

FBHVC

news



The Newsletter of the Federation of British Historic Vehicle Clubs

Issue 4, 2017

In this issue:

Triumph At Jabbeke

Restored, MVC 575 returns to its roots

Trailblazer Apprenticeship

FBHVC Leads The Way With Heritage Engineering Course

Roadworthiness Testing

Our latest thinking

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Editorial

I have to start my editorial this month with an abject apology. Regular readers will recall that two issues ago our main feature was a fascinating profile of the much lamented former marque, Bristol. I originally came across this piece, penned by the legendary 'muttering rotter', Gordon Bruce, in *Motoring Classics*, which is published monthly by FBHVC trade supporter, British Motor Heritage Limited and it was BMH who kindly gave permission for us to reprint it in FBHVC News. Through my oversight I neglected to acknowledge this privilege for which I am extremely sorry. Incidentally, I see *Motoring Classics* because it is inserted each month with my cherished copy of *Octane* and I may say they sit together in perfect harmony both representing the highest standards of British motoring journalism. If you don't



see this magazine, it's a must and it is also available online. The current issue features a profile of Moss Motors, an article celebrating the 60th anniversary of Stirling Moss's epic Vanwall victory at Aintree, a profile of the latter's late sister, Pat, the missing moniker regular feature profiling the Swallow Doretti, a history of the caravan and a really fascinating history of the black cab. Compulsory reading for any enthusiast, I would have said.

Geoff Lancaster

Chairman: **David Whale**
Secretary: **Emma Balaam**
Federation of British Historic Vehicle Clubs Ltd
PO Box 295, Uppminster, Essex, RM14 9DG
Email: secretary@fbhvc.co.uk
Tel: 01708 223111

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

Contents

4 UK Legislation

Roadworthiness testing, VNUK latest, ULEZ's

7 DVLA

Latest news from Swansea

8 EU Legislation

Calls for 25% EV target, Intelligent vehicles consultation

10 Triumph at Jabbeke -

feature

14 New Trailblazer Apprenticeship in Heritage Engineering

15 Learn New Skills

Bicester opens its doors to enthusiasts with short courses

16 Classic Motor Show, NEC Birmingham

FBHVC to re-enact historic first meeting of Lennon and McCartney

18 6th Autumn Classic at Castle Combe

We preview our newest member's event

20 Club news

Extracts from member magazines, AGM announcement



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Cover photo: *Triumph's record breaking TR2, MVC 575*

UK Legislation

There is a Chinese curse, 'May you live in interesting times'! Given the outcome of the General Election, it is good news to be able to report that John Hayes MP, who has knowledge of, and is sympathetic to, historic vehicles and with whom we were able to

establish a good working relationship during the last Parliament through the All Party Parliamentary Historic Vehicles Group, remains in post.

However, it takes time for things to settle down following a

General Election and the All Party Parliamentary Historic Vehicles Group is not as yet re-established for the new Parliament. There may be consequences of the current uncertainties, so we will just have to wait and see.

Roadworthiness Testing

The other EU matter is of course roadworthiness testing. At the time of writing there has not been any announcement from Department of Transport (DfT) on how, following the Consultation, DfT proposes that the United Kingdom will apply the European Roadworthiness Testing Directive.

In passing, there may be a hold-up arising from a problem in providing a formal notification to the EU Commission which has really nothing to do with roadworthiness testing per se. As the roadworthiness testing of motor vehicles in Northern Ireland is devolved to the Government of Northern Ireland, DfT has formal authority only for roadworthiness testing in Great Britain (England, Scotland and Wales). But there is not, and nor has there been for some months, a functioning Government of Northern Ireland. There is an understandable unwillingness in Westminster to assert direct rule. So there is no-one with the authority to submit a single combined notification to the EU Commission! We have no idea how this problem is being dealt with, but it might well be contributing to the delay.

But we still fear DfT is wedded to introducing an MoT exemption at 40 years old (for which we never asked and to which we know many of our members are actively opposed), not for the whole cohort of vehicles in the 'historic' class but only those which have not been 'substantially modified', which would be known as Vehicles of Historic Interest (VHIs). DfT think it needs to test for this.

We think this is a very poor idea in principle, probably resulting in excessive bureaucracy. We know that Sweden,

which plans to stay in the EU, has a very similar tradition to that of the UK of permitting people over the years to change and modify their vehicles without close Government oversight and has examined what would be involved in retrospectively examining historic vehicles for modifications. The Swedish Government has decided any possible safety benefits of doing this exercise would be outweighed by its cost. They have decided simply to exempt all vehicles over 50 years old. DfT have shown a complete lack of interest in this precedent, arguing that it is legally necessary under the laws of the United Kingdom to proceed in this way.

But quite apart from the principle we are particularly concerned at the DfT proposal contained in the Consultation to use the '8 point rule', currently used to regulate applications for registration of 'radically altered vehicles', to assess which vehicles qualify as VHIs. The superficial attractions of this approach are clear but its use without modification, would introduce all sorts of questions about the date, rather than the technical standard, of any changes and would in any event be almost impossible to apply retrospectively to a cohort of vehicles, many of which will have changed hands since modifications were made, and the records of modification for which, if they ever existed, could be irretrievably lost.

I had hoped, as I reported on in the last Issue, possibly to have seen progress on the establishment of a workable method of deciding what is a VHI, and indeed to have been involved in some level of discussion but this has not yet occurred. We will be progressing the matter.

DVLA

I am happy to report we had a very good meeting on 21 May with our counterparts at DVLA. As usual, Ian Edmunds will deal with the detail. The most important development however was the one set out immediately following this paragraph. We recognise that quite a bit of significant work in DVLA went into solving this problem for which we are grateful. As always we were impressed by the fact that the attitude in DVLA to the registration of historic vehicles remains as positive and enthusiastic as ever.

Vehicle Excise Duty

You will recall that we had identified a problem. Vehicles manufactured up to 31 December 1976 are now, under the Finance Act, subject to a nil rate of VED. However, a change to DVLA practices in 1977, 40 years ago, removed from the DVLA registration database, and thus from the V5C certificate, any reference to the date of manufacture. This meant that DVLA were unable to deal in quite the way they had previously with vehicles actually made in 1976 but first registered in 1977. Some members were advised their record

could not be changed, which meant they would have had to pay VED for a further year.

On 21 June, DVLA informed us the problem is solved. It apparently involved quite a bit of internal rejigging of their database, not visible to keepers.

In principle the process stays the same. Of course since 1977 the V5C has not shown an actual date of manufacture, and it will still not do so. However, where a vehicle was manufactured in the year prior to its first registration, once the actual date of manufacture is accepted by DVLA the vehicle will be shown as in the 'historic' class.

The evidence required remains exactly as before. The keeper will need to provide data from the manufacturer demonstrating when the vehicle was made. There are of course still the exemptions previously agreed where the British Motor Industry Heritage Trust (BMIHT) and Jaguar Heritage Certificates will be acceptable if the keeper really cannot obtain original data. If there are other cases where the data cannot be obtained (and we expect them to be very rare) it is essential to use a specialist club with experience of the marque involved.

We anticipate that assuming that the VED continues to roll forward this solution will work smoothly for future years.

Compulsory Insurance under the EU Motor Insurance Directive (Vnuk)

The UK of course currently remains a member of the EU and there are some consequences of this. As a result of a decision of the European Court of Justice (known as 'Vnuk') which re-interpreted the EU Motor Insurance Directive, the UK Government has decided that they need to compel insurance of *all* motor vehicles, whether or not they are used on the highway. I set out the issue and our problems with this in the two previous editions of the Newsletter.

As I told you, we responded to the DfT's Technical Consultation. We have received a letter in acknowledgement. This letter reminds us that we remain in the EU till the Brexit negotiations are complete and then UK formally leaves. The letter restates the intent of the Government to try to negotiate a practical solution with the EU but does not offer any solution to their perceived underlying problem.

A really puzzling aspect of this issue is that it appears to be unique to the United Kingdom. The FIVA Legislation Commission meeting in Brussels in May, which I attended, discussed the matter in some detail and established that no other EU Government appears to see the consequences of the Vnuk judgement as having such a serious set of consequences. This difference in approach, which may be down to different legal systems, remains somewhat mystifying and we will continue to seek clarification as to what underlies the difference.

We will keep involved in this matter and let you know as it develops.

Secondly, the Consultation promotes the possibility of scrappage schemes for some older vehicles. We suggested that any scheme exclude from its ambit any vehicle which is already in the historic taxation class. Readers will recall that under the previous scrappage scheme, a number of historic vehicles were lost.

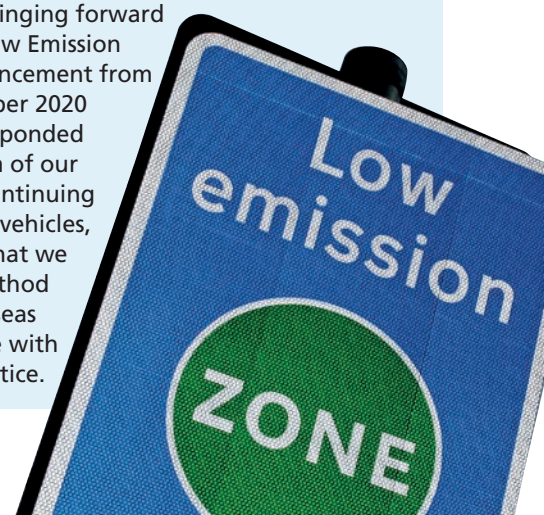
The Emissions Surcharge to the London Congestion Charge (or T Charge as it is known) will come into force on 23 October. That surcharge does not of course apply to historic class vehicles. To remind readers, that does *not* mean historic vehicles are exempted from the Congestion Charge itself.

Lastly, Transport for London has issued a brief online Consultation on the bringing forward of the London Ultra Low Emission Zones' (ULEZ's) commencement from the planned 7 September 2020 to 8 April 2019. We responded simply reminding them of our agreement with the continuing exemption for historic vehicles, and reminding them that we would like to see a method of recognition of overseas historic vehicles, in line with best international practice.

Low Emissions Zones

In May, as a consequence of a ruling of the High Court the Government must produce a plan on improving air quality. DfT and Department for Environment, Food & Rural Affairs (DEFRA) together issued a Consultation called 'Tackling Nitrogen Dioxide in our Towns and Cities'. In our response we made two primary points.

Firstly we asked if this Consultation complemented the existing October 2016 Consultation on Clean Air Zones to which we had responded in December 2016. To make sure the two subjects were considered together, we included a copy of our earlier response. This was important as it is only in the Clean Air Zones Consultation that Government recognises the justification for an exemption for historic vehicles. We wish this Government position to be maintained.



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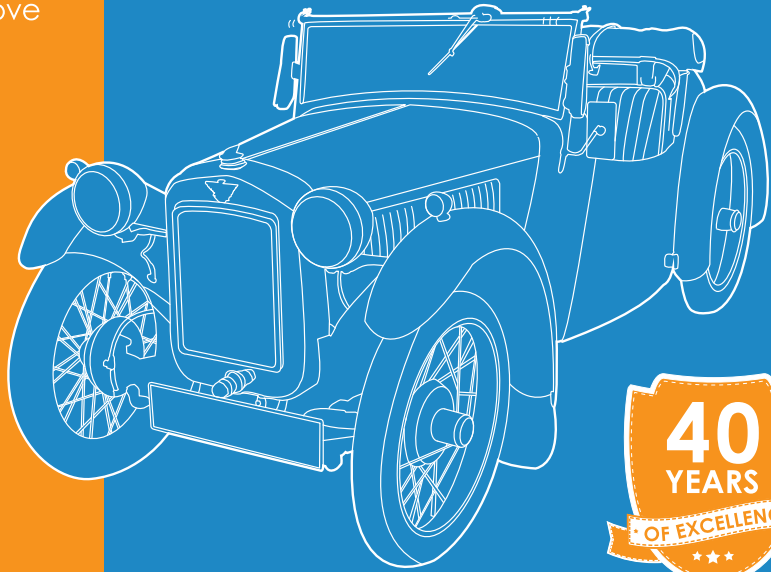
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DVLA

FBHVC attended the latest of our regular liaison meetings with DVLA towards the end of June. The headline news from this concerning vehicles just becoming eligible for VED exemption is explained elsewhere by Bob Owen, I will outline a few other points here.

Replacement bodies

We were able to report to DVLA that we had received no information to indicate that their very welcome revised approach to vehicles fitted with recently constructed bodies applying for V765 or age-related registrations was causing any problems. However it was stressed that it is still early days as there may be a delay before potential applicants who had been waiting for a resolution complete their restorations and submit their applications.

Late conversion scheme

Finally from the Swansea meeting, DVLA informed us of a change to the late conversion scheme. To remind you, when the centralised DVLC system was first established, known keepers of inactive vehicles were invited to register an interest in the registration, they were then issued with a letter acknowledging this interest. That letter could then be used at a later date to permit the registration of the vehicle in question onto the new system. DVLA have for some time been considering closing this scheme, as in the last year they only received 21 applications. The late conversion scheme will now be merged with the V765 scheme and the letter of interest will be accepted as evidence for the re-issue of the registration. The only difference to the applicant is that the registration number will now be allocated on a *non-transferable* basis whilst late conversion registrations were transferable. I doubt if many vehicle owners will object to that!

V765 scheme

Although putting this information in the Newsletter is perhaps not going to reach the majority of the people who need to read it I would nevertheless like to stress that anyone wishing to register a historic vehicle should first seek the advice of an appropriate club. The clubs are where the specialised knowledge and experience is to be found. The Federation is of course always willing to assist, and we do have helpful contacts in Swansea, but the clubs handle the bulk of the applications and have the experience that comes from that.



DVLA rejection letters

It was confirmed that, as agreed at the previous meeting, the staff in the operational areas of DVLA had been asked to review their rejection letters in an attempt to assist the applicant in understanding why their application had been rejected and what was needed for any future application. I felt able to feedback that from the small sample I had seen this objective was being met but that perhaps there was still further to go.

First registrations

The Federation had previously suggested to DVLA that if it were possible to channel all first registration (age-related) applications for historic vehicles through a specific registration team, that team would have more opportunity to become familiar with the complexities of historic vehicles with a resulting reduction in first time rejections that needed to subsequently be reviewed. DVLA were able to tell us that broadly speaking that is now the case although at peak periods there might be exceptions. Obviously we will be interested to see if this does result in an improvement.

On the subject of clubs I would like to draw attention to the DVLA V765/3 form (Guidance notes for those countersigning V765 applications and/or verifying date of manufacture for age-related numbers), paragraph 3 on the first page – *'...but should not refuse applications for relevant vehicles from non-members.'* I have noticed recently a couple of clubs stating that they cannot offer this service to non-members. I feel it is important for all of us that clubs attempt to operate this scheme as intended. There is no reason not to charge non-members, or charge them more than members, or to otherwise encourage them to join the club, but clubs should not totally refuse to assist.

MEP calls for 25% EV target for 2025

Bas Eickhout, the Dutch Green Group MEP tasked with writing the European Parliament's Transport Committee Report on the Low Emission Mobility Strategy has called on the European Commission to ensure that clear price signals reflecting the 'polluter-pays' and 'user-pays' principles are established to ensure fairness across the transport modes and to ensure that standards for interoperable road tolling should include distance-based charging based on a differentiation of CO2 emissions and wants the principle to apply to cars and vans (currently they only apply to trucks) and be applied in urban

areas. There may be a target to ensure at least a quarter of all vehicles sold by EU manufacturers run on electricity by 2025.

FIVA is encouraging other members of the Committee to table an amendment stating that any legislation derived from or related to the Low Emission Mobility Strategy take into consideration any potentially negative effects on the use of historic vehicles and provide provisions so that historic vehicle use is not disproportionately and unnecessarily impacted by legislation in order to preserve motoring heritage.

European Commission consults on specific Intelligent Transport Systems

The European Commission has launched a consultation on the evaluation of the 2010 ITS Directive. The Directive includes Recital 10 stating: 'Vehicles which are operated mainly for their historical interest and were originally registered and/or type- approved and/or put into service before the entry into force of

this Directive and of its implementing measures should not be affected by the rules and procedures laid down in this Directive'. The consultation asks for specific views on ITS applications.

FIVA's Legislation Commission is currently developing views on the ITS

systems most likely to come into use in the near future – for example on truck-platooning - and will provide these views to the consultation whilst also reiterating FIVA's general point and concerns about ITS and historic vehicles.

Truck Platooning



Subscriptions

For those who have completed and returned their subscriptions, the FBHVC thank you. We all work together with one main aim, to keep our historic vehicles on the road and alive!

If you are still to renew your club, museum, or individual subscription, we kindly request you do so with a degree of urgency as this will be the last newsletter you receive. For any organisations that have not yet paid, please do note that

our new address is FBHVC, PO Box 295, Upminster, Essex, RM14 9DG and our bank details also changed earlier this year.

Please send your completed forms either via post or email them directly to secretary@fbhvc.co.uk and provide the full name of your club, as it can sometimes be tricky to ascertain who you are from the initials given. If you are paying via bank transfer, please send a remittance advice which is preferable, or as a last resort, a quick email containing your details along with your declaration of club numbers and the date in which you paid.

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Triumph At Jabbeke



This badge is one of only two made for the first cars.

MVC 575 is a significant registration number to Triumph TR enthusiasts, as it is the plate carried by what is arguably the most important TR in existence; indeed, one could call it the most significant of all Triumphs. It is the car that effectively launched the whole TR series from TR2 to TR7/8. This run of over 300,000 cars, the great majority of which were exported, kept the Triumph name going as a sporting force for around 30 years from 1952 to 1981, and a good percentage of these cars are running still, much cherished by their owners.

MVC 575 was the second of the prototype TR2s, built at Triumph's Coventry plant in the 1952/3 winter. It is believed that the basis of this particular car was the uncompleted second of the two 20TS cars, the first of which was shown at the 1952 Earls Court Motor Show. When this new sports model was unfavourably reviewed by the press and also condemned by Triumph's consultant, ex-BRM man Ken Richardson, Standard Triumph boss Sir John Black ordered a rapid and complete re-design of the 20TS, the end result being the two TR2 prototypes, MWK 950 and MVC 575. MWK 950 was the first actually to take the road, being registered to the company on 31 January 1953, MVC 575 following a few weeks later in March. It was also the car that appeared at the Geneva Motor Show that same month, thus becoming the first of the TR2s actually to appear in a public forum.

However, the event that set MVC 575 on the road to fame did not occur until May 1953, when it was selected to be the car used for an attempt to beat 120 mph, a huge velocity for a 'production' car in those days. Sir John Black had been goaded into this by the success in March of the new Sunbeam Alpine, in somewhat modified form, in achieving that speed. He felt his new sports car should be able to do even better, and Richardson agreed with him; unsurprising for Richardson had already achieved 120 mph in the car in very early morning road tests on straight public highways in the north Oxfordshire countryside. During those weeks between the Geneva show and the record attempt Richardson and his small team had been experimenting with



The main body parts were assembled before restoration in order to judge the scale of the work required



The car was nicknamed 'Lacy' as the metal was very thin in places – this shows what remained of the scuttle



As many of the original parts as possible were retained; here the spats are being fitted to the front wings



This chassis design was only used on the very first few TRs

the car, refining the tuning settings, balancing the engine and polishing it internally to extract the maximum bhp out of the motor whilst still retaining the engine in the form in which it was intended to be sold to the public. Also added was a measure of streamlining in the form of rear wheel covers, an aeroscreen, an undershield and a metal tonneau cover which was attached leaving just enough space for the driver to both enter the car and see out once in there. These items too were able to qualify as 'production' parts, for it was intended to offer them to the public as extras once the TR2 was on sale - indeed, a number of such items did actually reach early purchasers of the cars.

There was nowhere in the UK at that time with a long enough piece of straight highway to allow an official record attempt, plus it would in any event have been impossible to obtain a road closure order to facilitate such an escapade. As a result the TR was taken to Belgium where the authorities were more relaxed and where the new Ostend-Brussels motorway had recently been finished. One carriageway of this was closed near the town of Jabbeke and official timing equipment and timekeepers were provided by the Belgian Automobile Club. Standard-Triumph's publicity department was in full swing and a corps of pressmen plus company top executives including Sir John himself gathered in Belgium on the 19 May 1953, in readiness for a record attempt to take place in the still early morning air of the 20th. Richardson himself was to be the driver, sensible as he had plenty of high speed experience, knew the car well and was also small and lightweight in stature. In fact, as he told the writer many years later in an interview, he was sitting on a cushion on the floor of the car with his head just high enough to see over the scuttle, thereby minimising any wind resistance and frontal area!

The car was going really well on the first run, but on the return trip (records were measured as an average of a two way run) it suddenly went down on power, leading to a very disappointing overall figure of 104mph. However, it was soon found that a plug lead had merely come adrift, once replaced the second two-way run produced the amazing record taking figure of just over 125mph, quite something for a two litre car that would soon be on sale for a basic pre-tax price of just £555! The car was quickly stripped of most of its streamlining aids and a convention full windscreen and hood was added,

The civic reception at the Jabbeke Sports Centre





The engine bay paint colour is rather unexpected but painstaking research was done to ensure accuracy

in effect converting it from racing to touring trim. In this form it achieved the two way speed of 112mph - highly creditable indeed.

In all the day was an emphatic demonstration of the potential of the new sports model, and the press were suitably impressed - not only the motoring press, but also the main daily press. Here was proof that Britain could build a car to rival anything made abroad, and at a budget price.

After the Jabbeke runs, MVC 575 became Richardson's own company car, still in effect being a development vehicle for improvements for the production TR2s, building of which was to start in late July 1953. It was also toured round various dealerships and motorsports venues that summer, generating interest in the model among the motorsport fraternity. By the end of 1953 it had become a company hack, although still being Richardson's personal transport, indeed Ken's son Paul recalls being taken to school in it during this period!

Finally, and after a factory overhaul, it was sold off in early 1956 to a private buyer, one John Hedger, who ran it for the next 14 years until it was both rusty and pretty well worn out. Indeed, had it not been for its illustrious history, it would have been scrapped. Instead it was sold for 10 quid to Graham

Hallett, who got it back running again and had long term plans to restore it to its Jabbeke record trim.

Hallett used the car for around a year in its run down state, but he dismantled it for the long promised rebuild. As is so often the case, he never got round to this, selling it still dismantled some years later to a reclusive collector of historic Triumphs based in west London.

This man preserved it and acquired many parts to assist with its eventual rebuild, but again the rebuild never happened in his 35 year ownership. Finally, in 2015, he decided that it needed to go to someone with the skill, facilities and knowledge to do the preservation and rebuild correctly, and so the car was sold to Glen Hewett of Protek Engineering in Oxfordshire, whose company had been restoring TRs of all sorts since the early 1980s. Finally able, after a struggle, to get all the parts for the build together, Glen took just under a year to create the superbly rebuilt MVC 575, and preserving every possible piece of the original, looking just as it must have done on that May day in 1953 - a tribute to his workmanship and tenacity.

One highlight of the project was the invitation from the chairman of the RAC to display the car in the Rotunda at Pall

Mall clubhouse. The entry and exit of the car to the building was an interesting experience as can be seen from the photo.

To celebrate the anniversary of the record breaking run the car made the trip to Jabbeke in Belgium where it was welcomed by Belgian Triumph clubs, whose members flocked to see it. A civic reception was held in the Jabbeke Sports Centre for the car and its owner, local enthusiasts, plus around 30 members of the UK TR Register who accompanied it - but sadly the actual piece of road where history was made could not be driven upon any longer.

Once again after 45 years hidden away this most historic of Triumphs is around for all to see and for the deserving owner to enjoy driving.



Entry and exit of the display cars to and from the Rotunda looks precarious but is a weekly occurrence

Restorer Glen Hewett with the car in the RAC Rotunda





New Trailblazer Apprenticeship in Heritage Engineering

Hopefully you will already be aware of the Vehicle Restoration Apprenticeship which has now been running for over three years at Bicester College. This scheme used what are called frameworks to detail the content of the course and at the time we set up the course it was driven by education experts together with FBHVC. In hindsight the content was limited to what the college would prefer to deliver rather than teaching some of the skills we would have liked to see in apprentices working on classic vehicles. The compromise was generally on the lines of cost and certain elements such as basic machining were not included to keep the overall budget for the cost of the course in line with modern vehicle apprentices. Despite these reservations the course does produce good quality training that is specifically designed to meet the requirements of classic vehicle restorers and by September this year there will be over 100 trainees at Bicester College and a further 30 trainees at P & A Wood and at Emtec College at Nottingham doing the same course.

You will have undoubtedly seen the publicity the government has been getting around the push for apprenticeships and this has followed a major change in the way apprenticeships are being run. The name has changed and they are now called Trailblazers but the fundamental change is that it puts employers in the driving seat.

Out go the old frameworks like the one we have for Vehicle Restoration and these are replaced by new standards which are designed by employers to meet their needs.

We have now started work on this major change to the apprenticeship and the first challenge was to get an employer led group of people together to form the Trailblazer Group. With a lot of help from Francis Galashan at Bicester Heritage we now have over 100 interested parties who have pledged their support for the group and over 20 organisations attended the first meeting.

You may be wondering why the name has changed from Vehicle Restoration to Heritage Engineering. We all believe that a Trailblazer standard can encompass more than just classic cars and it should have more engineering content than the present scheme. This has allowed us to see whether we could include other Heritage skills within the standard and make the overall apprenticeship available to other sectors. The basis of this is that many sectors require the same basic engineering skills before they specialise in their particular area of business.

The decision was taken at the first meeting to try and include the following sectors if at all possible. These are veteran, vintage

and classic, agricultural engineering, aviation, bus and coach, commercial vehicle, marine, military vehicle, motorcycle, motor vehicle and steam powered vehicles.

The standard provides the foundation for a broad range of technical knowledge and skills essential to each of these sectors. In reality we believe that there are likely to be four roles that apprentices can undertake following their training and these are likely to be Classic Vehicle Technician, Heritage Aviation Technician, Marine Technician and Steam Technician.

In all cases after completion of the training heritage engineering technicians will ensure that provenance is established and that the heritage of engineering innovation, evolution, design and manufacture is maintained for future generations. In addition technicians also need to be able to demonstrate a core set of behaviours in order to be competent in their job roles and complement the wider business strategy and development within the business they work. All this is to ensure a long term career in their chosen sector.

The process of developing a Trailblazer starts by the Trailblazer Group having to convince the Department for Education that their Trailblazer Standard is unique and is not covered by an existing standard. This is done by the submission of an expression of interest, which we have submitted and I am pleased to report this has been accepted and we are now an official Trailblazer Group. One rule that applies to Trailblazer Groups is that the chairman must be an employer and I am also pleased to report that Jaguar Land Rover has taken the chair of the group.

We have now had three meetings and the standard document is now ready for submission to the Department for Education for review and for decisions on funding level. We all hope that the complexity of the training and the high level of engineering skills will be reflected in a high funding band which is what these skills require in order for colleges to deliver high quality training of apprentices.

We then have a lot of work to do in detailing the skills we want to cover in the course, all of which will be tested in the End Point Assessment at the completion of the course.

We would have liked to have completed all this work for this September but we are unlikely to achieve this so the old framework will stay in place for a further twelve months and we all look forward to having a Trailblazer Apprenticeship in Heritage Engineering available for September 2018.

Refresh Your Knowledge Or Learn New Skills

Over the weekend of 6-7 May, the first Banbury and Bicester Classic Vehicle Basic Maintenance course took place at Bicester Heritage in the facilities used by the college to teach their full time and apprentice classic vehicle courses.

Classic owners whose ages ranged from 20s to very young 70s, attended the two day course learning basic skills needed to maintain their vehicles, gaining an understanding of key components and learning how to identify basic structural issues. During the course, owners, who were encouraged to attend with their historic vehicles, were given tips from their tutors and were able to explore any particular maintenance issues they had, helping them to build confidence in taking care of their own vehicle.

The weekend also included a tour of the historical Bicester Heritage site and track activities. Each attendee received a certificate to confirm their completion of the course.

Feedback from attendees was very positive and it is clear they appreciated the hands-on approach to the instruction.

Banbury and Bicester College are planning more such courses in the new academic year both at a basic and more advanced level. More information about the courses can be found on the college website: www.banbury-bicester.ac.uk/adult/learning-leisure/motor-vehicle/classic-vehicle-intermediate-maintenance

The college has also informed us that they are able to provide tailor made courses for historic car clubs. If you think your club might be interested in arranging a weekend course, in the first instance please contact Alex Warner, Director of Faculty: Technology email: alex.warner@activatelearning.ac.uk



FIVA

A FIVA Culture Commission (CC) meeting was held in June. A substantial part of the meeting was devoted to how the relationship with the United Nations Educational, Scientific and Cultural Organisation (UNESCO) continues to be built, the focus being on the development of a long-term relationship with UNESCO, stressing how mobile heritage contributes in the areas of education, science and culture. CC member Rony Karam, from Lebanon, being a major contributor. We also made significant progress with the handbook to the Charter of Turin.

As usual with the CC, our meetings tend to be organised at the same time as a cultural event. On this occasion, it was the grandly titled Concorso di Eleganza at the Palazzina di Caccia di Stupinigi organised by the Italian Federation. The entry was small but quite select, with 29 entries. British vehicles included an E-type, a DB4, a 1922 Rolls Royce Silver Ghost, a TR3 based Italia 2000 and a Jaguar Mk VII. See goo.gl/YVww5n for a slide show.

Safeguard your legacy

On a separate perspective of heritage, I suspect known to many club section secretaries, the Vintage Japanese Motor Cycle Club magazine, Tansha, contained an article about recording the details of your collection, not just the vehicles but tools and documentation including brochures and books, which may also be of significant value. It also recommends appointing someone you can trust to ensure your family are not left, in the event of your demise, exposed to 'avaricious associates, dishonest specialists or chancers' who might take advantage. It gave an example of £250 being given for a workshop's contents that were valued at 50 times that much.

Classic Motor Show 2017

On a more upbeat situation, it may be recalled we were looking for a flat-bed lorry and thanks to the Historic Commercial Vehicle Society we have located a suitable example.

Also at the last AGM I spoke about celebrating this year's 60th anniversary of when John Lennon, as the lead member of the Quarrymen skiffle group drove into Woolton on the back of a lorry and was later in the day introduced to Paul McCartney.

Things have moved on since and following a meeting with Rod Davis, current lead of the Quarrymen (see <https://goo.gl/GbbDNY>) and the enthusiastic support of David Whale and the FBHVC board, we have agreed that the group will perform at the Classic Motor Show 2017 on Saturday 11 November on the back of the lorry. Interestingly Rod's first vehicle was a Singer Le Mans project but of course he has a great fund of other stories!



1937 AEC Matador.
Photo Bob Smith



The Quarrymen

Abarth Record breaker

Being a member of the British Two Stroke Club, I was impressed by a 1931 DKW twin cylinder 580 Spider, a video clip can be seen at <https://youtu.be/UUsR3fNaO6o> it is wonderful to remember that DKW were part of the Auto Union group that produced the fearsome 1930s V16 and V12 rear-engined Grand Prix cars.

Mobile Advocacy

In May I co-chaired a Mobile Advocacy meeting, convened by the Heritage Alliance. The idea is we bring the strength of the entire historic mobile sector, vehicles, ships, trains and aircraft, together to the benefit of us all. We have started the process by asking each sector to estimate the value they bring to the UK economy, very much along the lines of the excellent work led by our research director, Paul Chasney, last year.

ado16.info international

ado16.info has been working hard to help provide a lasting and tangible legacy for the ADO16, the BMC/British Leyland 1100/1300 range of cars.

Crowd funding has been used to raise the necessary finances to procure a whole 2-door bodyshell and the side of a 4-door model.

By establishing a working relationship with Classic Sheetmetal Limited in Birmingham, UK ado16.info international club are now able to proudly announce that high quality bespoke repair sections to enable the restoration of any ADO16 are now available to help keep these important cars alive.

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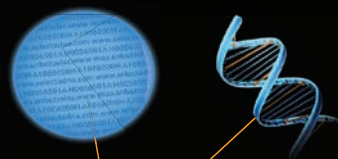
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During the past couple of months I've had some mixed fortunes on various events. On the London to Lisbon rally we had to retire in Spain when the off-side front calliper seals failed. A shame really as we had worked our way up to fifth place. More recently on the Modena Cento Ore we managed to end up on the third step of the podium: a much more satisfying end to a few days of hard work.

Between these events I went to Cyprus to Steward the LESP-FIPA International Regularity rally. Now there's an event that I'm sure most of you would enjoy. A very relaxed event with great roads (traffic free too!), stunning scenery, great weather and a friendly welcome from all concerned. As an added incentive next year you may even be able to 'arrive and drive' with the possibility of hiring a classic car owned by members of the organising club. So why not have a holiday in Cyprus with a bit of fun thrown in for good measure?

With the season now in full swing the calendar is full of a wide variety of events to tempt us out in our classics. The HERO Challenge 2017, based this

year at Bicester Heritage, is a good short weekend event and is very suitable for novices and improvers. A look at <http://heroevents.eulevent-type/hero-challenge> will tell you all you need to know.

The variety of HRCR scenic tours is available again during 2017 for your enjoyment of the historic scene during the coming months. You really should try these if you want some enjoyable low-key outings in your historic vehicle. Have a look at www.hrcr.co.uk/hrcr-championships/scenic-tours-series/#championship-event. Who knows, you might still get an entry on one or two of the later events if you're lucky.

For other HRCR events, www.hrcr.co.uk/events is the place to look. A real variety of events is available throughout the year. But again don't delay, entries fill up very quickly these days!



Modena Cento Ore finish

If you fancy a weekend in Devon in late September then have a look at www.shmc.co.uk/index.php/events/devon-classic-rally. This really is an enjoyable event using a straightforward tulip road book and no tricky navigation. The usual format of a few tests on private ground mixed with some regularities round the Devon roads will be used.

For motoring adventures further afield have a look at www.endurorally.com/pages/coming-rally-events or <http://rallyround.co.uk/> for some other great offerings.

CASTLE COMBE

We are delighted to announce that the 6th Autumn Classic Historic race meeting will be held on Saturday 7 October 2017 with the addition of the GT & Sports Car Cup.

One of the most popular meetings on the prestigious historic racing scene, the circuit's Autumn Classic receives a boost this year from the addition of the GT & Sports Car Cup. This invitation only series brings some of the best pre 1966 GT and sports cars from all over Europe, including lightweight Jaguar E-Types, Ferrari 250 GT Berlinettas, Alfa Romeo Giulia TZ2s and Morgan Plus 4 SLRs. The addition of the cup to the programme categorically seals the event as a must do for all classic race enthusiasts.

Long standing supporter of the Autumn Classic, Bristol Forklifts is joined this year by David Hathaway Transport, Silicon Hoses and Spencer Lane-Jones. Our newly launched website has all the details, including the mouth-watering displays of more owners and enthusiasts clubs than ever before, which this year include the 1970s lap record holding Formula 5000 McLaren. In addition to the spectacular action provided by the eclectic mix of races, visitors will be treated to parades and on-track demonstrations of some priceless pedigree cars from the golden era of motorsport.

The circuit has been inundated with glowing feedback and testimonials about the event previously, with a common consensus that the organising team have got the format absolutely spot on - so Castle Combe Circuit is

delighted to announce that the tried and tested model will be rolled out for the sixth time this year! Ken Davies, chairman of the Castle Combe Racing Club, states, "The Autumn Classic has cemented itself into the UK's historic racing calendar since it first ran in 2012 and each year its portfolio of close racing together with the mouth-watering selection of iconic display cars, increases in variety and quality. Illustrating the rich heritage of the circuit is the list of the household names of motor racing who have successfully raced at 'Combe' over the years including Stirling Moss, Mike Hawthorn, Damon Hill, Ayrton Senna and Nigel Mansell".

For more information, including tickets, club displays and trade information, be sure to visit the Autumn Classic's new website: www.autumnclassic.co.uk



Club News

Please take note all clubs: we now have a new address and all post must now go to the new secretary Emma Balaam. Our past secretary, Rosy Pugh, would like to thank everyone who has sent good wishes for her retirement – it has been much appreciated.

Roger Bateman, secretary, Dorset Austin Seven Club has some feedback on the Lansing Bagnall lift truck used by London Transport. When he worked at the National Motor Museum, Beaulieu from 1985, L-B donated one of these for moving exhibit vehicles around the museum floor. It was a self-propelled forklift truck with rechargeable lead acid batteries. It had a modified lift head that fitted under front beam axles to lift the front wheels off the ground and thus enable vehicles to be carefully moved to another display location. He doesn't know if it is still there though – it should probably be a museum exhibit in its own right now!

Congratulations to the **20/49 Motor Club** and the **Traditional Car Club** on their golden jubilee and to **Fiat 500 Club** and the **Foden Society** on their 25th anniversaries.

There is an informative article on AMAL pre-monobloc carburettors in the journal of the **Velocette Owner's Club** which was followed up with a similar article on the monobloc carbs. And there is a useful article on fault finding on the SU HD8 carburettor in the **Rover P5 Club** magazine. Yet more on carburettors - the Zenith 24T2 which graced many Austin Sevens in the magazine of the **Scottish Austin Seven Club**.

The magazine of the **Pre-50 American Automobile Club** tells us that the extraordinary house built for Edsel and Eleanor Ford has been designated a national historic landmark.

A splendid politically incorrect photograph of a cigarette smoking young lady on an equally desirable AJS graces the cover of the journal of the **AJS & Matchless Owner's Club**

A useful tip when faced with a stuck clutch in the newsletter of the **Fairthorpe Sports Car Club**.

There is an atmospheric photo-reportage of the Dave Wilcox Memorial Trial in the **Pre-War Austin Seven Club** magazine.

The magazine of the **Ford RS Owners' Club** has an informative article on the Sierra RS with tips on purchase and tracking down the ideal car.

The newsletter of the **Vintage Sports Car Club** gives notice of the publication of a history of the club available via their office.

Some steam highlights at the World Ploughing Championships are featured in the magazine of the **National Traction Engine Trust**.

Does not time fly? The **Rover Sports Register** informs us that the first Rover 800s will now be 30 years old.

An account of an expedition from Buenos Aires to New York in an Austin



CASTLE COMBE
CIRCUIT

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CASTLE COMBE CIRCUIT - CHIPPENHAM - WILTSHIRE

Chummy in 1959 appears in the **Devon Vintage Car Club** magazine.

There is a brief history of the Gordon minicar in the magazine of the **Micro Maniacs Club**.

There is a reference to a small number of 75s built with Mustang 4.6 litre V8s in the **Rover P5 Club** magazine. Do any survive, I wonder?

There is an atmospheric photograph on the front cover of the **Jowett Car Club** newsletter of a challenging restoration project. Did it go ahead?

A useful series of facts on the Ford Capri appeared in **Wirral Classic Car Club** magazine.

There is a photoreportage on the Salon Champenois in Reims in the magazine of the **Club Peugeot** - this would appear to be well worth a visit if you are restoring a French car.

Details of the extraordinary schedules recommended for applying paint to automobiles in the Edwardian era are outlined in the **NECPWA News**.

If you are searching for particularly obscure sizes of nuts and bolts, the **Delage Register** journal suggests that you try 'Bolt World' to be found on eBay.

Congratulations to the **Vincent HRD Owners' Club** on receiving the Most Technical Interest stand award at the Stafford Show.

We all know about AVRO aircraft – the Vulcan, the Lancaster etc. but the car? According to the **Manchester Historic Vehicle Club** about 100 were built in Manchester circa 1919. Do any survive?

The **Lakeland Historic Car Club** newsletter makes the claim that the last true British car is the Land Rover Discovery. Any challengers?

New regulations to be observed when driving abroad are outlined in the **Morgan Sports Car Club** magazine. The requirement for Crit'air vignettes in many cities and the procedure for acquiring this is outlined. There is also a report on the Tour Auto which took place in April from the Grand Palais in Paris which is a five-day event which looks well worth considering.

The true facts about Count Louis Zborowski and Chitty Chitty Bang Bang are related in the newsletter of **East Anglian Practical Classics**.

Some thoughts on the advantages and disadvantages of alternators and dynamos are outlined in the journal of the **Austin Healey Club**.

There is a photograph of a procedure that not many of us will remember on the back cover of the magazine of the **Austin A40 Farina Club**: the facility of being able to telephone the AA and to have your message displayed outside an AA box requesting the offending motorist to stop and discover what it was. We could re-introduce the service and do away with mobile phones?

The **Southern Daimler and Lanchester Club** magazine tells us that one of the oldest British cars to survive is an 1897 Daimler six-seat shooting brake which now resides in the Louwman Museum in Holland.

There is an interesting article in the **Jaguar Enthusiasts' Club** magazine outlining the genesis of the XK150 – sixty years ago!

Another anniversary! August sees the 40th anniversary of the first Cavaliers to come off the line at Luton. The **Cavalier and Chevette Club** plan to commemorate this with a display in the Luton Mall Shopping Centre.

A challenging restoration project in the form of an Alvis Healey has surfaced in Australia and is described in the Bulletin of the **Alvis Owner Club**.

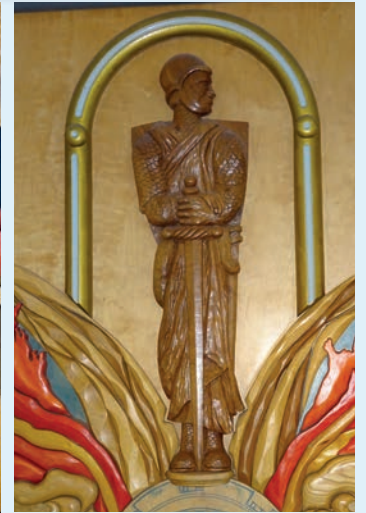
Credit where credit is due

Large companies are very often seen as faceless and soulless entities interested only in maximising their profits; this accusation however cannot be fairly aimed at Wm. Morrison's when they redeveloped the Sentinel Works site in Shrewsbury. Sentinel were long-term builders of steam lorries and arguably developed and built some of the most advanced examples of the type; they also latterly built some diesel powered lorries but based upon their steam heritage with horizontal under-floor engines.

My late father who was always a petrol and diesel man often commented on the speed and performance of the Sentinel steamers which was far and away above the Leylands and Gardner powered Fodens that he drove but their weaknesses was the imposition of taxation by unladen weight and their need to keep stopping at a convenient river, stream, village pond or fire hydrant to take on water - a classic case of the tortoise and the hare except that the hare sometimes won!



Paying due respect to the history of the site Morrison's display three large and detailed murals in the cafe, two are ceramic with the third carved wood. If you are in the area a visit is well worthwhile - you can even treat yourself to some food and drink while you admire the wall decorations.



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Welcome

Welcome to the following clubs who have joined the Federation

- ado16.info international
- Rickman Cars Owners Club
- Southern Classics Society
- FJD Off Road

A complete list of all clubs, museums and trade supporters can be found on the website www.fbhvc.co.uk

Trade Supporters

Welcome to the following trade supporters.

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EIGHTEENTH ANNUAL GENERAL MEETING

Saturday, 21 October 2017

The eighteenth Annual General Meeting of the Federation of British Historic Vehicle Clubs Limited will take place at 1100 in the British Motor Museum, Banbury Road, Gaydon CV35 0BJ on Saturday, 21 October 2017 for the following purposes:

1. To consider and approve the minutes of the Annual General Meeting held on Saturday, 15 October 2016 as made available to members in November 2016. [Copies available on request and are available on the FBHVC website.]
2. To receive the Financial Statements for the year ending 31 May 2017.
3. Election of Directors. [See note 2 below]
4. Special Resolution.
To approve revised and updated Bylaws for the Company by way of the following special resolution to be proposed at the meeting:

'That the Bylaws produced to the meeting be adopted as the Bylaws of the Company in substitution for, and to the exclusion of, the existing Bylaws of the Company.'

A copy of these Bylaws is available on the FBHVC website www.fbhvc.co.uk or available from the secretary on request. [See note 3 below]
5. To receive the Report of the Directors.

Notes

1. Changes to the Articles of Association were necessary 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 organisations the Form will have to be signed by the 'nominated contact'. The financial statements, directors' reports and the proxy form will all be distributed to club nominated contacts in September.

2. Nominations for directors to fill the posts of Deputy Chairman, Trade and Skills, Research, Events and Technical, Heritage and Legislation are required by 8 September 2017.

3. These Bylaws are made pursuant to the Articles of Association of the Federation of British Historic Vehicle Clubs approved on the 15 October 2016. If there is any conflict between the Bylaws and the Articles, the Articles take precedence.

CONFERENCE

Saturday, 21 October 2017, 14.00
Deputy Chairman, David Davies

This year's topic is: Safeguarding Marque Legacies

COST AND REFRESHMENTS

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 £13.00 each to nominated delegates from FBHVC subscriber organisations and to FBHVC supporters but are £18.00 to others.

All tickets should be ordered from FBHVC secretary by **Friday, 13 October**.

The address is PO Box 295, Upminster, RM14 9DG. A SAE would be appreciated. E-mail: secretary@fbhvc.co.uk. Payment may be by cheque payable to FBHVC, or by card. If paying by card, please quote expiry date and security number.



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