

FBHVC

news



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 6 • 2018

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Editorial

Politicians ignore pressure groups at their peril. Such power and influence that the Federation can bring to bear in our lobbying depends on this. Clearly you, the members also play your part in the power broking game. It's a numbers game. Our 255,000 associates represent a pretty potent constituency. If ministers get it right, there are votes to be won. If they get it wrong, there will be noise and even possibly embarrassment if there are irregularities of process involved for example.

A snippet of news caught my ear on the penultimate day of the embattled Conservative party's conference. Environment Minister, Michael Gove hinted that the next household item to be banned in his current bandwagon dash to banish plastics from this (blue?) planet could well be disposable nappies. Really, Michael, as an ex journalist you ought to have known better than to threaten the mighty hoard that is the nation's mothers. The Sun devoured the comment... its headline (a Sun speciality) trumpeting, "Gove's Nappy Clash". Mum's Net, surely one of the most powerful and influential internet based lobby groups called the proposal "borderline insulting", which was for them I thought quite restrained.

But why such a strong reaction. Well Mr Gove clearly needs more female advisers checking his speeches because, as nearly everyone else knows, the disposable nappy is as symbolic to 20th century female liberationists as the abandonment of the

boned corset to 19th and early 20th century female suffragists.

So what has all this got to do with preserving our rights to use the highway, I hear you saying. Well, we shall certainly never wield sufficient lobbying power to make the front page of the Sun. And it does sometimes feel like we are lone voice trying to turn the clock back in the teeth of progress. So it is encouraging when another lobby group springs up with compatible interests to our own. And so here is the link that almost makes all the foregoing relevant!

Michael Gove, yes he of the nappy ban, has a proposal out for consultation which if eventually passed into legislation will ban the burning of domestic coal. I must admit I mused on reading this that draft 1 of this proposal might have said "all coal" until an apparatchik pointed out that we would need a means of generating electricity to charge up all the electric cars that were about to flood onto the roads, and since there had been little or no investment in our power infrastructure, several large power stations still relied on coal!

Enter stage right our new ally, The Heritage Fuels Alliance. This alliance of Railway, Shipping and Road vehicle preservationists will carry the torch for heritage steam-powered transport. The Federation will give full support to our member, The National Traction Engine Trust in this endeavour.

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 or sent on application to the secretary.

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General Status

In a strictly legislation sense this has been a quiet period, though there seems little actual let-up in our activities.

Environment

While a number of consultation processes continue to roll through, and there will inevitably be more, there is nothing specific I need to report in this Edition. In general we continue to receive sympathetic consideration when we raise our specific concerns. By the way, we put all our consultation response up on the website, so if you wish to see if we have responded in respect of your local area do check. And please let us know if you spot a local consultation you think we might have missed.

The effective closure of limited streets to all but electric powered vehicles, to which I made reference in the last Edition of the

Magazine, is developing. Given the obvious need we have to use our rights reasonably and responsibly, we have so far treated these proposals as akin to pedestrianisation, to which we do not take objection.

But aspects of some of the proposals, such as that for the City of London, appear, at first sight, to be potentially on such a scale as to create genuine problems to owners of historic vehicles living in the areas affected. We have already applied to be included in the list of consultees when the City of London goes to consultation.

Roadworthiness

We know the system is settling down, though there are a few issues of concern. Not least is the reduced functionality of the Vehicle Enquiry System (VES), which now provides no record, as it used to do in respect of pre-1960 vehicles when they were the only exempt vehicles of a vehicle actually being test exempt. This failure may represent limitations in the current system, which might perhaps be solved when DVLA migrates its data onto a wholly new system. We have of course been promised that other

limitations of the database in respect of the correct indication of makes and models may be solved at or after migration.

In addition, we will be continuing to examine how historic heavy goods vehicles built since 1960 ought properly to be treated, in view of their failure to gain the expected exemption from roadworthiness testing they could have received under the terms of the EU Roadworthiness Directive.

Registration & Licencing

While there are no specific developments in this area, I think I have to advise members of a concern that the Federation has. The Federation has of course, not least through its relationship with the All Party Parliamentary Historic Vehicles Group (APPHVG), over a long time been recognised by DVLA as a valued partner to deal with the admittedly difficult issues concerning the registration of historic vehicles. The Federation understands these things in a different way from DVLA and our point of view has been deemed useful by DVLA.

to Vehicle Excise Duty (VED) exemption and to exemption from roadworthiness testing, both of which are, in legislation, related to date of vehicle build, not registration.

It is the view of the Federation that, if the owner of a vehicle, which has not been radically altered, can currently produce the documentary evidence required by DVLA to justify issue of an age related plate in respect of that vehicle, then the fact that it is currently on a Q Plate should normally be irrelevant. We have not yet been able to convince DVLA of the force of this argument.

There appears to be at the moment a reduced level of engagement within DVLA with the specific interests in historic vehicles and thus with the Federation.

The situation is made slightly worse by the current difficulty in arranging sufficient face-to-face meetings, which we do realise might arise from recent personnel changes within DVLA.

The good news is that the V765 system to recover a previously held registration appears to the Federation to be working pretty smoothly, if rather tightly controlled as to what is sufficient documentation.

So the Federation is concerned that the traditional approach of the UK Government, that historic vehicles are a special case to be treated with sympathy, and where necessary special procedures, is at risk, perhaps accidentally, as a result of increasing emphasis on efficiency in DVLA.

But there is increasing evidence coming to us from members that problems are appearing in relation to applications for age related plates, including those for reconstructed classic applications, which were not previously encountered.

We will be investigating by all possible means the extent to which this change of emphasis is or is not deliberate and whether it can be modified.

There are certain examples of this development where problems we have highlighted, and would have expected to be relatively easy to solve, have simply stalled. No solution has been offered and we are not entirely clear why.

Some of you may have seen the appeal for action on this subject from Chris Aylett of the Motorsport Industries Association (MIA). He does not explain the context of his appeal.

We are for instance particularly concerned about the tightening of the approach to Q plates of which we and many members were formally advised late last year. This can affect entitlement

You will all recall that the Vnuk case (which has been followed by several others) in the European Court of Justice (ECJ), interpreted the EU Motor Insurance Directive to mean that vehicles should be insured whether on or off the road.

Insurance – The Effect of Vnuk

What appears on the face of it to be a fairly simple protection for the consumer raised two big issues, with which the Federation is concerned.

- The potential major effect on competitive motorsport, which is what also concerns the MIA, and
- The possibility that vehicles currently held to be exempt from compulsory insurance because they are not entitled to be used on the road (in the UK that mainly means on SORN), should nevertheless be insured.

FIA approach on competition. The position is not so clear on the question of road vehicles not permitted to be used on the highway, many of which will of course be incapable of movement. This is very peripheral to FIA, but not to us, so FIVA has made direct responses to the Committee "Rapporteur", Dita Charanzova of the Czech Republic, and sought reciprocal FIA support.

Both the FIVA approaches were informed by the work the Federation had already done on the UK domestic context, so I am sure our arguments were properly presented.

You will also recall that the Vnuk case caused the UK Government to consider urgent changes to the law. They consulted, and the Federation submitted a response putting our arguments on both aspects, but the Government never responded to the Consultation, for whatever reason.

The proposals are, at the time of writing this, at a sensitive stage awaiting completion of consideration in the Committee.

I also raised the matter more generally in the Legislation Commission of FIVA. But at that time, as no other Member State was actively considering changes to the national laws, the question rested.

We await the imminent publication of the report from Ms Charanzova. That report will be followed by other Members' reports which will take account of her report. It is this stage which has caused Mr Aylett to make his most recent appeal.

What is now happening is that the EU Commission, which was already working on a redraft of the existing Motor Insurance Directive, introduced elements into their new proposal to reflect the ECJ's view requiring extension of compulsory insurance.

When we have seen the report of Ms Charanzova and other members of the Committee we will know the extent to which our arguments have been taken into account and how next to approach this matter.

FIA has, as is their obvious duty, taken up the cudgels on the competition issue through the proper route, which is in this case engagement with the Internal Market and Consumer Protection Committee of the European Parliament.

Be assured I am closely involved on your behalf in the FIVA efforts and actions in this regard. I will also be keeping a close eye on the extent, if any, which any deal on Brexit might have on the applicability of these proposals in the UK in the future. It is most unlikely however that the UK Government would choose to be less protective of consumers than the EU, so whatever is decided there is likely to be important to us.

FIVA made a short response to the Committee supporting the

I will keep you advised of progress in future Editions of the Magazine. >>>



The Future?

Given the fact that there is not much solid news this month, this may be a good opportunity to provide an insight into where we think we might be going in the future, and what might be the challenges to the exercise of our rights to use our historic vehicles.

Those of us who use our vehicles will already be conscious of the increased difficulty of getting about on the roads. The lower acceleration and speeds and less efficient braking of historic vehicles, particularly those of greater age, means the presence of many vehicles with rapid acceleration and excellent brakes, and the increasing presence of cyclists, creates new hazards for us. For many of our older members, the solution is reluctantly simply to stop driving them. But these are matters of fact and choice.

There may however be more deliberate threats to use of our historic vehicles.

Everyone is familiar with the onset of Low Emissions and Clear Air Zones. We know they are going to increase in number and probably most of us recognise they are indeed justified if the inhabitants of our cities and large towns are to have the benefit of purer air to breathe and if the effects of climate change are to be mitigated.

Here the good news is that by and large, our arguments that there are not in total many of us, that the use of our vehicles is very limited, and that our vehicles represent a part of our culture and heritage, which it would be wrong to discard, have held sway. But it may not always be like that, and the calls for exclusion of all internal combustion vehicles from urban areas may increase and become overwhelming.

We did not expect the pressures which are now appearing on the supply of 97 Octane petrol of no more than 5% ethanol content, and they may not materialise, but we should treat them as a warning for the future.

Because the predictions as to the arrival of electrically powered vehicles to replace the internal combustion engine are advancing and it may be that a large majority of vehicles will be electric much sooner than we have expected. Certainly the technology has made some strides which would have been unthinkable a few years ago.

That could result in a simple market led threat to sufficiently widespread supplies of our fuel. These developments could mean a need to rethink some of the current registration processes and procedures, and indeed some of the rules around fuel storage.

We may indeed all need to decide if our vehicles are to be consigned to museums, or if they remain sufficiently authentic after conversion to electric power that we wish to go on using them.

The onset of autonomous, as distinct from electrically powered, vehicles, may have massive effect.

We have already heard, in a recent interview with the Head of the Highways Agency, that autonomous vehicles, which were a short while ago being boosted as able to deal safely with any road hazards, may not be able to meet their aspirations for safety unless any vehicle which cannot talk to them is banned from at least some of the roads they use. He specifically

referenced, in an entirely disparaging manner, historic vehicles in these comments. So yes, some people really are out to get us.

And the proponents of autonomous vehicles are firmly wedded to the concept that driving is a chore, to be avoided at all costs. Has anyone done any research to show that to be the general opinion, especially outside major cities? Some of us, probably most of our members, actually like driving!

The proponents of these vehicles also sell the concept as creating autonomy, but in fact it is transferring autonomy from the human being to the vehicle. Surely society cannot take that massive step in loss of human autonomy without a major debate about it? The historic vehicle movement is a good place to start that debate.

And lastly, first noticed in surveys in Germany, but starting to be evident here, we may be losing youth, in particular urban youth.

Someone who lives in a big city, who leaves it, if at all, by train, who gets around either by bike, which they perceive as healthier, or at a tap of the Uber app on their smartphone, and who shops in the same way, may simply not care about buses, cars or motorcycles, historic or otherwise, any more. And they will certainly regard heavy goods vehicles, which largely in cities only come out at night, as a best an inconvenient nuisance. Maybe we can keep their interest by playing the heritage and culture card as often as possible. We need to try.

I hope the above has started some of you thinking about these challenges. We had better be, or our days as a movement are numbered.



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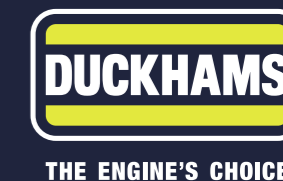
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I have received some comment that the final paragraph of my article in the last Newsletter referring to change of tax class did not provide sufficient explanation. So, with apologies for that I will seek to make amends now!

The first point to understand is that, with the exception of vehicles which were inactive (unlicensed) when the SORN regulations came into effect, all vehicles must be continuously either licensed or SORNed. At any time an application for either one (SORN or license) will automatically cancel the other. This is known as 'Continuous Registration'.

Further to that all vehicles which are licensed are required to be insured, even if they are not in use. This is checked frequently by DVLA and if a licensed vehicle is found to not be insured enforcement action will follow. FBHVC Newsletter 4/2016 (available on the Federation website at <http://www.fbhvc.co.uk/members-pages/newsletter-archive/>) carries a short explanation of Continuous Insurance Enforcement (CIE) as it is known.

The final part of this background is that DVLA cannot register a vehicle without also licensing it. A change of tax class is considered equivalent to registration as significant tax related information has changed. A 're-registration' if you like.

The net result of all this is that if an application is made to change the tax class of a vehicle which is not licensed at the time it will automatically become licensed. Any existing SORN will be cancelled. Because if the change is to the historic class there is no VED payable, in most cases no MoT is required and because of CIE no check is made for insurance at the time of licensing, the keeper may not recognise that he has in fact licensed the vehicle.

So, if the vehicle has been on SORN and is not insured it will be picked up on the next CIE check and an Insurance Advisory Letter will be issued. To avoid this, the vehicle should be SORNed again as soon as the tax class change is completed.

DVLA have recently provided us with clarification of a particular aspect of the policy supporting the issue of age-related registrations that had not previously been clear to me, nor, I suspect, to some others. Prior to 1983 all vehicles registered for the first time in Great Britain were given current registration numbers. From 1 August 1983, coincident with the introduction of prefix registration numbers, used vehicles were given numbers appropriate to the vehicles age. This policy still applies, however it is not retrospective and vehicles that were registered prior to 1983 and given then current registration numbers in line with their date of registration in GB cannot have their numbers changed.

Despite that policy for a short period of time in the 1980s some Vehicle Registration Offices may have been issuing A and B suffix registration numbers in certain circumstances, for example as a replacement number following a cherished transfer application. DVLA may, depending on the circumstances, change these numbers but this can only be on a case-by-case basis as it would be necessary to interrogate the old records and retrieve archived documents. However, the majority of registrations would have been correctly allocated in accordance with the policy in place at the time of registration and will not be changed if this is the case.

As in all cases where a keeper believes their registration number is incorrect, they should write to Vehicle Casework, DVLA, Swansea SA99 1BD, explaining why they believe it to be incorrect and supply documentary evidence if appropriate.

A number of member clubs have told me over the last few months that first registration applications of a form that have been accepted for several years are now being rejected by DVLA, often with very unhelpful rejection letters. In some cases the clubs concerned have written formal letters of complaint to DVLA and unfortunately these have not received timely responses. If your club is experiencing similar difficulties please let me know by email on vehicles@fbhvc.co.uk.



DVLA Christmas & New Year Opening Times

Date	Opening Hours
Friday 21 December	8.00am to 7.00pm
Saturday 22 December	8.00am to 2.00pm
Sunday 23 December	closed
Christmas Eve	8.00am to midday (drivers premium line will be open until 4pm)
Christmas Day	closed
Boxing Day	closed
Thursday 27 December	8.00am to 5.30pm
Friday 28 December	8.00am to 5.30pm
Saturday 29 December	8.00am to 2.00pm
Sunday 30 December	closed
New Year's Eve	8.00am to 5.30pm
New Year's Day	closed
Wednesday 2 January	8.00am to 7.00pm



Rally Reflections



Now it's really cold outside so I guess it's appropriate to spend a little time on the variety of events in which I have been involved over the past few months.

Let's look back to early October and the Carrera 2018. This was an event organised by Bart Rietbergen and his team from Classic Events B.V. in Holland that started from La Grande Motte in France and journeyed for 9 days through the Pyrenees and Spain down to Ronda for the end of the first leg. Leg 2 started in Tetouan in Morocco and ended in Marrakech some 5 days later. Once again I was navigating for Irvine Laidlaw in his Porsche 911 RS but we could only afford the time for compete on the first leg.

However, despite a mistake by me on Day 3 we managed to win the Leg by some considerable margin. A satisfying end to a very enjoyable but tough event.

Then in mid-October I flew out to Japan as the FIVA Steward for La Festa Mille Miglia 2018. This event mirrors the Italian 1000 Miglia event with circa 100 entries all abiding by the Japanese traffic laws. Indeed strict penalties are applied for any traffic misdemeanours! The event lasted for 4 days travelling generally North East from Tokyo up to Urabandai Lake Resort and then back to the capital for the Finish at the Meiji shrine. A superbly organised event by FORZA S.p.A under the leadership of Haruo Masuda was thoroughly enjoyed by all who took part. And it's not every day that you come across two monkeys "misbehaving" at the side of the road at 07.15! And neither is it every day that you have dinner seated next to an Imperial Princess, but that's a story for another day.

Next came HERO's Rally of the Tests where I joined Tim Lawrence in his 1967 MGBGT. This year the rally started in Harrogate and made its way down to finish at Bristol 4 days later via Bosworth, mid- and south- Wales. But more on this event in the next edition.

FIVA's General Assembly took place in Gibraltar during mid-November and HERO's Le Jog in early December.

Again, more on these two events next time.



Meanwhile don't forget to have a look at the Irish Racing Green's **Shamrock Vintage Challenge**. If you drive a pre-war car then this is definitely one to put on your calendar. It is due to take place between 12-15 May 2019. Have a look here - <http://irishracinggreen.ie/shamrock-vintage-challenge-2019/> if you are interested. I promise you won't be disappointed, it will be fun as well as competitive.

Finally, don't forget the HRCR's Open Day at Gaydon on 12 January 2019. It is always a great day for motorsport enthusiasts and see here - <https://www.hrcr.co.uk/> for all they have to offer.

For this edition, I thought I would indulge myself with a combination of personal heritage and icon vehicle anniversaries.

Firstly, Associated Motor Cycles (AMC) were established 80 years ago. It was the holding company for many famous names, particularly Matchless and AJS. At a VMCC event a few years ago, Bill Cakebread, gave a talk about his time at AMC, which was very interesting. He started as an apprentice and eventually worked with the design team. The story is captured in his book 'Motorcycle Apprentice - Matchless in name and reputation' which is still available to buy.

My personal involvement was passing my riding test on a Francis-Barnett Cruiser of the type still used by the British Two Stroke Club Treasurer, Robert Hill, for runs and rallies. My memories were coloured by the memory of plug oiling, which probably with hindsight was caused by putting excess two stroke oil in with the picture, a youthful attempt to protect the engine from seizing!

Given its racing successes, Norton, acquired in 1952, was particular favourite, with the featherbed framed Dominator being one of the 'leaders' amongst the ton-up boys, along with other makes like the BSA Gold Star and Triumph Bonneville.



The Triumph Bonneville was launched at the 1958 Earls Court show, making this year the 60th anniversary. I always felt that Edward Turner not only designed a great looking machine but was very good at marketing.

They also made a great noise, unfortunately I never owned one but did have the smaller 500cc Tiger 100, which at least made a similar sound! Good YouTube clip here of a restored machine <https://www.youtube.com/watch?v=dwqlp4i-knM>

On to four wheels, my second car was a Morris Minor, an excellent vehicle with rack and pinion steering and independent front suspension, which gave good handling. This was not stretched by the 803cc split screen version I owned!

Originally code named 'Mosquito', the design was by Alec Issigonis. It was launched 70 years ago, at the 1948 British Motor show and became the first British car to sell over a million units.



The last of my indulgences is the Land Rover. In 1947, Maurice Wilks traced the outline of the iconic vehicle in the sand of the beach at Red Wharf Bay, Anglesey. The first prototype 'Centre Steer' used a Jeep chassis and had a central positioned steering wheel, the thinking being the design would work no matter which side of the road it was driven on.

Its debut was in April at the 1948 Amsterdam Motor Show, again giving a 70th anniversary. Later known as the 'Series I', it had an 80in wheelbase, 50bhp 1595cc petrol engine from the Rover P3. The use of simple body panels made from light alloy and a chassis fabricated from off-cuts avoided the use of rationed steel and the need for complex and expensive press tools.

My personal experience was of using a long wheel base station wagon version in Libya, as a Consultant in 1980. I recall the

steering, which might have been described as 'vintage'. However, on Fridays, our day off, it was a very useful beach buggy!

Plus, the Italian contractors we were working with were very complimentary about how tough it was compared to the 4wd Fiats they were using at the time.

Given our rich vehicle history, we have many such anniversaries of great British designs of which these are just a sample of a few. If you have a particular favourite, why not let our secretary know and we will try and publish them in the future.

'Tis the season for a survey

Winter has arrived, it is cold and dark outside and even our favourite vehicles are left in the garage. Might you find a few minutes to help the Federation?

The future of our interest in historic vehicles is very much dependent on good quality research and the Federation's research programme is key to helping represent the views of enthusiasts to Government, Government Agencies, Local Authorities and many other organisations. The Federation's 2016 National Historic Vehicle Survey has been recognised as a definitive work setting out the importance of the historic vehicle to our national economy. As a next step we are developing this research and delving into the ownership costs incurred by enthusiasts as they use, maintain, preserve and renovate their historic vehicles. The Federation's 2018 National Historic Vehicle Ownership Costs Survey was launched at the Lancaster

Insurance Classic Motor Show on 9 November at the NEC.

Part of the credibility of the Federation's research is the wide sample base and broad interests of respondents. Almost 14,000 individual enthusiasts took part in the 2016 survey. We would like to invite you and your fellow Historic Vehicle Club members to join other like minded enthusiasts to take part in our 2018 survey. Our aim for this time is to exceed the number of respondents to the 2016 survey.

A link to the 2018 Historic Vehicle Ownership Costs Survey can be found on the Federation's home page: www.fbhvc.co.uk The survey can be accessed directly by going to the following page: www.fbhvc.co.uk/ownership-costs-survey.

Thank you for taking part in this survey and helping to keep 'Yesterday's Vehicles on Tomorrow's Roads'.



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CLUB EXPO 2019

With our assistance Club Expo is back at the British Motor Museum, Gaydon on 26 January 2019.

We have totally revolutionised the concept and are focused on making Clubs more effective and professional.

All topics discussed will be delivered in a plenary and due to the nature of the information available the lunchbreak will be 90 minutes which will give you time to grab a bite to eat in the cafeteria and view the museum.

At the time of going to print we have six guest speakers confirmed. Here is a flavour of the speakers booked so far...



In Association with
BRITISH MOTOR MUSEUM



Welcome David Whale

Our Chairman, David Whale will open the proceedings and provide you the audience with the FBHVC's perspective on Club Expo and introduce Tom Caren from the British Motor Museum as Show Manager. Tom will acquaint you with all the necessary information on the Museum before other guest speakers delight you with the following:

Apprenticeships Karl Carter

Karl will introduce you to the world of apprentices and apprenticeships and provide data you may wish to share with your fellow club members. After all we need to ensure these skills are passed on to ensure our vehicles are around for many years to come.



PR & Social Media For Car Clubs

Wayne Scott & Hannah Thomas

Your club is doing amazing things, putting on exciting events and carrying out new initiatives - your club has an incredible story to tell!

Communicating this story to your members and the outside world effectively, demands a PR strategy that raises awareness through great content and activities that build engaged communities.

This workshop will explain how to do this through practical examples, including effective use of social media and digital tools alongside more traditional channels to reach your audience.

Wayne Scott is the founder Classic Heritage PR and a consultant to the automotive industry. Hannah Thomas has experience building audiences through social media content for the National Street Rod Association and others.



Cost of Ownership Survey Paul Chasney

Following the launch of the Cost of Ownership Survey at the Lancaster Insurance Classic Motor Show 2018, Paul will tease you on some of the early findings prior to the release of the full research material later in the year.

DVLA Question Time

Geoff Lancaster & Ian Edmunds

Our very own Ian Edmunds and Geoff Lancaster will be answering some of the most popular DVLA related questions you want answered.



Risky Business - Helping Clubs Avoid The Pitfalls of Liability

Peter James Insurance

Join Peter James Insurance's self-confessed petrol head, Greg Nock, for a light-hearted look at the very serious issues of liability and the ever-increasing risks UK clubs are exposed to on a daily basis. This comprehensive, myth-busting session is a must-see for any club, large or small. Drawing on 25 years' insurance



anecdotes and experience, Greg will be covering a number of topics ranging from the burgeoning array of risks associated with advising on valuations and proof of historic origin through to the need for employers' liability cover - even if all of your club officers are unpaid volunteers.

Planning For The Future - Preparing Classic Car Clubs For The Next 40 Years

Bruce Kelsey - Director of Development, Morris Minor Owners Club

Having just celebrated the 40th anniversary of the club, the MMOC are looking to the future and the next 40 years. Keeping a successful and vibrant club successful and vibrant in the 21st century is no easy task. How can we keep new members coming in when there are less cars on the road? How can we improve or influence the supply of good quality parts to keep our cars on the road? How can we encourage more young members to join the club rather than follow us on Facebook? These are just some of the many questions we have which all other classic car clubs are asking too. Bruce Kelsey shares the MMOC approach and lays out an easy to follow road map which starts by properly engaging with members and ends with a development plan which will help steer the club over the next ten years - or more.

GDPR Information

Following on from our GDPR Guide issued to all Clubs main contacts in June 2018, the Federation received enquiries from some to gain further information. This is your opportunity to meet Ron Williams from Nettitude who will be in attendance to answer any queries. If you have any questions on GDPR please email them in advance to secretary@fbhvc.co.uk

The Federation are still recruiting speakers, so watch this space... Also featured will be a limited number of Traders whose specialisms are solely for the Club industry. No conflicting businesses will be present.

As well as enjoying the talks we hope for you to meet other clubs and help towards building a community of like-minded historic vehicle enthusiasts. You never know, you may learn something invaluable for your club from another!

How Much Will It Cost?

The Federation and British Motor Museum are offering the service free of charge and will commence at 10am and close at 4pm.

How Do I Book?

Due to space limitations, we can only take a booking for two representatives from each Club or Association. If you are interested, please send your confirmations to Emma Balaam via post

FBHVC, PO Box 295, Upminster, Essex, RM14 9DG

or email secretary@fbhvc.co.uk with the names, addresses and contact information for each person in attendance.

We hope you can attend and look forward to meeting you again (or for the first time) in the New Year.



FBHVC VACANCY LEGISLATION DIRECTOR

Our Legislation Director, Bob Owen, is retiring in October 2019 and we are now seeking applications from potential candidates who have broad, all round relevant experience.

The Federation is celebrating its 30th anniversary this year and legislation has always been a cornerstone of our activities. We currently represent over 500 clubs, museums, independent and trade supporters. A collective membership of over 250,000 enthusiasts. As the umbrella organisation for the historic vehicle movement in the UK and representative of the Fédération Internationale des Véhicules Anciens (FIVA) for our geographical territory it is essential we demonstrate the highest standards in our interactions with government, their agencies and non-governmental organisations.

The Legislation Director is responsible, with the support of our secretary and his committee for monitoring all UK legislation, rules and procedures which are pertinent to historic vehicles. He or she manages and controls responses to government departments in Westminster, Edinburgh and Cardiff and to local authorities. These departments are primarily the Department for Transport and its agencies, DVLA and DVSA. The job holder is also supported by a DVLA Liaison Manager.

The Legislation Director would normally be a member of the Legislation Commission of FIVA providing the opportunity to understand and influence the historic vehicle movement internationally.

As a director of the Federation the successful candidate would join the existing Board of nine Directors and contribute to the leadership and future direction of the Federation at this exciting time as extend our research, skills development and heritage agendas. This is a voluntary role but all out of pocket expenses will be reimbursed.

If you would like to be considered or have questions please contact either

Bob Owen at legislationdirector@fbhvc.co.uk

or our Chairman, **David Whale**, at chairman@fbhvc.co.uk

The World's Fastest Jensen

Update

After a very successful event at Pendine Sands in May, the car was shipped to Houston. Ian flew over at the start of August collected the Truck from Enterprise Rent a Truck, picked up the car on the trailer and set off for Utah. After a beautifully scenic but uneventful three day drive the car successfully made it to the Bonneville salt flats.

With the help of some friends our pit area was set up and the car went through tech inspection (this was one of our biggest worries. People spend years and lots of money preparing their vehicles only to be refused permission to run on the salt thanks to a safety related technical infringement). The team arrived on the Friday night all ready to race on Saturday.

We had been advised that the weekend would be extremely busy; there are a lot of [more local] people who just come down for the weekend. As we had the entire week, we decided to let the locals have their fun and just queue up we often

as we could. If we could get our first race license by the end of the weekend then that would be a good start. This means a run between 125 and 150 mph. There are two lines for each of the four courses and the wait can be a quite long. Timings are calculated by taking the average speed between each mile marker.

For our first run we were on the rookie course (course 4, a two mile long track). We lined up, going through our full safety procedure and ran through the do's and don'ts if we had a mechanical or emergency need to stop quickly. Once we were started it quickly became evident that the car was not running well. We had no power above 4000 rpm. Still, we accelerated from the zero marker through the 1 mile and pulled the parachute at the 2 mile marker. While we have a GPS speedo in the car once over the line Ian was too emotional to know what speed had been achieved.

On our first run we achieved an average of 126.258 mph. Not too bad for a car running as badly as ours. But on our first run we had achieved our dreams. As a team we were now Bonneville racers, we built a car, shipped it to the USA, raced on the salt and we had a class D race license. >>>





▶▶▶ We went back to the pits to celebrate and check the car over. The car seemed fine, except for the misfire, and we heard that the line on course 4 was very short, so we went off again for our second run of the day. This time with a bit more confidence and experience we had another go, 137.386 mph, still running rough and with a parachute failure to add to the excitement.

On the second day (Sunday) our engine tuner, having driven for 11 hours straight, arrived from San Diego and was very keen to get started. The injection system we use whilst very competent is also quite old and Bruce had a few issues communicating between his laptop and our ecu. Sorting this took some time, but by the middle of the afternoon we had it running sweetly and running cleanly up to our 6500rpm limit.

By the time we got in the line, course 4 had been closed and we went to course 3 a full 3 mile course. Ian had been given strict instructions by Bruce not to go flat out but once in the higher gears to go up and down the rev range feeling for flat spots and any other tuning concerns.

As we lined up on course three we got Ian all strapped in the car and we went through our procedures again. The car sounded sweet and everything was looking good for our tuning run. As we made it to the line, reports came in of an accident on course 2, so the event was on hold temporarily. It turns out a car had rolled at over 230 mph. The driver was ambulated and then helicoptered to hospital. Inconveniently there was an incident at the local campsite requiring the other ambulance so the event was cancelled for the day. As a testament to the safety procedures put in place for the event, the driver involved in the crash sustained nothing more serious than a broken rib.

The next morning, dawned perfectly and we arrived at the salt with very high hopes only to discover that during the tuning process the day before we had damaged the starter motor. Once more back to the pits, another motor was located but we couldn't take delivery until the next day.

Having taken delivery of the new motor, we then discovered that the battery had also failed due to the vibrations. A short delay as we found a new battery, then the nightmare of discovering that during the electrical failures we had managed to 'spike' the ecu and it had lost its tune. A bit more tuning and we were once more

on our way to the start line, only for the event to be stopped again, this time due to some very high cross winds.

Wednesday was a lot more positive, we got to the line and managed the tuning run, Ian got the car into fourth gear at around 94 mph and then started 'feeling' the power at various rpm's going up and down. At 124 mph fifth was selected and the process was repeated until we ran out of track. We managed to cross the 3 mile line at 148 mph and averaged 143.887 mph.

We circled around for another run, after deciding we were happy with the tune and lined up for another go. Once we were on the line Ian noticed that the clutch pedal went all the way to the floor. Back to the pits once more, another vibration related problem as the flexible hose had come loose. Once it was tightened we started experiencing more tuning problems so we didn't get to run again that day.

On Thursday we managed three more runs but each was bedogged with either clutch or tuning issues. We failed to improve our speed but gained a lot of experience and enjoyment. We met a lot of people and were offered assistance in many forms from carburetors to tuning advice. At the end of Thursday the flexible clutch hose failed completely so we called it quits for the day.

Friday was the last day of competition; we had managed to repair the clutch hose with a bit of assistance from other teams and had decided on an all out, go for it, last run. The only course left open was course 1, this was the full 5 mile 'big boys' course and was only open until lunch time. This course had seen 11 over 400 mph runs this week. We lined up, went through all the safety setups and made our way to the start. Only for a complete gearbox failure. The collective groan from the spectators and organisers was almost as loud as our exhaust.

The event was an incredibly successful failure, all involved had the most wonderful time. Speed Week in Utah is everything you want it to be but about ten times better! Our only issue was that we got enough out of the car to prove it is far more capable than these numbers would suggest so we now have to go back with all the lessons we have learnt.

We are all incredibly grateful to everyone that has given us any assistance either financially or with services.



Call For Teaching Aids



Very recently the Federation have been very lucky to have the opportunity to have received some excellent teaching aids to assist with our apprentices.

Do you have any stashed away that you have potentially forgotten about in your lofts or sheds? If so, and you wish for them to have a good home and be used to educate the next generation please get in touch. We'd love to hear from you.

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Call for Articles

Thank you to those Clubs who answered my call for articles piece in the last issue. My aim is to include articles in every edition of FBHVC News to cover all the vehicles the Federation represents. It is sometimes very difficult to feature articles on vehicles other than cars, therefore if any club has an interesting story or feature you feel other FBHVC News readers may wish to read, please forward the details to myself preferably via email to secretary@fbhvc.co.uk. I will try my hardest to capture as many as possible dependant on the space available.



A Warm Welcome to AC Owners Club
 and those Individual Supporters for recently joining. We hope you enjoy being a member of the Federation.



DID YOU ENJOY THE SHOW?

We certainly hope you did. Being the Federation's 30th Anniversary we had a bumper stand with the following vehicles on show.



▲ 1903 Stanley Steam Car



▲ 1910 Kerry Abingdon 3 1/2 hp motorcycle



▲ 1912 Rolls Royce Silver Ghost



▲ 1930 Abingdon King Dick Model 40 Motorcycle



▲ 1939 Scout Carrier MK.1L manufactured by Aveling Barford



▲ 1940 Rosengart electric motor



▲ 1950 Guy Arab IV double deck bus



▲ 1963 JCB Type 1 Gravedigger



▲ 1968 Bedford CAL van



▲ 1988 BMW Z1



▲ Lego Traction Engine model





A Landmark Year For The Lancaster Insurance Classic Motor Show with Discovery

There were so many landmarks to celebrate at this year's Lancaster Insurance Classic Motor Show, with Discovery. Over 71,000 attendees headed for Birmingham's NEC over the weekend for the world's biggest gathering of classic motoring clubs.



Acting Show Director Lee Masters said: "This was a landmark year for the show in so many ways; The biggest in size, the most ever cars, and reaching 300 clubs to make it the World's biggest gathering of classic motoring clubs. But also as it took place on Armistice Day and it was an honour to see so many clubs pay tribute.

"There wasn't a dry eye in the house as the two-minute silence was broken by the sound of a Highland piper on the Discovery Live Stage. Thanks to everyone who came and supported the show. Now to start planning how to celebrate next year's 35th anniversary of the show!"

This year's show theme was 'Built to Last' and as expected, the clubs and displays interpreted this in so many different ways – from the Veteran Car Clubs stunning 'Coming Home' tribute to the end of the Great War, to a fantastic mix of heritage models against their most modern counterpart on the Renault, Alpine, and BMW club stands.

Once again, one of the highlights of the show was the Meguiar's Club Showcase, with 16 exceptional classics at the judges' mercy with Lyndon Creamer from Gwynedd, North Wales, and his 1964 Volkswagen Type 1 Beetle lifting the trophy.



This was probably our busiest show ever with press launches for two of our commercial partners, Cambridge and Counties Bank and King Dick Tools on the stand, a book signing and on the Discovery Live Stage, presentation of this year's Apprenticeship Awards. Visitors were at record numbers. Paul Chasney, our Research Director also appeared on stage to launch our latest survey focusing on 'cost of use'.

FBHVC Chairman David Whale

The visitors were the judge when it came to the winner of the Lancaster Insurance Pride of Ownership competition. With over 100 entries, the 20 finalists were all deserving winners but it was Rob Sargent and his 1969 Ford Cortina Savage Mk2 who was declared the victor.

Sporting Bears' Dream Rides raised £31,600 offering around 1,000 rides in exchange for a donation to children's charities which included.

Silverstone Auctions saw £4million including buyer's premium with 61% of the lots were sold at the weekend which will increase with post show sales. Frank Sinatra's 1984 Rolls-Royce Corniche Convertible which was gifted to him by fellow Rat Pack members, Sammy Davis Jr and Dean Martin, sold for £140,625, while Steve McQueen's 1945 Willys Jeep sold for £84,375. The biggest seller of the sale was the 1966 Aston Martin DB6 Automatic Sports Saloon at £214,313.

Next year, the **Lancaster Insurance Classic Motor Show, with Discovery**, will be held from **8-10 November 2019**, visit www.necclassicmotorshow.com. A date for your diary.

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19TH ANNUAL GENERAL MEETING

Did you enjoy the AGM and Conference? For those who attended, we hope you did. The feedback received so far has been very positive.

I am pleased to announce **David Whale** continues his role as Chairman and **Geoff Lancaster** continues in his role as Communications Director.

David Davies was appointed as a Director in March 2000 and is the longest serving Director of the Federation. The board of Directors wished to acknowledge this accolade and awarded David Davies Vice Presidency.

We had some superb guests as Conference speakers this year. Upon David Davies' welcome our very own **Keith Gibbins**, who took to the floor to discuss the 'Charter of Turin' and the involvement we should all have.

Next into the spotlight was **Jürgen Book** who is a world authority on vehicle paint systems. His fun light-hearted performance was a real treat to the audience. There were even prizes to be won!

Following in Jürgen's footsteps were two very special ladies from the National Motor Museum, Beaulieu. **Andrea Bishop** BSc(Hons), MA, FMA, Director of Collections and **Mandy Schaller**, Curator of Photography. We learned a great deal about the preservation techniques used to keep our history alive for us and future generations to enjoy

Classic Car Loan Project

Want to borrow a classic car - for a year?



Yes, you may be able to borrow a classic car for up to 12 months, from April 2019 as part of the Classic Car Loan Project - honest, no catch!

The Classic Car Loan Project, sponsored by Peter James Insurance, has been highly successful in putting a range of new classic car drivers behind the wheel over the past two years.

Cars currently on loan are a **1929 Ford Model A**, **1934 Morgan Super Sports - 3 wheeler**, **1960 Vauxhall Victor** and a **1983 Austin Maestro**.

All these cars will be available again for 2019, plus new additions: a **1934 Austin 7**, a **1951 Morgan F Super**, **1956 Ford Anglia 100E** and a **1968 Morris Minor Traveller**. Other potential loan cars, yet to be confirmed, are a **1936 Austin Ruby** and possibly two others still under wraps (more news soon - just ask).

Cars will be handed over in April 2019, ready for their 'borrowers' to enjoy the season.

Fancy one of these cars? Well naturally there are conditions such as:

- (i) **Lower age limit for drivers is 25 years (at April 2019).**
- (ii) **Facilities: borrowers must have a secure garage.**
- (iii) **Agreement: borrowers must conform to an agreement covering insurance, general usage and care.**
- (iv) **Borrowers must make regular reports to owner / club.**



More details will be available on www.classiccarloanproject.co.uk

How do you apply for one of these cars? Apply, in the first instance, to Project Manager Bob Wilkinson on bobwilkinson49@hotmail.co.uk by the end of December.

Bob Wilkinson said, "The project is running very well due to careful preparation and monitoring at every stage of the process, with insurance support from Peter James Insurance, who have backed the project from the outset.

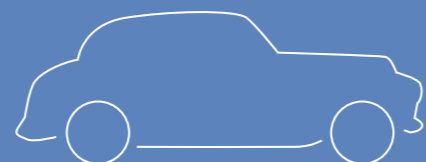
"This exciting opportunity has opened the door to the classic car world for younger drivers (one participant has bought herself a car already!) and has given car clubs a platform from which they can encourage the next generation of classic car owners.

"There is still room for more offers of loan cars from clubs and individual owners, who can contact me for further information, and I am looking forward to the next phase in 2019."

Peter James added: "We are so pleased, though not at all surprised, that this project is blossoming, with more fantastic cars on loan next year to newcomers to this wonderful movement.

"We are proud to be a part of it once again in 2019."

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The NEC never fails to delight and to amaze. The quality of the vehicles, the imagination and enthusiasm demonstrated by club members produce a spectacle that is impossible to do justice in one day. In all, a powerful advertisement to the strength of the movement.

The **DAF Owners Club** magazine has a useful guide to the various models in production prior to the takeover by Volvo in the 1970s.

Nothing like a bit of forewarning.... the **National Street Rod Association** 'Fun Run' for 2019 will be at Oakham, Rutland from 14 to 16 June.

Sad news from Denmark in the magazine of the **Jaguar Enthusiasts' Club**. Arch-enthusiast and a pillar of the Historic Vehicle Movement in Denmark, Ole Sommer passed away in July at the age of 87.

There is a brief but informative history of 'Crossley' in the newsletter of the **East Anglian Practical Classics Club**.



There is a full-page illustrated feature on the 'Settrington Cup' race for Austin J40 pedal cars for drivers between six and nine years old in the magazine of the **Southern Daimler and Lanchester Club**. Understandably, this has resulted in a surge of interest (and prices) of these one-time children's toys.

The magazine of the **Singer Owners Club** gives us advance notice of 'The Epping Revival' planned for 6 & 7 July 2019 at North Weald Airfield, Essex.



The cover photograph of the **Panther Owners Club** magazine is an arresting study of the dragon of Ljubljana. The caption informs us that this is the self-same dragon that was slain by St. George in English

folklore. St. George was a Roman soldier born of Greek parents in Cappadocia. It is believed that he never came to England...

The **Austin Ten Drivers Club** magazine sounds a few words of warning concerning proposals to tax online traders such as Amazon and eBay. Such a tax would adversely affect online club spares operations to the extent that they would become uneconomic.

More advance publicity. The **Reliant Sabre and Scimitar Owners Club** magazine informs us that their 'International Rally' for 2019 will be held in the Cotswolds from 21 to 23 June.

There is a brief but informative history of the Norton Company in the journal of the **Midland Vehicle Preservation Society**.

The **Alvis Bulletin** has a helpful article for those of you who cannot resist molesting speedometers.

The **AC Owners Club** magazine brings 'old engine oil' to our notice. A 6% vol. black ale which might be capable of reaching places other beers cannot...



A striking photograph of a Ford Anglia together with an Avro Lancaster graces the cover of the **Ford Sidevalve Owners Club** Journal. Inside, there is a reminder that 'WD40' is not a releasing oil. It is a water dispersant. Good old 'Plus Gas' takes a lot of beating- but if you cannot track it down, try ordinary vinegar. Then we have an article in the Chiltern Vehicle Preservation Group magazine extolling all the 'virtues' of the stuff.

The 2019 National Rally of the **BSA Front Wheel Drive Club** will be at the British Motor Museum, Gaydon over the weekend 6 and 7 July.

There is an appreciation of the contribution of Edgar Franks to the success of the Manx Norton in the magazine of the **Norton Owners Club** and a striking cover photograph of 'No D 327' getting down to it at Montlhery in 2018.

Some thoughts on drilling holes and on the choice of drill bits are offered in **The Rapier Register** News.

The magazine of the **Vintage Japanese Motorcycle Club** always makes for interesting reading. There is a full and illustrated report on the 34th West Kent Run and a thought-provoking article on the Government's decision to add sulphuric acid to its list of regulated substances.



The **Lancia Motor Club** magazine has a brief report on the 'Hampton Court Concours'. This year support increased from 60 cars to in excess of 300. Pencil it in for a visit next year?

There is a useful specification for magneto capacitors in the magazine of the **BSA Owners' Club** and a photo reportage on 'The pre-65 Motocross Club Scramble' held at Bennington in Hertfordshire where 'proper' competition scramblers are exercised.

There is an interesting and helpful article on sparking plugs in the **Alvis Register** bulletin.

The **Sunbeam Talbot Alpine Register** reminds us that 2019 sees the Golden Jubilee of the register. The anniversary rally will be at Stratford-upon-Avon over the weekend 12 to 14 July. There is also an interesting article on the conversion of a Lucas Regulator to a solid state regulator and cut-out.

There is a review of James Crank's 'The Doble Book' in the magazine of **The Steam Car Club of Great Britain**. This is a serious two-volume book with a serious price tag. For those of you who cannot leave things alone, there is a helpful article on adjusting klaxon horns.

The journal of the **Vauxhall VX4/90** offers some useful tips on protecting car doors from damage in the garage.

The **Fiat 500 Club** News tells you how to adjust the gear linkage after fitting a replacement gearbox.

The **Vintage Sports Car Club** newsletter reminds us that the 2nd European Conference for Automotive History will take place at the Louwman Museum in Holland from 29 to 31 March 2019.

The **Bullnose Morris Club** magazine reports favourably on a low temperature aluminium soldering/welding technique using 'Aluminium AL75' alloy.

The **Austin Ten Drivers Club** National Rally in Kirkby Lonsdale would appear to have been a great success - judging by the impressive photo reportage in their magazine.

The **Classic & Historic Motor Club** magazine gives a short history of the Castle Combe Racing Circuit.

The bulletin of the **BSA Front Wheel Drive Club** tells all about 'Glass's Guide' the motor trade 'bible' which first appeared in 1933.

The magazine of the **Norton Owners Club** has an interesting article on the various rotary valve experiments which were all the rage in the 1930s.



The cover of the **Landcrab Owners Club** International magazine is a striking photograph of 'UDM999G' in full flight. This is the car (now fully restored) which took part in the 1968 London to Sydney Marathon.

The **NG Owners Club** magazine has a list of 40 British Motor Museums. I suspect that there will be more...

There is a photograph of an extraordinary petrol filling station with thatched roofs and pumps set into the walls in the magazine of the **Ford Y & C Model Register**. Is there anyone out there who can tell us where it is/was?

A nice little gesture is reported in the magazine of the **Gold Star Owners Club**. Charlie Freeman of Eckington was a well-known and much liked motorcycle dealer in the village. He was also a motorcycle and sidecar racer of some distinction. Sadly, Charlie is long since gone and so has his

shop premises. There is now a housing scheme on the site - named 'Freeman Villas' - a nice touch don't you think?

There is a brief but informative history of the Bond 'Minicar' in the magazine of the **Crash Box and Classic Car Club of Devon**.



A couple of (pricy) suggestions for Christmas presents in the **Austin Seven Owners Club** (London) magazine. Publication priced at £45.00 'Immortal Austin Seven' and at £35.00 'Morris Minor - 70 years on the road'.

Another brief history- this time 'Bentley Cars' in the newsletter of the **Southern Daimler & Lanchester Club**.

The subject of fuels is never very far away. There are some thoughts on using petrol/paraffin mixtures. With the proviso that the right sort of paraffin is needed.



There is a centre spread in the **Talbot Owners Club** magazine that is worthy of being cut out and framed. 'View of the Houses of Parliament and Westminster Bridge with Talbot' Claude Monet.

As well as a comprehensive guide to the cars featured at the Classic Motor Show 2018, the **Mercedes Benz Club's** Gazette offers details on a brochure outlining their range of police vehicles. Estimated to date from the 1960s details the company's vast range of products for police applications, both on land and on water.

The **Routemaster Association** magazine reminds us that December 2018 sees the 30th Anniversary of the formation of the Association and that 2019 is the 65th anniversary of the launch of these iconic beasts.

The **London Vintage Taxi Association** celebrated their 40th anniversary in style at the RAF Museum, Hendon.

The **Rover P4 Drivers Guild** inform us that their 70th anniversary weekend will be 6 to 8 September in Cheltenham.

The magazine of the **Morris Minor Owners Club** celebrates the 70th Anniversary of the Morris Minor with an illustrated calendar of events that coincided with milestones in the car's history.

And it's 70 years since the Jaguar XK 120 was introduced and there is a report on the celebratory gathering at Shelsley Walsh in the magazine of the **Jaguar Enthusiasts Club**.

It's all 70 years! To celebrate the launch, there was an impressive line-up of 'Roadsters' at the national rally of **The Riley RM Club**.

The **Gay Classic Car Group** is celebrating its 30th Anniversary. There are reviews of two books of reminiscences by employees, one from Abingdon and one from Jaguar.

It's all anniversaries this month! This time it is Citroen in 2019. Watch this space!

And, finally, this year was the 60th Anniversary of the Liege-Brescia - Liege and this year 38 microcars came to the start line and 34 of them made the finish. There is a full illustrated report in **Rumcar News**.



MORRIS MINOR

70 years on the road

by Ray Newell

How would you feel, as a car designer, if your boss told you that he thought your latest creation looked like a 'poached egg'?

Well, that is what Lord Nuffield told Alec Issigonis about the Morris Minor prototype. At the end of World War Two most British car firms were striving to get their first post war models onto the display stands at London's Earls Court for the 1948 Motor Show.

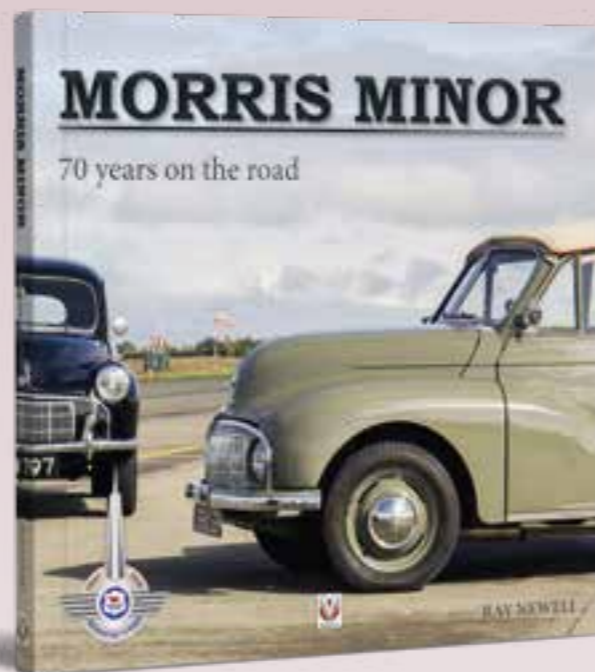
Issigonis dealt with his boss's complaint by splitting the Minor's bonnet long ways where he inserted a raised metal strip. This enhanced the look of the car and satisfied the boss.

The engine of that launch car had to make do with the old Series 'E' which was tweaked a bit for the Minor. It had independent front suspension which came from work on an 85 ton tank by a fellow car designer.

At the Motor Show the Morris Minor was a great success and orders rolled in especially from the all-important export market. No heaters for the South African market and in India it was labelled the baby Hindustan. America was keen but almost as soon as the Minor appeared there, they brought out legislation on headlamps. This meant a change in the lighting arrangement but sales in North America were good once that was done.

Ray Newell's book gives a wealth of detail about the Minor and is lavishly illustrated both with photographs and reproductions of adverts used throughout the world.

When Austin and Morris merged in 1951 to become BMC, British Motor Corporation, this led to the Minor getting the 803cc OHV engine from the Austin A30.



In 1954 came a facelift which gave the Minor a new look, the van and pick up variants were introduced to an enthusiastic market. Initially the van and pick up were 5 cwt payload. This got pushed up to 6 cwt in later years. Huge orders came from the Post Office and Post Office Telephones who stipulated rubber front wings for their vans. The 2 door saloon was popular as a Police Panda car for some years.

The Traveller or Station Wagon as the Americans called it, had an ash framed body made in Coventry. It cost £599.13s.4d (which included £177 purchase tax) when launched.

The Traveller had its niggles sorted and stayed in production until 1971, long after the saloon and convertible had ceased being made. The Armed Forces bought 746 for the BAOR usage.

Next improvement was the Minor 1000, with a much improved engine. Soon after came the limited edition Morris Minor Million of which 350 were made. I was a salesman at a Morris dealer when it came out and we groaned at the special colour chosen for the car, a delicate shade of Lilac with white upholstery.

Pages of post-production vehicles portray fascinating conversions based on Morris Minor running gear. There is mention of an electric version under development. Not bad for a 70 year old car?

Minor Car Clubs abound world-wide. A veritable industry has developed for renovating old cars and vans of which the Charles Ware business in Bath is most well-known. Spare panel parts are made in Sri Lanka and British Motor Heritage produce spare parts for Minors.

'Morris Minor 70 years on the road' is published by Veloce Publishing at a price of £35.
www.veloce.co.uk ISBN 978-1-787112-07-0



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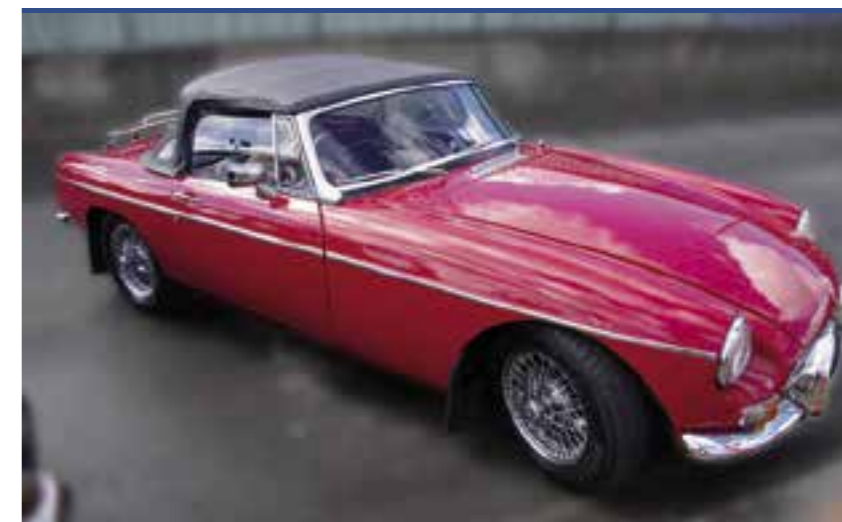
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