners of those unable to drive anymore, who simply send off the front page of the V5C duly completed to change the registered keeper don't know that they are cancelling the tax immediately DVLA receives the form. Nor indeed do they know when

DVLA receives it, as in some of the cases listed above, the transfer takes an unacceptable time to complete. Suggesting that enforcement action will not occur until they have been reminded is not good enough, as it remains illegal to drive an untaxed vehicle. The Federation will, on behalf of all vehicle users, continue to campaign to have all the relevant DVLA publicity corrected.



## DVLA

This will be a short contribution as there is very little I can add at the moment to the lengthy report from our meeting with DVLA in the last issue. We continue to have concerns over various aspects of historic vehicle registration and are following these up both directly with DVLA and with the All Party Parliamentary Historic Vehicle Group. Any progress, or indeed any problems, will be published in future Newsletters as they appear.

My thanks to several members who contacted me to express doubts over the item in the last Newsletter concerning non-reflective number plates. In fact that information is correct and I am grateful to DVLA for supplying this detailed explanation.

The previous Regulations on the display of registration marks had only ever

permitted vehicles manufactured before 1973 to use black and white number plates. However, the changes to the law in 2001 which introduced the new (and current) number plate format directly linked the pre-1973 vehicles with those which were in the historic tax class (which had the same dates). This meant that when the changes to the historic tax class dates were announced in recent Budgets, this had the unintended consequence of amending the display Regulations to allow additional vehicles to display black and white plates.

For those wanting chapter and verse the detailed provisions in Schedule 2 Part 2 of The Road Vehicles (Display of Registration Marks) Regulations 2001 state that 'VEHICLES REGISTERED ON OR AFTER 1ST JANUARY 1973 AND BEFORE 1ST SEPTEMBER 2001'



must have white and yellow reflective plates, either of the current design or the previous, but Regulation 18 provides that exempt vehicles shall be treated for these regulations as registered before that date, so they therefore fall into Schedule 2 Part 3 'VEHICLES REGISTERED BEFORE 1ST JANUARY 1973' It should be noted that DVLA publication INF 104 has not yet been amended to reflect this situation.

Judging from my correspondence there is currently some frustration with the activities of DVLA. In my opinion

they are struggling to adapt their procedures to address some very real difficulties of the present situation and some of the solutions that are being proposed we do not consider acceptable. As noted above we continue to make representations about these at all levels but at the same time we should remember that all of these historic vehicle activities are but a tiny part of a very large organisation, and a non-profitable part at that! Although it doesn't always feel like it in many ways DVLA are doing us a favour in accommodating our strange vehicles and problems.

## Commission offers REACH options

The European Commission has concluded its REACH consultation on the simplification of application for substances used in low volumes and the extension of transitional arrangements for substances used in 'legacy' parts. It has determined that:

- The costs of application for low volume use may be disproportionate to the risks presented by their use and substitution is generally not an option. Therefore simplification of the application procedure is appropriate and a 100kg limit should be the threshold to trigger a simplified process; it also believes that applications will be allowed for both the applicant's and downstream use.
- For 'legacy' parts, the Commission believes it is would be reasonable to extend the simplification procedure to mixtures intended for the repair of parts as well as for

legacy parts themselves – however, it does not believe the same applies to 'maintenance'. The Commission recognises that it will now need to define 'repair' and 'maintenance' in order to make the distinction. It also believes that a three year extension of the transitional period for the relevant substances is appropriate to allow applications during the period the Commission develops and adopts the simplification process.

In parallel, Commissioner Bienkowska has responded to MEP Bernd Lange's letter noting that REACH has the potential to negatively impact on the repair and restoration of historic vehicles. In her response, she has said that an exemption for historic vehicles from the REACH process (similar to that found in the End of Life Vehicles Directive) is not an option and suggests that the approach outlined above (conclusions to the consultation) should be sufficient. The Commission will continue its deliberations and expects to present its proposals after the summer break.

FIVA action: the concerns raised by FIVA and others during the consultation have been acknowledged, but FIVA will maintain contact with the authorities and with industry experts to ensure that the Commission decision fully address the concerns.

## Industry warns that ditching diesel will harm CO<sub>2</sub> cuts

Auto and fuel industry representatives have criticized the proposed EU measures designed to restrict diesel on the grounds of air pollution concerns saying that the actions will thwart efforts to cut transport CO<sub>2</sub> emissions. The industry is concerned about countries and cities taking action to help solve air pollution problems which discriminate against diesel calling instead for continued measures to improve emission standards which they say have already lead to

technical innovations which have progressively reduced vehicle emissions and will continue to do so. It pointed out that the latest Euro 6 standards, which all new cars will have to comply with from September, also require real-world emissions testing of cars for the first time.

The European Commission plans to review vehicle CO<sub>2</sub> standards to extend existing targets in the next two years.

## European Parliament calls for binding 2025 air quality targets

The European Parliament's Environment Committee has called on the Commission to bring into force new air quality targets 5 years earlier than wanted by the member states and the Commission which had proposed a 33% emission reduction target for 2030 relative to 2005 for SO<sub>2</sub>, NO<sub>x</sub>, ammonia, methane, PM<sub>2.5</sub> and volatile organic compounds emissions. The Commission had called for *non-binding* emission targets by 2015.



## Consultation responses say the transport CO<sub>2</sub> footprint is needed

The European Commission consultation on a "carbon footprint" for transport has shown that more than 60% of respondents said they would support a common EU carbon footprint methodology supporting the Commission's proposal in the 2011 Transport White Paper to identify a standardised carbon footprint measurement for both freight and passenger transport services. However, respondents did not support a mandatory requirement to report emissions stating that this could reveal sensitive data on energy and fuel efficiency.

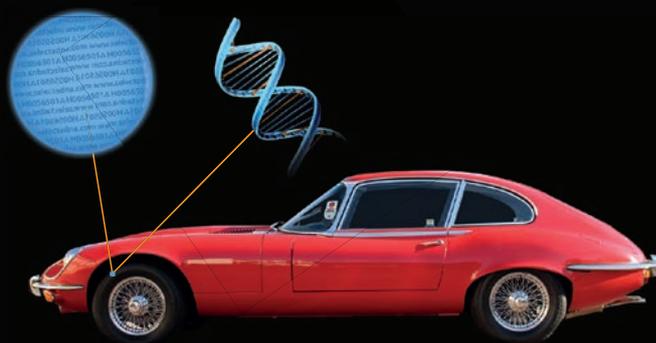


The Commission is planning to publish a strategy paper on decarbonising transport in the first half of 2016.



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# National Motorcycle Museum



Thought to be the world's finest collection of British motorcycles, totalling over 750 machines, the National Motor Museum's collection is housed in purpose-built premises just off the motorway network east of Birmingham – an area that once held the world's biggest concentration of motorcycle factories.

The museum was created out of one man's dream. Roy Richards, a local businessman with a background in civil engineering had originally decided to found a museum

dedicated to Norton, which had been his favourite marque as a young bike fanatic. He began buying up old machines, which were available at low cost in 1970.

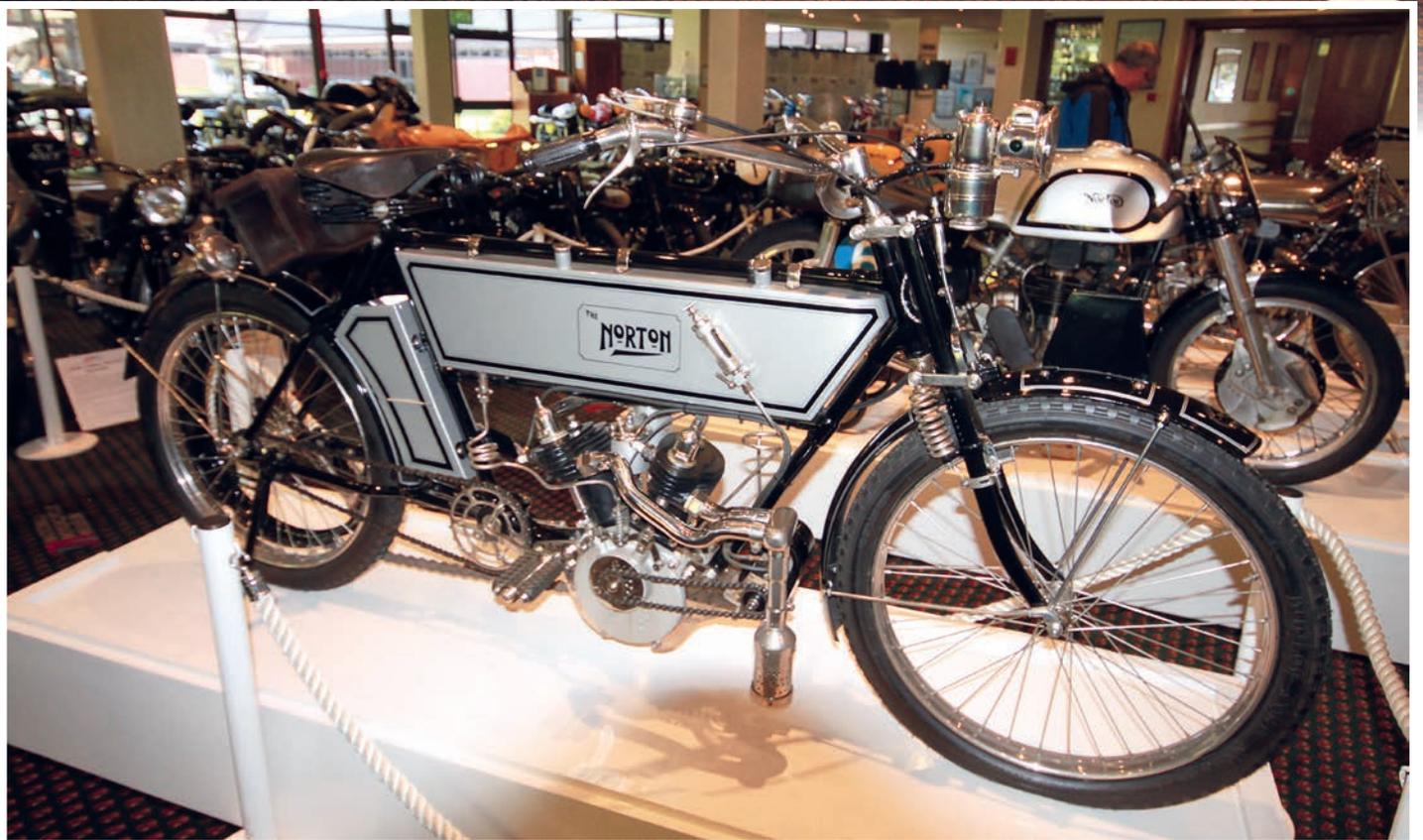
His attempts to find premises on Birmingham's Bracebridge Street, where Nortons had once been made, were fruitless. Determined to follow his dream Richards decided to raise his sights and aim for a multi-make museum.

The site, now close to Birmingham Airport, a major railway station, the NEC, and easily accessible from the M42, was formerly occupied by the Oak Tree transport café and with financial help from the English Tourist Board and the local authority building work started in 1982.

The buying-in continued, not just of complete machines but also genuine period parts such as carburettors, magnetos, headlamps and speedometers that could be stockpiled for Richards' small restoration team.



Geoff Duke tribute



In October 1984 the museum was officially opened when Richards' childhood hero Geoff Duke (winner of six world championships in the 1950s) noisily rode into the entrance on an ex-factory 1951 Norton. There were already 350 machines on show, from an 1898 Ariel tricycle to a Triumph powered streamliner that raised the motorcycle world speed record to over 344km/hour at Bonneville in 1956 and gave the Triumph Bonneville its name.

"I imagined people flocking here from all over the country to pay their admission fees and thought we'd pay our way", Richards said. "But we soon realised that we needed other income to support the museum, especially as the prices of old motorcycles were beginning to rocket."





The answer was to create conference and banqueting facilities on the site, at the expense of space earmarked for future acquisitions. The convenient location helped make the idea a success and the National Motorcycle Museum has become a popular venue for major companies to hold events. The basement banqueting halls are lit by



chandeliers for grand social gatherings such as weddings.

Despite rising prices, the stock of machines was steadily increased. "We've had to pay astronomical prices at auction, but sometimes it must be done to keep a very important historic machine in Britain", Richards said. He favoured glamorous machines like the Brough Superior (he collected 13 of them), as well as Vincent V-twins, and Nortons - from the overhead cam singles to the Wankel engined racers of the 1990s (finding 16 ex-factory machines). Two-stroke lightweights of the 1950s and 1960s were not high on his wish list.

The collection had built up to nearly 900 machines when a catastrophe occurred in September 2003. A small fire that started in discarded air-conditioning filters and cardboard boxes took hold in part of the roof and became a huge blaze. Fire fighters were delayed in rush hour traffic and they experienced problems with water supply. The burning roof was over the hall of racing machines and burning pitchfelt dropped onto them, igniting glass fibre fairings and magnesium engine castings.

The racing collection was severely damaged, as was the adjacent hall containing a special display of BSAs celebrating 100 years of the marque. But even before the last flickers were extinguished, a shocked Roy Richards stood amid the ashes and pledged that the museum would "arise from the flames like a phoenix" and reopen in December 2004. Miraculously that target was achieved £20 million later and the official re-opening ceremony with 83 year old Geoff Duke blipping the throttle of the 1951 Norton, which had survived, was a few weeks later in January 2005.

The rebuilt museum has a sprinkler system. People have queried its absence pre-fire, but after a lot of thought it was decided at the time that the risk of expensive damage due to a false alarm was too great. It is also worth noting that the fire took hold in the roof, above the sprinkler level and





*The museum entrance after the trophy theft*

that much of the damage to machines was from falling tiles, which sliced through petrol tanks.

Insurance issues were settled as quickly as possible and full-time staff were retained during the closed period, albeit with revised job descriptions. For example, the head banqueting waiter temporarily became a construction worker. Many of the racing machines were restored by experts, including the former Triumph team members who worked on the bikes they'd first built decades ago. Original components were repaired as far as possible. Sadly some bikes were lost forever, almost totally vaporised. Ironically, some restored machines are now in a more correct specification than before the fire. When they were previously rebuilt, standards were lower and compromises were often made.

Another set-back was experienced in August 2014 when the inner foyer of the museum was broken into and a large number of the museum's trophies and TT replicas were stolen. Each of the trophy cabinets was smashed causing substantial damage to the displays. Many of the trophies and TT replicas

had little scrap value but were unique and irreplaceable as part of this country's motorcycling heritage. In spite of offering a substantial reward of £20,000 for information leading to the safe recovery of those important artefacts nothing has yet been discovered.

Visitors will find some of the exhibits are surprisingly modern. There are recent Triumph models representing the marque's success story since 1990. One is the 2005 Rocket III that impresses visitors with its sheer bulk and the others are a 1995 Daytona Super III and a 955cc Speed Triple, the 200,000th Triumph to roll off the Hinckley plant assembly line.

Registration documents are held for the majority of the machines and as many as possible are kept in road-ready condition, although safety regulations mean that fuel and oil must be drained when they are on display.

# Vehicle Restoration Apprenticeship Scheme

There is further good news about the scheme as we move into the second year.

The 11 students at Bicester College all completed the year and we expect to see them all come back in September to complete the second year of the level 2 course. The good news is the level of interest to start the course this September and we would expect a further 12 students to commence the course, with many travelling quite a distance to do the training. There have also been enquiries from a Belgian student who is very keen to do the course which is not available in any Belgian college.

With the success of the apprenticeship course the college has decided to offer

schools the chance to put students on the course as an extended learning whilst they finish their studies. Twenty applications have already been received and 17 students offered places. The result is now 40 students on the course which has already put pressure on the space available and the need to look more long term on where best to hold the course - more about this in the next newsletter.

We have been disappointed that S & B Automotive Academy in Bristol has not gone ahead with the course, but we are delighted to announce that P & A Wood, the Rolls-Royce dealership and restorer in Dunmow, Essex has decided to run its own apprenticeship scheme and will be using the FBHVC training modules.

North London Garages have now decided to launch the apprenticeship scheme from their Enfield base and are now looking to find restoration businesses in London and the Home Counties who would like to train an apprentice. This is all planned to start in September/October with 12 lucky students starting the level 2 course.

Overall the student numbers look as if they will rise from the current 11 to nearly 60 as we spread the course to other centres.

The next phase will be to get other colleges to come on board and be able to offer the course in other parts of the country.

## The Malcolm Davey Award

Malcolm Davey was a very popular member of the Alvis Owner Club and had held positions in the club for many years. When he died in 2014 the club were keen to do something to remember him. This developed into an award to the best apprentice on an FBHVC accredited scheme that produced a tool for a classic car.

Owen Swinerd of AOC set the students the challenge of not only making a tool but also putting together a write-up about the problem and need for the tool, together with initial thoughts and sketches. The tool had to be made and presented to the judges with the

short write-up. There were six students for the prize and four were short listed as fully meeting the project criteria.

The winning tool was a device to remove the holding pin that holds window winder handles on to the square shaft. This is always difficult and needs more than two hands but the scissor device moves back the panel and allows a pin punch to be used to drive out the holding pin.



*From left to right. Jack Baker, winning apprentice from Ashridge Automobiles; Malcolm Kindell, FBHVC representative AOC; Karl Carter making the award; Owen Swinerd, Award Organiser AOC.*

The winner was Jack Baker of Ashridge Automobiles at Leighton Buzzard. Jack is one of the apprentices on the Bicester course and he was delighted with his Snap-On tool set which is valued at £1800!

If any club would like to get involved with the apprentices we are always interested in getting any initiative progressed that helps make the apprentices part of the restoration industry.

## Welcome

Welcome to the following new trade supporters:

Alex E Carr Engineers Ltd  
Peter Martin



## Welcome

Welcome to the following new club members

AJS Nine Car Club  
Jensen Owners Club (welcome back)  
Light Industrial Truck Club



# Events

Things are starting to quieten down a little now the darker evenings and inclement weather are with us once again. Nevertheless, it doesn't stop us from getting the 2016 calendar out and pencilling in some dates from the 2015 calendar. Those scenic and classic tour dates won't change much from 2015 for 2016 so now's your chance. If you didn't manage to get out on one or two of last year's series then make sure you do in 2016; they are great fun. A visit to the HRCR website [http://www.hrcr.co.uk/Scenic\\_Tours/](http://www.hrcr.co.uk/Scenic_Tours/) will provide you with further information.

You may not wish to enter Le Jog, a full-on rally for historic in early December, but you could always offer your services as a marshal. As the rally travels from Land's End to John o' Groats it must come fairly close to where some of you live! Have a look at [www.heroevents.eu/Events/LeJog/2015/](http://www.heroevents.eu/Events/LeJog/2015/) for an overview of the event and [www.heroevents.eu/Events/MarshalSignup/?e=547f47ab19d7d945d1df7b30](http://www.heroevents.eu/Events/MarshalSignup/?e=547f47ab19d7d945d1df7b30) to sign up as a marshal. I can assure you that you will see a great cross-section of historic cars on the event as the entry list contains many of the international crews that compete regularly on the top UK events. I hope to see you out and about on this great winter event.

Also don't miss the HRCR Open Day on Saturday 16 January at Gaydon. This is always a good day out (free too!), especially if

you want to see what various organisers are putting on for our enjoyment during the coming year.

HERO/CRA's Winter Challenge to Monte Carlo returns once again in February 2016. This is always an enjoyable event and, as well as visiting some of the famous roads frequented by the WRC Monte, you could get the opportunity to practice your driving on snow. A real adventure and should not be missed; I hope I'll see you there.

A little further afield and Bart Rietbergen's Winter Trial to Norway springs to mind. This has a Trial class and a less difficult Club class. Having done a few of Bart's events over the years I can recommend them so please have a look at [www.thetrial.nl](http://www.thetrial.nl).

By the time you read this the 2015 FIVA General Assembly will soon be upon us. This takes place on 23-24 October in Krakow this year. Hopefully I and others can persuade the FIVA Members gathered in Krakow to accept the proposals for the revised FIVA Structure and Statutes. If we don't, I and a few others will have worked since last November for nothing. Let's hope we can win the day via the democratic process.

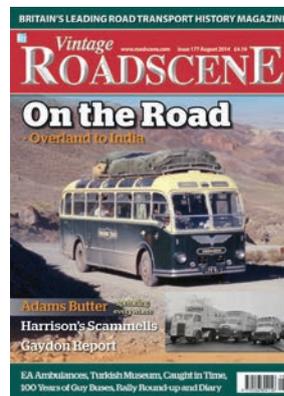
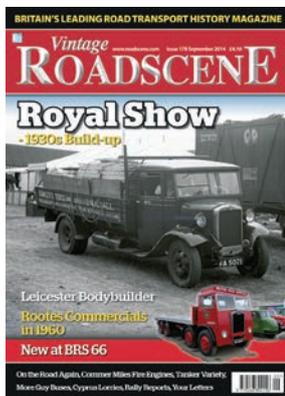
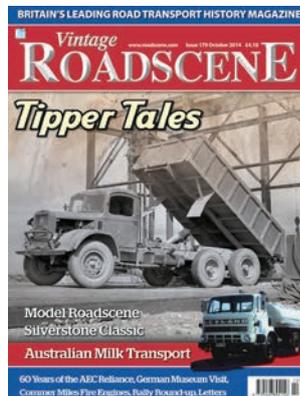
It won't be too long before the lighter nights are with us once again and we can enjoy our historic in the better weather too. Meanwhile, for now, I guess it's back to the garage to make sure they really are fit for purpose when we take them out for their next outing.

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# Club News

There is photo reportage of restoration projects discovered on a journey along the fabled route 66 in the USA. In the newsletter of the **Southend and District Classic Car Club** some of which would appear to be reclaimable?

There is a striking photograph of a 1934 Morris Minor in a delightful rural setting on the cover of the **Morris Register** magazine. Inside is an account of a seven day run from London to Timbuktu in a Morris ten/four in the 1930s.

We are reminded that 2015 sees the 80th anniversary of the introduction of the FWD BSA Scout in the journal of the **Daimler and Lanchester Owners' Club**. The journal also has a thought-provoking article on batteries and their problems.

There is an interesting article on the Jeep in the newsletter of the **Norfolk Military Vehicle Group**. It seems that more than 647,000 were built and the most desirable is a jeep still in its overseas shipment crate.

There is an interesting article in the magazine of the **Austin Seven Clubs' Association** on the identifying and driving the original Great North Road and the challenges encountered in tracing stretches of it.

There is an informative and most useful article on Clayton Dewandre brake servos in the journal of the **Fire Service Preservation Group**.

There is photo reportage on the Beamish Museum Great North Steam Fair which takes place in April every year in the magazine of the **National Traction Engine Trust**. This looks like something well worth patronising.

There is a fascinating article on the pre-flight procedures prior to take-off for the world's only surviving Hawker 'Hind' which resides at the **Shuttleworth Collection**. The story of the survival of this aircraft is remarkable in itself. The Hind, already obsolete at the outbreak of WW2 was

one of a batch of 18 aircraft sold to the Afghan air force – who kept them in front line service until 1956!

The newsletter of the **East Anglian Practical Classics Club** has an article on the 'Drok' upper cylinder lubricator. Does anyone have one of these on a shelf in the garage-and was it of any use?

The magazine from the **Biggar Albion Foundation** informs us that a commemorative plaque has been affixed to the site of the former Albion works in Scotstoun - and very attractive and tasteful it looks too!

The **Rover P5 Club** magazine reports on the 21st Scottish All-Rover Rally which took place at Thirlstane Castle, near Lauder. The club is celebrating its 30th anniversary with a rally at Beaulieu on 12-13 September.

The **NECPWA** magazine informs us of yet another stolen car. Ford Cortina1600E - YPO 842G – was taken from the car park at the Barlow Nature Reserve on 20 May. On a happier note, the club will be celebrating its 50th anniversary in September 2016.

There are some comments on the advantages of petrol engines over diesels in a thought-provoking article in the **Yeovil Car Club** magazine.

The **Morgan Three-Wheeler Club** magazine has the sad news of the passing of the Club President Alan Lazenbury.

There is a fascinating article by Cyril Weighell on the gestation of the Hillman Imp and the establishment of the Linwood factory in the magazine of the **Imp Club**. Such reminiscences need to be recorded now whilst those who were there at the time are still with us.

The Cultivator – the newsletter of the **Vintage Horticultural and Garden Machinery Club** – informs us that that august publication 'Tractor and Farming Heritage' has been acquired by Kelsey Media from Morton's Media Group.

One can rely on the magazine of the **Traction Owners' Club** for an arresting front cover – and the July/August issue does not disappoint. Inside is advance notice of the 2016 rally to be held near to Rye in Sussex on 17-19 June.

There are some useful and thought-provoking ideas on the application of LED lights in members' vehicles in the magazine of the **TR Register**. And just to give you inspiration to tackle that restoration project you have been putting off for years, there is the remarkable story of a rebuild of a TR2 – a seemingly hopeless case which had been repatriated from Sri Lanka and subsequently abandoned in a Kentish wood for more than twenty years!

There is a two-page feature on American concept cars of the 1950s in the magazine of the **Pre-1950 American Car Club** – plus an announcement that *three* Ford Edsel convertibles have been put up for auction. An article on the development of the Chrysler Airflow mentions the use of a wind tunnel to analyse the design. In the course of development, it was discovered that contemporary cars generated less wind resistance moving backward than they did moving forward!

The 2CV National Meeting at Newby Hall appears to have been an overwhelming success with twice as many day visitors than expected and with a large increase in the numbers of campers. Members of the **2CV Club GB** also participated in the first official North Coast 500 Rally and reported most favourably on the experience in the club's magazine.

Scotland seems to be the place to be as the **Vintage Austin Magazine** reports on a Hebridean tour undertaken in a 1928 Austin 12/4. The same magazine also has a favourable review of the reprint of a 1920s publication 'How to drive a Car' which includes a number of observations that are still relevant today. There is also a report on a disaster which has befallen the **Austin Seven Clubs' Association**. A water leak has flooded the room in which their archive material was stored. >>>

There is a useful article on machine dating and registration in the Journal of the **BSA Owners' Club**.

The tale of the US President's ride in the bullet-proof Cadillac that had belonged to Al Capone is retold in the **Colchester Vintage Motor Club** newsletter.

Buzzing, the journal of the **National Autocycle and Cyclemotor Club** tells us all about the French perversion of Solex racing which includes six hour endurance races. Did you know that the Norman 'Nippy' was, in reality, a German design emanating from the Achilles Company? To conclude, the Journal reports on development work on a hydrogen peroxide powered moped which is being worked up to a design speed of 250 mph!

An awful lot of Austin Sevens went to Brighton in April as part of the 110th anniversary of the Austin and the event is comprehensively covered in the **London Austin Seven Owners' Club** magazine.

For those amongst you who need to know about such things, there is a detailed article on gearboxes in the magazine of the **Lea-Francis Owners' Club**.

Is this the end of civilisation as we know it? The magazine of the **Citroen Car Club** reports that Peugeot plan to discontinue the hydropneumatic suspension systems as a cost-cutting drive.

The **Routemaster Association** magazine reports that the Routemaster is the second greatest ever British design – after the red phone box – according to a survey in the Evening Standard.

There is a useful and informative buyers' guide in the magazine of the **Morris Marina Owners' Club** magazine – plus useful suggestions on fitting intermittent wipers to your Marina or Ital.

The subject of ethanol in petrol is something that never seems to be out of fashion. There is another article in the **Austin Big Seven**

**Register** newsletter on this topic by a representative of the Silkolene Oil Company.

The magazine of the **London Vintage Taxi Association** has an article on taximeters – it seems that there is a museum of these things in Argentina.

Austin Military 8s would appear to be well-travelled and to have a strong survival instinct. The magazine of the **Austin Counties Car Club** reports on two more examples undergoing restoration - one in Poland and the other in Portugal.

The **Swansea Historic Vehicle Register** reminds us that whilst the concept of the Model T Ford was that of Henry Ford, the car was actually designed by one Childe Harold Wills – with the support of a design team.

There is everything you need to know about Lucas six cylinder distributors in an article in the magazine of the **Jaguar Enthusiasts' Club**.

There is an intriguing article, with photographs, of Percy

*The Cambridge Oxford Owners' Club summer tour to the Isle of Man. Long standing COOC member Andrew Martindale's striking two-tone Sunbeam-Talbot was one of the most talked about non-COOC cars and a very welcome guest.*





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▶▶▶ Riley's first car in the Journal of the **Riley Motor Club**. This vehicle was built in 1898, was exhibited in Dublin and then sold to a gentleman in Belfast. Is it still there? Hidden in a lock-up somewhere?

A nostalgic double page spread of period advertisements featuring suppliers to BMC and the Mini appears in the **Mini Cooper Register** magazine.

The magazine of the **Military Vehicle Trust** is nearly as big and as heavy as some of the vehicles owned by their members. In the latest issue is a remarkable photo-feature on the aftermath of the Dunkirk evacuation – most of which were, presumably, taken by the German forces – where *do* they find such historically important photographs? Another significant photograph shows the workforce at Solihull posing with the 50,000th Land-Rover at the end of the production line – collars and ties predominate!

There is a brief account of Steve McQueen's life- long love affair with motor vehicles – especially his Porsche Speedster in the quarterly magazine of the **Speedster and Spyder Enthusiast**. The 1958 356 is still owned by his son, Chad.

The magazine of the **Southern Daimler and Lanchester Club** has an article on the Miller 122, the car that dominated American speedway racing in the 1920s. Its successor, the 91, was only built in penny numbers and the recreation of one of these cars involved an original engine located in a British museum and much hard work and a lot of money.

The magazine of the **Singer Owners' Car Club** has a feature on the neat looking Singer Nine utility truck which was built in 1935/6 as a special design for the Royal Air Force. Do any survive?

The **Octagon Car Club** bulletin has an interesting article on the early days of the Ten Year Test, as it was called when it was introduced in 1959. There is also

a useful article on electrics as applied to cars of a certain age and finally there is an appreciation of Phoenix, the near legendary manufacturer of crankshafts.

Some thoughts on the legal position on penalties charged for parking illegally on private land are aired in the magazine of the **Lancia Motor Club**.

The **Crash Box & Classic Car Club** magazine reports on a new way of supporting charities with donations from the proceeds of your club's activities. Contact [www.TheGivingMachine.co.uk](http://www.TheGivingMachine.co.uk) for more information.

Finally some feedback from the **Ford Y & C Model Register** on Patrick Moore's 1950s Ford Prefect: it is alive and well in the hands recently of someone who inherited the car from Patrick Moore. It was for sale in July on-line with the history quoted. Sadly, and astonishingly, the car no longer carried the original registration mark, which must have been sold as a cherished number.

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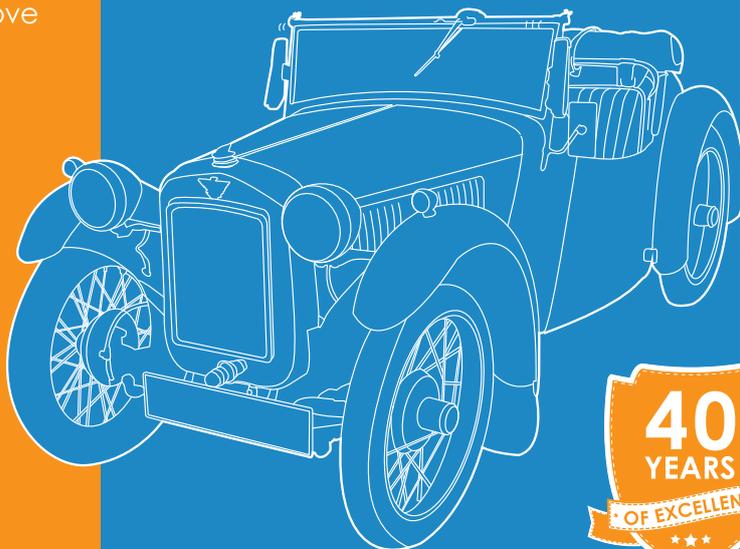
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# SIXTEENTH ANNUAL GENERAL MEETING

## Saturday, 17 October 2015

The sixteenth 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, Northants. NN12 7NA on Saturday, 17 October 2015 for the following purposes:

1. To consider and approve the minutes of the Annual General Meeting held on Saturday, 11 October 2014 as made available to members in November 2014. [Copies available on request]
2. To receive the Financial Statements for the year ending 31 May 2015.
3. To consider the Board's proposal for the addition of Bylaw 3.1.7 [See note 3 below]
4. Election of Directors. [See note 2 below]
5. To receive the Report of the Directors.

### Notes

1. Changes to the Articles of Association were necessary last year in order to comply with the Companies Act 2006. For the purposes of the Companies Act the member organisations that are incorporated can vote on resolutions at the meeting as a legal entity. An unincorporated organisation does not have a legal persona and, in the eyes of the law, is not able to hold a position of member - but only the person given as the 'nominated contact' on the FBHVC database may vote. Any organisation may appoint a proxy other than the FBHVC nominated contact if they so wish, though for an unincorporated organisation the Form will have to be signed by the 'nominated contact'. The financial statements, directors' reports and the proxy form were all been distributed to club nominated contacts in September.
2. Nominations for directors to fill the posts of Research, Heritage, Legislation, Events and Technical, and Trade and Skills were required by 5 September 2015.
3. In accordance with Article 15.14 and Bylaw B3 the board wish to add a new post of Director for Research to reflect the high importance that the Federation places upon this activity. Responsibility for International Relations will be taken by the current Federation Chairman, David Whale, in accordance with Article 3.1 and Bylaw B3.2. David Whale is senior vice president of FIVA, additionally there are five other Federation board and committee members holding posts on the FIVA General Committee and Commissions and thus this activity is well supported. By the addition of Bylaw 3.1.7 the post of Director for Research may be created.

## CONFERENCE

### Saturday, 17 October 2015, 1400

Chairman, David Davies

#### CLUB SPARES AND PARTS REMANUFACTURE

David Holden, Riley RM Club, and Paul Chasney, FBHVC

#### CLASSIC CAR VALUES, A 2015 PERSPECTIVE

Angus Forsyth, Marcus Atkinson and John Mayhead, Hagerty International Limited

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Attendance only tickets are free to nominated delegates from FBHVC subscriber organisations and supporters but are £10 to others.

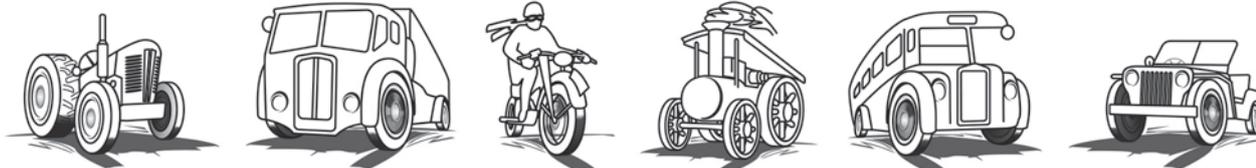
Attendance & Refreshment tickets include morning coffee, buffet lunch and afternoon tea and are available at £15.00 each to nominated delegates from FBHVC subscriber organisations and to FBHVC supporters but are £25.00 to others.

Tickets should be ordered from FBHVC secretary by **Friday, 9 October**.

The address is Stonewold, Berrick Salome, Wallingford, OX10 6JR. A SAE would be appreciated. E-mail: [secretary@fbhvc.co.uk](mailto:secretary@fbhvc.co.uk).

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