

FBHVC

news



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 3 • 2019

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Editorial

Geoff Lancaster

One of the nice things about our obsession with historic vehicles is that you can indulge it almost everywhere you go. I don't mean just visits to museums or taking part in events either. Thanks to you, the enthusiasts, more and more vehicles of every conceivable type are preserved and even better, returned to use. It's central to the purpose of The Federation that your rights to use those vehicles on the highway are preserved also. I recently took a short break in Croatia on the island of Hvar, a 2 hour ferry ride from Split and during a forty five minute walk through the largely deserted port of Vrboska, spotted three very different historic vehicles (see photos). The first was a fairly recognisable Renault Fuego, a contemporary of the vastly more numerous Capri and Manta and not particularly remarkable you might think, except this one bearing a German registration was absolutely mint. A few minutes later around the quayside appeared what I suppose is best described as a garden tractor, most probably still in daily use, apparently powered with a single cylinder diesel with the facility for a flywheel-mounted belt power take off. I have no idea of make, model or age. Does anyone out there recognise the picture? Finally, across the inlet I spot a familiar shape. You surely recognise it too. But take care, in the decades following WWII, many of Europe's shattered automotive factories relied on CKD supplies from those other countries where manufacture had been preserved. Could this be one of them? Answers to our Facebook page please.



Changing the subject somewhat, all of you will know that this magazine from time to time celebrates the excellent work done by the clubs to preserve the heritage value of our particular favourite marques. We have featured the amazing archive work carried out by the Rolls Royce Enthusiasts Club, The Bentley Drivers Club and more recently the Association of Rootes Clubs. I was contacted recently by Christopher Tate, historic motorsport luminary and former CEO of Donington Park. Christopher is a keen 750 Motor Club member and he's looking for an enthusiast to take over the management of their Austin 7 Archive. If this opportunity appeals, I will be happy to put you in touch with him.

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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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Environmental Issues

I think I should start by drawing your attention to the separate article dealing with the issues surrounding lobbying for the maximum access for historic vehicles in Low Emission and Clean Air Zones as they roll out around the country. The Federation has to work for the majority of its members, while attempting not to prejudice the interests of those of its members who, though their numbers may be lower, nevertheless have a genuine interest in continuing with their activities as they have been used to do. It is sometimes a bit difficult. The article sets out some of that problem which I trust all of you will read and understand. We really are doing our best in an increasingly difficult environment.

London ULEZ

It is probably useful to restate the advice we have recently given on access to the ULEZ. Vehicles in the 'historic' taxation class simply are exempt from ULEZ charges.

We are conscious that not too many of our members will wish to enter the zone, not least because access involves entering the Congestion Zone, from which historic vehicles are not exempt.

Some people have been misled by the Transport for London ULEZ 'Checker' page. But this page is misleading, as it is based solely on emissions ratings and does not appear to recognise the historic exemption. If however a driver were to click through the links from the Checker to the payment section they would indeed find they do not have to pay!

Rest of the UK

The roll-out is continuing. The Federation is currently in, or is about to enter into active engagement with the following Authorities; Birmingham City, Tyneside and Transport Scotland.

We are finding that a frequent issue we have to raise is continued access for 'heritage' buses, which may not be in the 'historic' taxation class if they are required for any reason to have an operating certificate. The Federation nevertheless considers the occasional access of heritage buses to be an important contribution to the history of the nation and thus of considerable cultural value. We will continue to support heritage bus operators, many of whom are of course museums in their quest to obtain some sort of access to

zones, a right which they would of course only be exercising occasionally, and thus not to any significant harm to the environment.

There are also some cases, of which Scotland, which is setting up a template for its cities, is the major one, and the inner Newcastle area is another example, where the authorities wish to impose traffic exclusions (i.e. a ban) instead of simply a charge.

The Federation takes the view that the consequences of a ban rather than a charge are significantly more serious, particularly for a resident owning a historic vehicle and for anyone operating a business which deals in historic vehicles. The Federation thus raises the question in those cases of whether the internationally recognised 30 year limit on what is defined as a historic vehicle, rather than the UK 'historic' class, which is of course set at 40 years old, should be used. The current intention to rely on ANPR cameras, which are able to recognise 'historic' class vehicles for enforcement probably means we have an uphill battle to get this principle accepted, but we do not intend to give up on this.

Registration

We recently had a meeting with DVLA, the first in a year. The best I think I can say is that we perhaps have a clearer understanding of the reasons behind the recent approach of the DVLA, which many members have pointed out makes the registration of historic vehicles in most categories rather more difficult than it was in previous years.

When I say we understand it, I am not saying we agree. We do not. It is the view of the Federation that the bar for registration of historic vehicles has been raised and that there is no visible benefit to society. We consider the position wrong and we think it a matter of principle, not the handling of specific cases as such.

However the DVLA position is as follows.

In 2015 after closure of its Local Offices, DVLA undertook something called 'process re-engineering'.

They started from the assumption, which may not have been entirely wrong, that Local Offices had different interpretations of their instructions, and that errors were made. However, in the view of the Federation it was not uncommon for these 'interpretations' to be made because the people in Local Offices could not see what benefit there was in denying registration to essentially sound vehicles and applied an element of common sense.

The assumption was also that the overriding requirement was that DVLA

would have a totally accurate record of the vehicles it registered. At the extreme the requirement is to prevent fraud, an aim the Federation obviously supports. Of course other aspects can affect such matters as VED exemption and exemption from the requirement to undertake an MOT test.

What DVLA has done is to create decision trees, dependent upon the precise submission of required documents and evidence, to which the desk clerk must simply apply a yes/no decision.

This process is designed to be simple and to involve as little decision and judgement as possible. This both creates consistency and no doubt involves lower cost. As far as the Federation can tell, the process seeks no particular outcome. The rejection of an application is just as much a completion of the process as is a successful registration. The failure of an application to meet all requirements will simply mean a rejection. The process cannot apparently decide that there is no good reason why an application should not be accepted.

It should be noted that we do not know, because DVLA will not tell us, how many applications for historic registrations of all types are actually dealt with in a year. We thus do not know how burdensome would be some recognition of difficult cases deserving to be registered but failing the routine process. This recognition does not appear really to exist in DVLA at the moment.

The view of the Federation is that the current DVLA approach does not have any regard for the specific problems surrounding historic vehicles. When we were briefed on the process in September 2015, we pointed out that in our view it could prove to have an adverse effect on the owners of historic vehicles seeking registration. We consider we have been proved correct.

We have now written to them outlining our concerns. In particular we have pointed out that:

'...each application for a registration... represents an investment of time, enthusiasm and money by the applicant.

Often the application will come at the end of a time-consuming extended period of restoration, most usually by the individual concerned personally.

Even the application for registration of a newly imported vehicle indicates an enthusiasm for and personal interest in the historic artefact involved.'

The Federation now intends to take the assertion of these principles to a higher level. We cannot predict the outcome, but we have reason to believe that there is a level of political sympathy for our position.

Ian in his section deals with some of the more specific subjects which underlie these overarching principles.

Roadworthiness Testing

The position on roadworthiness testing is not really satisfactory. The Federation has, as we reported earlier, now achieved positive confirmation that the DVLA's declaration process is not a condition for exemption. The declaration process, applies online and we believe is essentially the same when taxing at a Post Office, with the clerk effectively 'ticking the box' to say they have been shown a V112. The process is only the method by which DVLA assures itself that a when a vehicle is taxed annually, it either has an MOT (or equivalent for larger vehicles) or is exempt. The only way they can do that is to ask keepers to confirm that their vehicle is not substantially changed within the definitions. Then they proceed to carry out the taxation process. It is because this is only a checking process that DVLA do not record the declaration. So far so good. But we have established that DVLA have, quite consciously but without bothering to tell their historic

vehicle customers, decided not yet to implement the declaration process for vehicles built before 1960. There is no other effective way to declare.

We know many of our more conscientious members have been concerned about this, particularly on account of the guidance, which says:

'When declaring an exemption, you will be required to confirm that it has not been substantially changed (as defined in this guidance). This process will be applied to pre-1960 registered vehicles, as well as newer vehicles in the historic vehicle tax class.

If the vehicle does not have an MOT and you wish to continue using it on the public roads, you will have either to undergo an MOT or, if you wish exemption from the MOT, to declare that the vehicle is a VHI.'

Well, simply, it appears you can't do that for a pre-1960 vehicle. It is fair to say

we regard this position, particularly the lack of any information on the matter, as really unsatisfactory, and we have advised DVLA of our view in writing.

But the message is really do not worry. You do not have to declare to be exempt.

As readers will be aware, the Federation was very concerned when a motorist was threatened with prosecution by a police officer for not having an MOT when his vehicle was exempt. After some correspondence, we have now received a very satisfactory assurance from the Lead for Roads Policing at the National Police Chiefs Council (NPPC) that they fully recognise the legal position. When we reported this on our website a member in Scotland very reasonably asked if the same understanding was shared by Police Scotland, who are not covered by the NPPC. So we wrote to the Head of Roads Policing for Police Scotland and received a similar assurance.

Issue 2 – An Explanation of Our Position

A few words in the last edition of the FBHVC News seem to have created quite a storm.

So this might be a good time both to restate some of the Federation's principles and to explain the environment in which we have to work, and the fine line we sometimes have to tread.

The Federation stands four-square behind its existing principles of protecting, to the full extent possible, the right of its members to use their historic vehicles, of all sorts, without restriction as to frequency or distance of travel on the highways of the United Kingdom.

In the United Kingdom we have been successful.

These rights of unrestricted use are not recognised in all countries.

What is more, our Government does not require a formal standard of what is a 'historic' vehicle, and again this is not always the case.

Our Government is content to rely on the age of the vehicle without setting more rules for a vehicle to qualify as 'historic'. They consider that this approach does not create any measurable risk to safety, nor is there any obvious benefit to society, which would justify the effort and cost involved in setting rules. They

have chosen a date of forty years old which, while not perhaps ideal, is one we have been able to work with as covering the interests of most of our members across all the types of historic vehicles we cover.

Even when working within EU constraints, on the extent to which they will exempt historic vehicles from MOT tests, our Government has chosen to apply an extremely light touch.

They have again applied a simple, and simply applied, rule of date of manufacture, (nearly but not exactly the same as for registration) with only the most limited of exceptions, >>>

»»» though of course for some of our members, notably those whose area of interest is heavy goods vehicles, there are more onerous constraints.

Although there are attractions to the Federation of more strongly favouring the internationally recognised definition of thirty years to qualify as a historic vehicle, that international definition, as expressed by FIVA, does come with limitations as to originality and frequency of use. So while occasionally reminding our Government of the international standard, we tend to accept the current UK position as being a good compromise.

But the world around us is changing. In years gone by we did not have to justify our interest; it appealed to the general popularity of nostalgia and no one really considered it to have any downside.

But two very real issues, related but by no means the same, have come along and attained high importance and recognition in society in general, and particularly among younger people.

The first is climate change; there is now little or no doubt that it is real and potentially disastrous for the World.

It is gradually becoming recognised in the automotive industry that we may be at a point similar to the early 20th Century, when the end of the use of the horse and its replacement by the internal combustion engine happened much quicker than anyone expected. And now, unlike then, there are powerful reasons to proceed as fast as technology will permit from the internal combustion engine to electric power for vehicles. Our valued vehicles may surprisingly quickly become different in kind, rather than simply in state of development, when compared with current transport.

The need to control the speed of climate change led to Low Emission Zones (LEZs)

And the other is a greater understanding of air quality and its effects. The rapid advance of both air quality measurement techniques and of the science of epidemiology has meant that there is a much greater recognition about how the air we all breathe affects our health, both now and in the future. This is perhaps of more immediate effect to those directly affected. Thus we see the rapid development of Clean Air Zones (CAZs)

LEZs and CAZs are going to happen and both have increasingly general support. For various reasons, decisions on how they are to be set up are local. Differences can be quite major.

For instance, most LEZs and CAZs being set up do not affect motorcycles. There are extremely good reasons for this. But the London ULEZ does include motorcycles. Motorcycles which are in the 'historic' class are of course already excluded and can enter the ULEZ as they please without paying a charge.

There is a perfectly respectable campaign underway to have the use of motorcycles for commuting into London taken out of the ULEZ regulations. But it covers essentially all motorcycles over around 20 years old, and really has nothing to do with historic vehicles as such. We don't oppose that campaign but it is not our fight.

Like the London ULEZ, the national Clean Air Framework which affects English local authorities requires them to exempt 'historic' class vehicles. But the situation is more difficult elsewhere.

In Wales their consultation on a framework proposed only to exempt historic vehicles which were incapable of being modified to comply with emissions standards. The Federation protested that this could amount to cultural vandalism and now awaits the outcome of the Welsh consultation, which is, for some reason, delayed.

In Scotland there is a different problem. The Scottish Government framework proposal is not for charging zones, but for actual bans on use within Zones. While they are not unsympathetic to an exemption for historic vehicles, in view of the possible draconian effect of a ban we are attempting to get them to accept a thirty year cut-off for their historic exemption. We are in active discussion with the Scottish Government on the subject.

Which is where we get to the problem to which last month's brief reference caused such a reaction.

The Federation always needs to make the best case possible for the interests of as many of its members as possible. We emphasise the increasing recognition of the cultural significance of our vehicles. And we are able, using our own extensive research, honestly to say that in general our members use their vehicles rarely and for very few miles for purposes related

to their age and significance, and not simply as normal transport on a regular basis. This is a fact, not a projection. We can therefore argue with conviction that the privilege of an exemption will in fact be quite rarely exercised and have little or no effect on either air quality or greenhouse gas emissions.

We of course know a few of our members will wish to use their vehicles on a daily basis. On the basis of our research we consider that they are sufficiently few in number that they also cannot have any measurable overall effect on emissions.

So we would of course raise objections to any suggestion of the imposition of mileage limits. Up to now, none have ever been proposed. If they were, we would oppose them because the cost of policing such a limit to catch a very few unlucky users would vastly outweigh any benefits.

And lastly, there is perhaps the most difficult question. The responsibility of the Federation is to the historic vehicle community. That is emphatically to all historic vehicles. We value the rights of the owner of an Austin Allegro, or an Ariel Leader, or a Leyland Octopus, or a Bedford OB bus equally with those of a Rolls Royce Phantom III.

We know that there are a significant number of vehicles considered by their owners to be 'classics' but which are simply not old enough to be considered historic, either by UK registration rules or by the international standard. The Federation is by no means opposed to the ownership of modern classics. We know they are cherished by their owners. We know many of these classics will become historic as the years go by. When they become thirty years old, they will fall within our remit.

Before then, they are not and cannot be the responsibility of the Federation. Arguments in favour of their use will only serve to dilute the simplicity of our message on historic vehicles. But we do not and will never argue against the use and ownership of modern classics. We will attempt as much as possible, to offer no public comment for or against their use.

We hope that the owners of newer classics will understand our dilemma and recognise that we have to do the best possible, using all the strongest arguments available to us, to serve the interests of our members.

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THE ENGINE'S CHOICE

Following on from the general comments on our DVLA meeting made by Bob Owen, I set out some of the specific matters discussed.

The various long-running issues surrounding the registration of vehicles first supplied in CKD form were further discussed. DVLA explained their difficulty in issuing a first registration for any vehicle where the precise date of manufacture could not be shown. As the despatch date from the mother factory is generally available we enquired if a standard of three to six months after that date could not be adopted. A further request was made to DVLA to finally accept that CKD is a long-standing and widespread motor industry process and that vehicles constructed in this manner are not kit cars.

The attention of DVLA was drawn to a particular CKD vehicle where, after months of correspondence and dispute with the owner and the appropriate club, DVLA had suddenly capitulated, accepted the suggested manufacture date and registered it. Our contacts were unaware of this case but have undertaken to come back to us with their comments on the whole CKD situation.

Attempts were made to hold a constructive discussion concerning the apparently totally inconsistent attitude of DVLA to the registration of vehicles where the manufacture date is marked directly on the vehicle, either in plain language or encoded in a 17 character VIN. DVLA stated that provided the normal supporting information was supplied by an appropriate club such vehicles could normally be registered without problem. We had to tell them that this statement was in contradiction with information supplied by our members. We will supply further examples to DVLA but we have to be cautious that issued registrations are not withdrawn for some perceived error in their issue.

One area where some constructive progress was made concerns Q plates. You may recall that following the tightening of the rules concerning appeals against the issue of Q plates, suddenly announced by DVLA in the autumn of 2017, FBHVC requested that particular consideration be given to now historic vehicles for which adequate dating evidence now existed to support the issue of a normal age-related registration. To assist in this process the Federation compiled details of four examples which we considered to be typical and sent them to DVLA for their consideration. We were told that all four were considered eligible for normal registration and that a list of requirements for such cases had been drawn up and a copy would be sent to us. We will, of course, share this as soon as we are able.

We took advantage of the meeting to pass on the concerns expressed by a number of clubs that a significant proportion of first registration applications, many in a format that had been accepted for a number of years, were now being rejected. Additionally, that the rejection letters very often did not provide any useful explanation of why the application had been rejected. I am not sure that we were believed!

Following both some alarming reports from member clubs and the Federations direct communication with DVLA over the last year or so a request was made for a definitive list of which documents DVLA requires the original and of which they can accept authorised copies. The request was made with reference to both V765 and first registration applications. A list has been promised.

By the time our meeting had finished Swansea was justifying its reputation of being one of the wettest cities in the country as rain was falling heavily. As I drove back eastwards the rain continued almost until I left Wales. Somehow it seemed to typify our day.

Technical & Events Tony Davies

Just a short column from me this time due to a rather hectic schedule in April and early May.

A beautiful Easter weekend prefaced a rather cold one for Drive-it Day in late April. Nevertheless, I hope you all managed to get out and about in your historic vehicles and saw plenty of like-minded folks driving around in theirs.

I'm just back from HERO's London to Lisboa event in a lightweight Porsche 911 RS with Irvine Laidlaw. During the first 5 days of the event we managed to hold 6th place but later on a couple of basic errors by me dropped us to 11th and finally 12th. I think I know how this guy feels! – courtesy of Ian McCulloch.



“...poor over worked navigator-timekeeper...”

I'm hoping for better fortune on the Shamrock Vintage Challenge next week in a pre-war BMW 319, again with Irvine. After a 2nd place last year just one better would be just fine!

Hopefully summer will soon be with us when the historic events calendar is really in full-swing.

<https://heroevents.eu>; <https://rallytheglobe.com>, <https://www.rallyround.co.uk/save-the-date/>; <http://bespokerallies.com/> and the 2019 FIVA World Rally in Andorra <https://www.andorrabooking.com/index.php?idioma=en> offering plenty of opportunities to have some very enjoyable motoring. Also please note an early heads-up for the FIVA World Rally 2020 that will take place in Portugal; dates to be confirmed later this year.

Whatever you get up to during the next couple of months enjoy your motoring.

PARKING BILL (CODE OF PRACTICE)



East Yorkshire MP Sir Greg Knight has achieved a change in the law with his Private Member's Bill, the Parking (Code of Practice) Bill, which has been passed by both Houses of Parliament and is now awaiting Royal Assent from the Queen to become law.

people whist they are getting change and even when their own parking payment machines are out of order. Until now the law was powerless to prevent this”.

In each Parliamentary session only 1% of MP's manage to change the law through the Private Members Bill procedure.

Commenting, Sir Greg said: *“I consider myself extremely fortunate to have put this legislation on the statute book. It clearly shows that politicians of all parties believe that a law change here is overdue”.*

“This new law will do nothing to diminish the rights of landowners to earn a fair income from their land, including seeking redress when motorists don't play by the rules. But the scales needed to be rebalanced, so the system is now fair for all involved. This change will help stamp out rogues in the industry”.

Following the ban on wheel clamping in 2012, privately issued parking 'tickets' soared to 4.7 million last year – one every 7 seconds with a number of these issued in dubious circumstances.

“I thank all those who helped the Bill to become law, particularly, but not exclusively, Lord Hunt of the Wirral who took the Bill through the House of Lords, Government Minister Rishi Sunak and the Labour Opposition Spokesman Andrew Gwynne MP.

Sir Greg said: *“The clear majority of car park providers are honest and fair but unscrupulous rogues are undermining the whole sector with bad practice”.*

Labour's Andrew Gwynne MP commented: *“I thank Sir Greg personally for his tenacity on this issue. He will be the champion of drivers across the land, because we all know, and can all tell stories of constituents who have been clobbered by these sharp practices”.*

Sir Greg's Bill, which enjoyed cross-party support, including the backing of the Government, introduces a statutory code of practice for private parking companies which will prevent motorists being unfairly treated.

The Government will be consulting on the contents of the new Code of Practice, which they are now mandated to introduce, shortly.

Sir Greg explains: *“These dodgy operators have been engaging in practices such as deliberately unclear signage, ticketing*



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I recently purchased an old copy of *'Motor Cycle News guide to Flyweight Motor Cycles'*¹. It contained a reference to last two lines of the Victorian poem *'Invictus'*², specifically *'I am the master of my fate and the Captain of my soul.'* As part of a suggestion that those who served their motoring apprenticeship on two wheels become the safest car drivers. The book was strong on the qualities of the Honda Cub. This was written in 1964. Little was the author to know that sales would continue into the 21st Century, making it the largest selling vehicle ever, with over 100 million sold.

The 59 Club

This quarters anniversary is different. Rather than a vehicle, it's a club. At a recent meeting with the Ace Café's, Mark Wilsmore, I was invited to attend a service, at St Paul's Cathedral, to commemorate the 60th anniversary of the 59 Club.

The club was started by the Reverend John Oates, who invited Cliff Richard to play on the opening night to which Princess Margaret attended. His colleague, the Rev. Bill Shergold, had a vision to attract the young. As a motorcyclist, he was aware of the rocker gatherings at the Ace Café, which was at its peak in the early 1960's. Not without trepidation, he rode his Triumph to the Ace and invited the bikers to visit the club and attend services. The response was positive, and the biking section soon grew to some 4,000 people. Riders even brought their machines to be blessed.

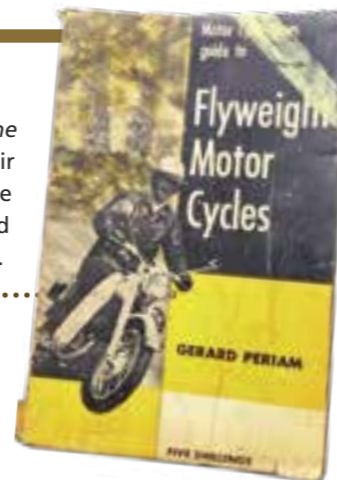
This story was picked up by the press at the time, with the Bishop of London being telephoned in the middle of the night by one reporter who wanted his views on blessing motorcycles!

The service was well attended with motorcycle ride outs leading to a display of machines around the Cathedral and one on display inside.

The service, evensong, was led by the Dean, the Very Reverend Dr David Ison, with lessons being read by members of the 59 Club and actor and former pop singer Jess Conrad. See flipbook for a copy of the service <http://online.fliphtml5.com/mxoea/zkzcl>

Whilst at the Ace, I was also given a copy of a brochure for the Museum of Youth Culture. Though not specifically a vehicle archive, its creators are seeking to create a record of Great Britain's contribution to culture and creativity, which they believe deserves permanent recognition. They say 'Since the 1940's the post war world has seen a revolution in popular culture. Through the newfound liberty of self-expression, culture once exclusive to the upper classes became accessible to all corners of the society.' Which applies in spades to motoring in all its forms.

Specifically, they are seeking photographs, flyer scans and ephemera to help build the museum. If you have something that you feel is relevant visit <http://www.youthclubarchive.com/> **submit** and follow the guidelines. See on Facebook under 'YOUTH CLUB Archive'.



The Shuttleworth Collection

Whilst talking museums, we would like to welcome new member, the Shuttleworth Collection.

Any thoughts that this is only an aircraft collection would be wrong.

Richard Shuttleworth was an enthusiastic collector of mechanical objects. At the age of 23 he inherited enough money to indulge his passion. His first vintage car was an 1897 Panhard Levassor, enjoyed motorcycling and also had a steam powered Locomobile. He raced successfully, winning races with his Alfa Romeo until a major crash ended his career.

He was still able to fly and turned his focus to historic aircraft. In 1939 he joined the RAF and unfortunately was killed when flying on a training exercise.

His mother, Dorothy, kept the collection alive and it is well worth a visit. See <http://www.shuttleworth.org/>

Finally, and sadly we were invited to attend the funeral of John Haynes OBE. Bob Owen attended on behalf of the FBHVC. The Haynes manual was of course a reference for anyone working on a vehicle. He created the first Haynes Manual in 1965, whilst serving with the RAF in Aden for a friend's 'Frogeye' Sprite. Published in 1966, 3,000 copies were sold in less than 3 months.

Success followed, including in the USA, where at one point they

found they were selling two copies of the Porsche 911 manual for every car on the road – aspirational reading for many!

He created his excellent museum in 1985.

It was awarded *'The Museum of the Year'* in 2014.

One of many obituaries here

<https://www.somersetlive.co.uk/news/somerset-news/john-h-haynes-obe-dies-2532125>

¹ Flyweight Motor Cycles by Gerard Periam

² Invictus by W.E. Henley see <https://www.poetryfoundation.org/poems/51642/invictus>



Oxford Bus Museum by David Burke

Volunteers in our transport museums provide a valuable service. Oxford Bus Museum has been presented with The Queen's Award for Voluntary Service, signed by Her Majesty the Queen.

It is the first time that a Road Transport Museum has won such an award, established in 2002 to celebrate the Golden Jubilee anniversary of Her Majesty's Coronation. The Certificate was presented by the Lord Lieutenant of Oxfordshire, Tim Stevenson, OBE, in April 2019.

The Oxford Bus Museum has always been an all-volunteer organisation with no paid staff. It has a strong commitment to education providing school visits enabling young people to learn the history of travel in Oxford over the past 130 years.

The first vehicle in the Oxford Bus Museum collection was a 1949 AEC Regal III, with Willowbrook bodywork (registration NJO 703). There are now some 40 vehicles in the Bus Museum. Many have been restored and some are used to transport visitors from the nearby car park to the Long Hanborough Museum site.

In 2004 it provided a home for the Morris Motors Museum which traces the development of the Nuffield Group of companies. It houses a collection of Morris vehicles from a 1928 Bullnose Cowley to a 1977 Mini as well as a Nuffield tractor.

The link between William Morris, founder of Morris Motors, and buses in Oxford, can be traced to 1913 when he and a partner started the first motorbus service in the city.

From personal experience I can recommend a visit to the Oxford Bus Museum, details may be found on the <https://www.britishmotormuseums.com/> website.

To mark this momentous occasion David Whale, Chairman of the Federation of British Historic Vehicle Clubs attended the Award Ceremony and wished to express his thoughts on the event and Museum.

Early in April I was delighted to make my first visit to the Oxford Bus Museum. That occasion was quite special as it was the day when the Queen's representative for Oxfordshire, Lord Lieutenant Tim Stevenson presented the Queen's Award for Voluntary Service, the first time this award has been made

to a road transport museum.

The Queen's Award for Voluntary Service is the highest award given to local volunteer groups across the UK recognising outstanding work in their own environment. It was created in 2002 to celebrate the 50th Anniversary of The Queen's accession. It is, effectively, the MBE for volunteer groups.

During his tour of the site Mr Stevenson specifically asked to be introduced to as many volunteers as possible. He also explained the awards approval is a very complex and robust process coordinated via the Cabinet Office, he said it was fortuitous the Duke of Gloucester had independently visited the museum previously and had been very impressed by the work he had witnessed.

The museum has its origins in the Oxford Bus Preservation Syndicate, which was set up 52 years ago in 1967 by a group of bus enthusiasts. It also provides a home to The Morris Museum which traces the development of the Nuffield empire, founded by William Morris (later Lord Nuffield) which grew from humble beginnings in a bicycle workshop to become one of the world's major vehicle manufacturers. William Morris also had early association with buses in Oxford, which can be traced to 1913 when he and a partner started the first motorbus service in the city.

Cycle enthusiasts will enjoy a visit to these premises too displaying the Faulkner Cycle Collection. The 40 machines are mainly nineteenth century bicycles, including a Penny Farthing and a Singleton English velocipede, or 'boneshaker'. Bicycles are of course synonymous with Oxford, especially amongst students. It was students' enthusiasm for cycling that led William Morris to repair and then build bicycles before moving onto the repair, hire and finally manufacture of motor vehicles.

A selection of the vehicles on display includes the 1967 AEC Renown originally operated by the City of Oxford, a 14-seat Morris charabanc built in 1925 with four rows of seats but only three doors for passengers. Most charabancs had a door for each row of seats, here there is a hinged seat to gain access to from the second to third rows. Ripe for restoration is the 1917 Daimler bus typical of the vehicles used on Oxfordshire rural routes between 1916 and 1929.





Winners Celebrated At The National Car Club Awards

in Association with Tourism Ireland



The winners of the 2019 National Car Club Awards, in association with Tourism Ireland, were revealed at a glittering awards dinner, hosted by Wheeler Dealers' Mike Brewer on Saturday 23 March, celebrating the best of the UK classic motoring club scene.

Awards judging panel chairman Lee Masters said: "This year was the toughest in terms of judging in all categories as there were so many strong contenders on the shortlist. The atmosphere in the room on the night was incredible and the support and gratitude for all the winners was immeasurable. Congratulations to all our very worthy winners."

The first six accolades presented were the 'At Show' awards given to the clubs exhibiting at the Practical Classics Classic

The **Daimler SP250 Club** won the **Best Car Club Contribution to Charity** for raising £24,000 for Saint Francis Hospice, while **Outstanding Club initiative to Encourage the Next Generation** was awarded to the **National Traction Engine Trust** on the 40th anniversary of its Steam Apprentice Club.

Outstanding Car Club Single Venue Event or Show went to **Simply Mustang UK** for its debut event, creating the biggest single gathering of this model on UK soil. **Outstanding Car Club Run, Rally or Tour** was given to the creators of the Poppy Returns Home Tour, the **Fiat 500 Club UK**.

In the **Devoted Member** category of awards, the **National Car Club Unsung**



Car & Restoration Show, with Discovery, and chosen by the panel of Judges.

The **Best Club Display** went to the **Austin Counties Car Club** for the small stand section and the **MX-5 Owners Club** for the large stand section. **Best Live Working on Vehicles** was awarded to the **Ford Corsair Owners Club** while **Best Live Demonstration on a Club Stand** went to The **Riley R.M. Club**. The **Best Restored Car** was the **1928 Hoyal Bodied Triumph Super Seven** owned by **Brian Bromwich** of the **Pre-1940s Triumph Motor Club**. The **Best Car at Show** was deemed to be **Sir Malcolm Campbell's Armstrong Siddeley Hurricane** that is being restored by the **Armstrong Siddeley Owners Club**.

It was then time for the **Classic Car Club** categories with the **Gay Classic Car Group** winning **National Car Club of the Year**. **Outstanding Club Magazine of the Year** was awarded to **Spirit & Speed** from the **Rolls-Royce Enthusiasts' Club** while the trophy for **Outstanding Online Presence by a Car Club** was presented to the **MG Car Club**.

Hero of the Year was **Graham Le Lay** from the **Jersey Old Motor Club**, while **Ambassador of the Year** was bestowed on **Kevin Price** of the **Volvo Enthusiasts Club**. **Young Member of the Year** went to **Benjamin Crosby** from **Racing-Puma.co.uk** who is not even old enough to drive yet.

The **National Car Club Lifetime Achievement** honour was presented to **Graham Robson** of the **TR Register** for his 25 years as President of his club but at the age of 83, he shows no signs of taking a back seat. Graham is known to the wider classic community for 130 books he has written about classics.

The **Judge's Special Recognition Award** was posthumously bestowed on both **John Haynes**, the genius founder of the Haynes Manual, and racing driver extraordinaire **Barrie 'Whizzo' Williams**.

Founded in 2016, the awards celebrate the UK classic car clubs, which are the heart and soul of the classic motoring community, and the people that are the backbone, constantly working to attract new members and offering unwavering support to fellow owners.



Supported by Classic Car Weekly and endorsed by the Federation of British Historic Vehicle Clubs (FBHVC), the 2019 judging panel included David Boyce from main sponsor Tourism Ireland and David Whale, Chairman of the Federation of British Historic Vehicle Clubs (FBHVC).

A full list of winners and highly commended clubs can be found at www.nationalcarclubawards.com



AT SHOW AWARDS

for clubs displaying at the Practical Classics Classic Car & Restoration Show, with Discovery.

Best Club Display at Show – Small Stand sponsored by Carole Nash

WINNER: **Austin Counties Car Club**

Best Club Display at Show – Large Stand sponsored by Footman James

WINNER: **MX-5 Owners Club**

Best Live Working on Vehicles at Show sponsored by Meguiar's

WINNER: **Ford Corsair Owners Club**

Best Live Demonstration on a Car Club Stand at Show sponsored by Practical Classics

WINNER: **Riley RM Club**

Best Restored Car at Show sponsored by Practical Classics

WINNER: **Brian Bromwich's 1928 Hoyal Bodied Triumph Super Seven**

Best Car at Show sponsored by Classic Car Auctions

WINNER: **Sir Malcom Campbell's Armstrong Siddeley Hurricane**

CLASSIC CAR CLUB CATEGORIES

National Car Club of the Year sponsored by Lancaster Insurance

WINNER: **Gay Classic Car Group**

Outstanding Club Magazine of the Year (printed) sponsored by Adrian Flux

WINNER: **Spirit & Speed, Rolls-Royce Enthusiasts Club**

Outstanding Online Presence by a Car Club sponsored by Lancaster Insurance

WINNER: **MG Car Club**

Best Car Club Contribution to Charity sponsored by Carole Nash

WINNER: **Daimler SP250 Club**

Outstanding Club Initiative to Encourage the Next Generation sponsored by the FBHVC

WINNER: **National Traction Engine Trust and its Steam Apprentice Club**

Outstanding Car Club Single Venue Event or Show sponsored by Classic Car Weekly

WINNER: **Simply Mustang UK for The Gathering @Donington**

Outstanding Car Club Run, Rally or Tour sponsored by Classic Car Weekly

WINNER: **Fiat 500 Club UK – Poppy Returns Home Tour**

DEVOTED MEMBER CATEGORIES

National Car Club Unsung Hero of the Year sponsored by Footman James

WINNER: **Graham Le Lay, Jersey Old Motor Club**

National Car Club Ambassador of the Year sponsored by Meguiar's

WINNER: **Kevin Price, Volvo Enthusiasts Club**

National Car Club Young Member of the Year sponsored by Lancaster Insurance

WINNER: **Benjamin Crosby, Racing-Puma.co.uk**

National Car Club Lifetime Achievement sponsored by Tourism Ireland

WINNER: **Graham Robson, TR Register**

Judges Special Recognition Awards

WINNERS: **John Haynes** and **Barrie 'Whizzo' Williams**

Skills > Karl Carter

Classic Car Loan for Apprentices

Hopefully many of you will have heard about the Classic Car Loan Project lead by Project Manager, Bob Wilkinson. Details can be found here: www.classicarloanproject.co.uk

The aim of the scheme is to encourage the next generation of classic car owners by giving younger drivers the use of a classic car for up to a year. This is made possible due to the generous spirit of car owners and classic car clubs who have offered the cars to the scheme.

Young enthusiasts normally aged 25 years or older may apply for a range of cars that have been donated. There are no hire or loan charges involved and the requirement is to look after the vehicle as if it was their own.

This year we have worked with Bob to engage with the apprentices at the Heritage Skills Academy at Bicester Heritage and to encourage them to apply for the scheme and the opportunity to drive a classic vehicle whilst they are learning how to fully restore classic vehicles.

One of the apprentices, Harrison Smith was successful in his application for a loan car and he chose a 1956 Ford Anglia 100E that had been donated by Norman Wedley.

Norman had offered the Anglia as due to personal circumstances he was not using the vehicle but did not want to sell it.



One of the issues to be overcome in making all this happen is the cost of the insurance for the year. Peter James Insurance have been instrumental in supporting the scheme and in Harrison's case we felt the FBHVC should pay for his insurance to help support the apprenticeship involvement.

Peter James Insurance director, Cheryl Maybury, said, "Our insurance cover for the project has been tailor-made to ensure that the vehicle owners and new drivers are fully-covered."

"We have been involved in the project from day one and are delighted to see it grow, as we need to do all we can, along with the FBHVC, to encourage the next generation of classic vehicle enthusiasts."

Although the official handover of cars was at Gaydon on 6 April we could not resist getting the Anglia on stage at the Practical Classics Car Show at the NEC two weeks earlier and having a surprise handover to Harrison with Norman looking on.

The other cars handed over to younger drivers for the year are:

1929 Ford Model A Phaeton (Tourer) - Liam Safford

1933 Austin 7 Saloon - Eddie Storer

1934 Morgan 3 Wheeler Super Sports - Scott Davies

1954 Ford Popular - Rachel Cook

1960 Vauxhall Victor - George Turner

1968 Morris Minor Traveller - Richard Sanders

1983 Austin Maestro - Max Bresnahan

1988 Volvo 245 Estate - Jared Joubert

All are supported by their respective clubs.

A 1949 Alvis TA14 will be handed over to Josh Bennett at the International Alvis Day event later in June.

We are now hoping that we can encourage other apprentices to engage with the scheme and make this a regular event going forward.



YOUNG PERSONS DRIVING EXPERIENCE

by Malcolm Kindell, Chairman, Alvis Owner Club

Oh for the joys of being young in this modern age. I wish, when I was in my early teens, I had the opportunity to experience what a select group of young attendees experienced at Bicester Heritage on Sunday 14 April.

Twenty young persons, together with their family and friends were given a day to remember which they will probably recount for the rest of their lives. A day of anticipation, excitement, involvement, hands on experience and most of all the opportunity to drive an Alvis around a dedicated race track. What more could an enthusiastic car mad youngster dream of!!

A broad range of pre and post war Alvis cars started arriving at Bicester Heritage from 11.am onwards. We even had a TA21 drop head coupe on a trailer being collected and on its way to Scotland for restoration. The Alvis cars were on parade in front of one of the large hangars on this First World War Airfield. They were joined by a 1949 vintage bus from the Oxford Bus Museum which later gave rides up and down the perimeter road.

After signing in: participants, supporters, family and friends were welcomed by the undersigned who explained what the day

was all about and directed the four groups of youngsters as to where the activities were taking place.

The test/race track was made available for the driving experience. Each youngster was given two laps as a passenger and then given the opportunity to have a go at driving. This was well supported, but in some cases very nervously. The youngster I took around the circuit was very competent and even adopted the racing line. The only comment made was that the car was heavy in the steering department. A common comment made by any individual driving an older car without power steering. At this point a thank you is in order for those of you who allowed the youngsters to have a go in your cars.

A route map was produced with tulip type navigation instructions. The youngsters were given this booklet and told to instruct the Alvis driver to navigate around the local public roads. An exercise I am led to believe was implemented with faultless precision.

The Heritage Skills Academy opened their doors to the workshops and the apprentices with their Team Leader demonstrated jacking up a car and removing and

replacing its wheels. The youngsters were then given the opportunity to have a go at doing the same. Those that I watched doing this showed masterful comprehension and ability. This turned out to be one of the popular events of the day.

However there was one more event that was the icing on the cake and that was the ride in the Alvis tank. We gathered in groups of 14 and were taken to the far side of the airfield in an army lorry. On the perimeter road was an Alvis armoured personnel carrier based on the design of the Alvis scorpion tank. A full 9 tons of armour plating sitting on tank tracks with engine thumping away on tick over. We donned crash helmets for safety and loaded into the back of the tank. Two lucky individuals got to poke their heads through the turrets. And off we went with jerks and bolts as the tank violently changes gear as it progresses to a good 45 mph across rough ground. The dust trail was phenomenal. The noise was ear splitting. The manoeuvrability was awesome. The smiles on faces told the whole story of that never to be forgotten tank ride experience.

A Fordson lorry converted into a mobile

canteen provided hot drinks and snacks.

The weather held out but as is always the case on an airfield it was extremely windy, but none of this spoilt the comradeship, enthusiasm and support given to the enjoyment experienced by the young participants.

Mention and thanks has to be made for the support Bicester Heritage, Hagerty Insurance, The Heritage Skills Academy and their staff gave towards the event. And not forgetting the Apprentices who helped escort the youngsters around Bicester Heritage.

Here are a few extracts of comments made about the event from those that attended:-

"My James enjoyed the day especially the Apprentice Section as well as the driving."

"Thanks to you and your fellow Alvis enthusiasts for the day with my son and his friend. They thoroughly enjoyed the day and all the experience which it brought."

"I enjoyed the day and thanks for all the hard work."

"Many thanks and congratulations for an excellent event."

"Congratulations. What a day! The children from 11 to 17 plus really had a ball. The Alvis tank ride was the icing on the cake. The Heritage workshop was excellent. The children jacking up a Standard 8 and taking the wheels off. Really hands on. A talking point for some time. A super day. Should be repeated."

"I would like to thank you and everyone else I had the pleasure of meeting at the event today for making me so welcome. I did not expect to exercise the car on the track. I was pleased to give rides to Ben (apprentice) and Fiona who had been so enthusiastic about the car."

And the best comment and appreciation of all, in my opinion, is the following which succinctly sums up the event:

"What a fantastic day. Josh and Leo absolutely loved it, they got to ride in an Alvis tank, navigate, learned to remove a wheel from a classic car, with a short science lesson on braking friction. And at 12 years old they got to drive an Alvis Classic Car. Just how many 12 year olds can make that claim! They are absolutely buzzing."



FBHVC Comment

"You can clearly see the Alvis Owner Club's initiative in delivering a wonderful experience to the younger generation to engage their enthusiasm and to (hopefully) ignite their passion to one day own or work with historic vehicles."

If your club has an exciting opportunity planned to engage the younger generation, please get in touch we'd love to hear from you and share your experiences. Equally, the Federation hopes you could adopt what the Alvis Owner Club has achieved and maybe plan your very own Young Persons Driving Experience. I am sure the Alvis Owner Club would be happy to liaise with you.



BIGGEST & BEST SHOW EVER



SPRING SUNSHINE BRINGS CARS, STARS & ENTHUSIASTS TO THE NEC FOR THE CLASSIC CAR & RESTORATION SHOW



Show welcomed 28,846 attendees (28,151 in 2018)

20% increase on floorspace compared to 2018

174 Classic Motoring clubs in attendance (149 in 2018)

Winners included Datsun 240Z, VW Type 2 Deluxe & BMW E9

This year's Practical Classics Classic Car & Restoration Show, with Discovery, was bigger and better in every way with more halls, more clubs and more visitors than ever before.

With 20 per cent more floorspace and 174 motoring clubs, 25 more clubs than the previous year, a whopping 28,846

attendees (28,151 in 2018) enjoyed live working, demonstrations and over 1,300 display vehicles.

Show Director **Lee Masters** said: "Once again the classic car community has exceeded all expectations and helped to create a fantastic three-day festival of everything motoring. The time and effort

the clubs put into their displays, especially with the live working, is incredible and we are in awe of what they achieve.

"This show continues to go from strength to strength, even in uncertain times, and we thank everyone involved – partners, sponsors, traders and visitors – in helping to make this the best show to date."

There were many awards presented over the three-day NEC Show. **Paul Henly** and his superb **1974 Datsun 240Z** was voted by Practical Classics readers as the **Restorer of the Year**. Paul acquired it back in September 1998 and having owned Datsuns in the 1980's he always fancied one of these impressive sports cars and chose one as his first restoration. The **'Golden Spanner'** trophy was presented by editor **Danny Hopkins** and **Wheeler Dealers' Mike Brewer**.

Mike was also on hand to reveal the results of the fiercely contested **Lancaster Insurance Pride of Ownership** competition. Visitors had voted all three days for their favourite out of the 20 classics on display and it was **John Smith's 1964 Volkswagen Type 2 Deluxe Microbus** that took the winning spot by just 16 votes. Second place went to **Ian Thompson's** striking **1971 Ford Escort MK1 Mexico** while **Tom Morley's 1989 Austin Metro 1.3L** came third.

Over on the Carole Nash Barn Find display, it was **Steve Cato's 1973 BMW E9 CSL** that won the audience's hearts and votes to be crowned **Barn Find of the Show**. There was stiff competition in the display of 20 rusting relics which included a 1958

Bedford CA Tipper, a 1938 Jowett 10 Saloon, and a 1962 Renault 8.

The Sporting Bears Motor Club saw their fundraising efforts through the popular 'Dream Rides' create £15,700 for children's charities across the UK. The Dream Rides Garage saw the return of the stunning traction engine that never stopped giving rides around the outside of the halls all weekend.

"This show continues to go from strength to strength, even in uncertain times, and we thank everyone involved – partners, sponsors, traders and visitors – in helping to make this the best show to date."

The other vehicle running by the end of the show was the **Triumph TR6** that was restored by the team on the Practical Classics Live Stage. The stage was a bustle of special guests and car parades all weekend.

TV motoring celebrities attending included **Wheeler Dealers' Mike Brewer**, **Car SOS' Fuzz Townshend** and **Tim Shaw**, **Salvage Hunters: Classic Cars** duo **Drew Pritchard** and **Paul Cowland**, **The Car Years' Vicki Butler-Henderson** and **Alex Riley**, the guys from **Lazy Boy Garage**, and actor turned racing driver **Kelvin Fletcher**.

The 2020 Practical Classics Classic Car and Restoration Show, with Discovery will take place from Fri 27 to Sun 29 March 2019. For more information and updates, visit www.necrestorationshow.com.

Did you attend? – The Federation were pleased to take part and were positioned in Hall 5, near to the Live Stage with an impressive 1967 Series 2A swb Station Wagon (Land Rover) and a 1967 (possibly) AK350 3CV Fourgonnette. Joining us on the stand were the Heritage Skills Academy who had many enquiries over the weekend on Apprenticeships, and King Dick Tools, one of our Commercial Partners.

Thank you to those members and supporters who took the time to come and say hello, we value your comments and are here to assist wherever necessary to ensure our historic vehicles are kept on the road.



Drive it Day 2019



Drive it Day 2019 was tipped to be the best year so far with more vehicles on the road to mark the Anniversary of the 1000 Mile Trial. Did you venture out in yours?

We have received a huge number of Drive it Day reports and images of the day. Thank you to those who responded to let us know how it went. The common theme being the amount of fun and enjoyment you received by driving your vehicles on the road. Long may it continue. Here are a few reports of the day...

Garioch Vehicle Restoration Society

Destination was the N.T.S. property Castle Fraser. We met at Aberdeen Beach Esplanade and departed at 10:00. Visibility was poor at the beach due to the coastal haar but as we drove into Aberdeen it cleared and the rest of the day was sunny. The Coffee Stop was at the Royal Deeside Railway Centre at Crathes.

The Society kindly opened their Carriage Restaurant for us again so that we could have a coffee and tour of their centre. There was the option of taking a 20 minute train journey and many participants took advantage of it. At 11:30 we left the site and headed to Crathes Castle via Banchory, Hirn, Echt and Dunecht.

We parked around the Castle and enjoyed the rest of the afternoon in the Castle and Gardens. 150 vehicles took part at the beach and 166 at Crathes. Another big increase on previous years.



Strathendrick Classic Car Club

Drive it Day run took place at the Aisle, Ballat Crossroads, Balfron Station, G63 0SE, Scotland.

Wigton Motor Club

Record Number of Cars at Drive It Day at Dalemain Over 270 cars attended the Drive It Day event at Dalemain on Sunday organised by Wigton Motor Club on behalf of the Federation of British Historic Vehicle Clubs. This was a record number and over £1,600 was collected for Wigton Motor Club's nominated charities; The Calvert Trust and the NW Air Ambulance. Whilst most of the vehicles were from within in a 50 radius some had come much further such and a classic camper that had driven down over night from Tyree while WMC committee member called in on his way back from the Manx Classic Hill Climbs.

Such was the success of the event that the catering arrangements at the Dalemain Mansion ran out of sandwiches! DID is a great started to the season being an informal event compared to the main shows and enthusiasts and come and go as they please. It's a great chance to meet up with fellow enthusiasts to discuss plans for the new season of events.

Indeed, the motorsport season has got under way and Team Wigton members were out in force all over the UK. Down at Brands Hatch Sam Kirkpatrick started the MG Trophy season with a class win in race 2 after having clutch failure in race 1 when leading.

Malcolm Mousey (Talbot Sunbeam) was on good form in the Pirelli Historic Rally in Kielder which was a counter in the British Historic Rally Championship, a series in which Malcolm won his class last year.

On the Manx Classic, made up of three hill climbs based on part of the TT course, four Team Wigton members were competing. Andy Walkinshaw in his Minis Cooper S, David Wiggins in the Peugeot 205 Rallye, Peter Garforth in his Skoda Estelle and the Paul Eastwood in his Alfa Romeo.

Wigton Motor Club has a full program of events please visit www.wigtonmc.co.uk

Club Triumph

Our raison d'être as a car club is to provide as many opportunities as possible for our members to get out and use their cars. This year they organised a Coast to Coast Run, commencing at Ravenglass, Cumbria, and drove through the night to their halfway stop near Scarborough. They then drove on to Bicester Heritage where many of the 40 crews on the Run showed their cars on the Club Triumph stand.



Sir Greg Knight enjoying Drive it Day in East Yorkshire

East Yorkshire Thoroughbred Car Club

The East Yorkshire Thoroughbred Car Club has held an event to support Drive it Day each year, and this year 50 members (10% of our membership) pre-booked. The assembly point was in School Lane car park, Beverley. They all left with a pre-arranged printed route of 55 miles which finished at the North Yorkshire Moors National Park Car Park, Thornton Le Dale, North Yorkshire.

Atwell Wilson Motor Museum

The Drive it Day at the Atwell Wilson Motor Museum went very well, with over 60 classic vehicles, including a fantastic Leyland Cub fire engine. The tea and cakes were up to the usual high standard too!



750MC - Drive it Day Cobham Austin 7 Trial

We had a great day with over 30 Austin Sevens taking part. A great day was had by both the Competitors and the Organising Team. Pride of place went to Simon Fowler in Alan Hockham's Austin Seven Special dropping only 2 points over the whole day.



Cardigan Classic Car Club

10 cars took part on their 90 minute run which ended up at Laughane Castle. Everyone enjoyed a meal at the Owl & Pussycat Tea Rooms and then headed for home. Despite the rain, two MG's had the tops down for the whole route!



Cavalier and Chevette Club

The only day available to book for our Club Committee Meeting venue was Drive it Day, so we compromised with a micro-run at lunchtime during the meeting. 4 miles out to a local beauty spot, Downs Banks (National Trust), near Stone in Staffordshire and 4 miles back again. However, as the green car had travelled 50 miles to the initial meeting point, and the red one 100 miles, we can reasonably be said to have flown the flag on Drive-It Day!





Clwyd Practical Classics run North Wales

A fantastic day out with some of our members through to Snowdonia National Park, with a lunch stop for Sunday roast, then back on the road a total of 150 miles, great cars, company, scenery and food.

Eastbourne Historic Vehicle Club

Around 20 Members from Eastbourne Historic Vehicle Club (EHVC) celebrated the event with a drive through the Sussex countryside from Hailsham to the famous, heritage Bluebell Railway at Sheffield Park. They were joined by friends from the Ford Side Valve Owners Club and Hooe Old Motor Club.

As well as the opportunity of seeing the railway in operation, we were given a tour of the workshop where a dedicated group are approaching the end of a major rebuild / restoration of Brighton Atlantic express engine 32424 'Beachy Head'. Thanks to Bluebell stalwart and EHVC Club Member, David Jones.



Hagerty Insurance

We had 100 cars set off from Tuthill Porsche and take part in a 70 mile tour to Bicester Heritage. Hope you enjoy the photo of the cars in the hangar at the end of the run.



Ford Classic & Capri Owners Club

We are a small club of about 300 UK members with Ford cars made from 1961-1964, and the rest overseas and most draw the line at about sixty miles driving to a show unless staying over, otherwise they will use a daily car. There are exceptions. One classic saloon was driven south east from Liverpool, which is roughly 235 miles each way.



This year Drive it Day coincided with a date we have used for a club event for a few years, a Spring Autojumble in Essex. We had 14 Consul Capri and Classic cars, plus an Anglia and Mk1 Cortina. Thirty members plus friends were present on the day.

We next aim to appear in quantity at Tatton Park near Manchester in June and then at Gaydon for the Old Ford Rally on Sunday 21 July this year.

Roundwood Engineering (Mr I Mahany)

A small but very varied group of vehicles collected at the home of Ian Mahany, a long time HRG enthusiast and restorer located near St. Albans in Hertfordshire. Some 15 vehicles dating from 1922 through to the 1970's included a 1928 Indian motor cycle. Also present were two pre-war MGs, two pre-war Rileys, a vintage Humber and a 1922 Overland, a Daimler Dart and a classic 1974 VW Camper, an Austin Seven Chummy and a 1954 AC Ace. Several examples of the HRG were on display from the Mahany family including a famous 1936 car nearing completion in the workshop by son William, a well known exponent of the marque in Vintage Sports Car Club events.



Cold and rather dull weather forced visitors indoors for their picnics but this did not dampen the vibrant conversation on many historic vehicle topics.

Devon Vintage Car Club

To mark 'Drive It Day' The Devon Vintage Car Club have, for several years, arranged a morning display of interesting and classic vehicles in co-operation with a local garden centre. This year we were offered 100 parking spaces at Endsleigh Garden Centre, just off the A38 at Ivybridge and on a slightly overcast day managed to fill almost all the spaces. There was a fascinating collection of cars dating from the 1920's to the 1990's including Austin 7's, three Morris Eight Tourers, a pre-war Peugeot Saloon, two three wheelers – a Morgan and a BSA plus several Motor Bikes. Altogether an impressive collection which attracted much attention.

The Club purchased 50 of the Federation's 'Drive It Day' Plaques, which went like hot cakes with everyone rushing off to display their purchases.

The Club has traditionally had a St. Georges Day Rally on the nearest Sunday and as this now coincides with Drive It Day, during the afternoon, we held a 30 mile Treasure Hunt, mostly through Devon lanes ablaze with spring flowers. Fifty people finished up with an excellent Devon Cream Tea in the Restaurant at Buckfast Abbey with 20 + cars lined up in the car park outside. After tea the winner of the Treasure Hunt was presented with our inscribed sword and the more onerous task of organising next year's event.

The Devon Vintage Car Club had an amazing Drive It Day and a large number of 'Proper Cars' were out and about on public display.

John Woods Motorcare Ltd

20 customers with various classic and modern cars joined us for Breakfast at Chocks Away Diner (Hawarden Airport) on the 28 April. We then headed out to the National Waterways Museum (Ellesmere Port). We were joined at Ellesmere Port Boat Museum by Llandudno MG Owners Club members (after they've done a run out in North Wales with approximately 15 cars). One lucky member turned 60 years old (Hillman Minx '46 HTJ') so we had a banner made for his car and a surprise birthday cake produced for him to share.



North Norfolk Classic Vehicle Club

Around 430 entries took part with over 850 people in total. Sandringham is a busy and popular place to visit and our parking area was close to the Visitor Centre and the monthly Farmers Market so many of the public were able to walk through the line up. The oldest car which competed the route was a 101 year old Model T. A photographer from Classic Car Weekly was at the start and finish.

The amount raised for the East Anglian Air Ambulance was around £9,000 in total.

Thank you to all the Committee and members who volunteer their time to organise such an event. We are indebted to Her Gracious Majesty the Queen and her staff, and to the North Norfolk District Council who give us free use of the Station Road car park at Sheringham.

Land Rover Series 2 Club

First of all, I need to say a big thanks to all those who turned out for our Drive-It-Day event at Braxted Park (just south of Colchester) as hosts of Peter Best Insurance who provided bacon buns and tea.

We all enjoyed ourselves and only one mechanical problem from one person on his way home with a split coolant hose. Considering how bouncy some of the lanes were we were lucky. Good old Land Rovers, the oldest of which was a 1957 Series 1 Station Wagon.

14 vehicles and 22 people arrived for breakfast and 11 vehicles and 19 continued on to a route that took in small country roads, fords and green lanes around central Essex. We had to split into two groups to minimise our off road impact but met up throughout the day including a pub lunch and celebratory pint to conclude proceedings.



TR Register Chiltern Group

Here are some pictures of TR Register Chiltern Group's trip to Leckford Farm, Stockbridge, followed by the Army Museum of Flying.



A huge thank you to all that took part in Drive it Day. Lets look forward to Drive it Day 2020 on 26 April. Ensure it's marked on your calendar!

Rolls-Royce Enthusiasts Club Ltd & Classic Assessments

The Rolls-Royce Enthusiasts Club Ltd (RREC) has recently agreed a contract with the leading independent Historic Vehicle Assessor and Inspection Specialist – Classic Assessments.

The RREC for many years provided a Vehicle Valuation service to members via the Club's Valuation Officer, Allan Fogg, but due to retirement, the Club required to fill the vacancy and decided to sub-contract the task from outside.

After various recommendations and observing the many years of experience Classic Assessments has obtained inspecting, assessing and evaluating Historic Vehicles within the UK and through-out the world, along with identifying the high quality of Brian Page's work, the Proprietor, the contract was awarded to Classic Assessments.

The RREC, based at the Club's premises at The Hunt House, Paulerspury in Northampton, it caters for Rolls-Royce and Bentley Vehicles, with members in the UK and Internationally, The Club, via the Sir Henry Royce Memorial Foundation has considerable manufacturing and production records for all model types and is an active organisation within the Historic Vehicle movement.

Classic Assessments is an independent Historic Vehicle Assessor, established in 1993 and has provided quality services for over 25 years, including Pre-Purchase Inspections, Vehicle Valuation opinions, Restoration Management and Estimation, Accident Assessment and Expert Witness consultancy on Historic Vehicles

The RREC offers members a special Insurance Scheme via RH Insurance/Hiscock Insurance Services, where special discounts are available to RREC members.

For more details contact the RREC on Tel: **01327 810786** or visit www.rrec.org.uk.

Classic Assessments also provides independent Historic Vehicle Assessments for a number of UK based Vehicle clubs, including the JEC, TR Register, MG Car Club, Mercedes-Benz Club and the Porsche Club GB, etc. See www.classicassessments.com for more details.



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Tel: 0044 (0)7968 167331 | Email: brian.page@classicassessments.com | Web: www.classicassessments.com

Open-Top Routemaster Tours

Coming to Llangollen in North Wales



London may have said goodbye to the Routemaster with the demise of heritage route 15, but over the Easter weekend of 19 to 22 April 2019 this iconic London bus will once again be seen on the streets of Llangollen in North Wales in the form of open-top RM1783.

Wrexham based **Routemaster4Hire** is launching two new sightseeing tours both departing from Llangollen, one to the summit of the Horseshoe Pass and the other to the World Heritage Site at Pontcysyllte Aqueduct. Tours will last 60 minutes, with 3 departures to each destination per day.

The cost of each tour will be £7.00 for adults and £5.00 for children, with concessions of

£5.00 for the over 65's and children under 4 travelling free. Cash payments will be taken on the day or you can pre-book tickets by calling the Routemaster4Hire office on **01978 799 909**.

Routemaster4Hire Managing Director David Lee explained, "We hope the introduction of these tours will appeal both to those visiting the heritage railway and those in whom these buses evoke a feeling of pure nostalgia. After Easter our plan is to run the tours at weekends and increase the service to 5 days a week over the summer holidays. We have an open-top and two standard Routemasters' so the weather won't be a problem".

Joe Bickerton, Destination Manager at

Wrexham County Borough Council said, "It's great to see another new tourism business set-up to enhance the visitor offer within the World Heritage Site. The Routemaster bus is an iconic British vehicle, and will no doubt be a popular attraction for our visitors from around the globe this year when they visit the site. We're now celebrating the 10th year of the Pontcysyllte Aqueduct & Canal World Heritage site and more than ever, connectivity is vital part of the overall visitor experience so that the various engineering marvels are showcased - plus the new sightseeing routes will help generate additional business for traders across the area."

Temporary Import Cover

Peter James Insurance's Greg Nock explained: "We've heard from the Federation that a number of people have recently experienced difficulties getting insurance for vehicles registered overseas when being driven in the UK."

We'd like to let people know that we can offer this temporary cover for vehicles registered outside of the UK as long as they are not from sanctioned countries.

Cover is valid whilst the vehicle is being driven here in the UK, though does not include the cost of repatriating damaged vehicles back to their country of registration.

Cover will be tailored to each individual's needs.

To speak to our team, call 0121 422 2282.



A Warm Welcome to

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 Pastdrives Limited
 The Tickford Owners Club
 Thetford & District Classic Vehicle Club (TDCVC)
 Nostalgia Customs
 The Highland Classic Motorcycle Club

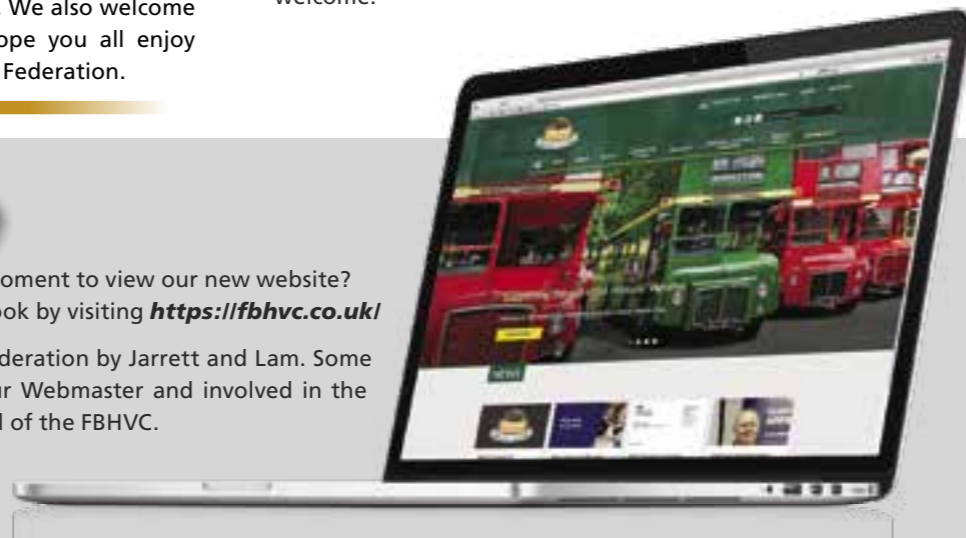


who have all recently joined the FBHVC. We also welcome our new Individual Supporters. We hope you all enjoy being a members and supporters of the Federation.

CALL for ARTICLES

Thank you to those who have answered the call for articles in supplying content on vehicles other than cars. It has been gratefully received. If your item is not featured in this edition keep a look out for next time!

Please continue to send me interesting information to share with our Historic Vehicle Community. Once again email is preferred to secretary@fbhvc.co.uk, however postal information is also welcome.



Website

Hopefully by now you have all taken a moment to view our new website? If not, please take a moment to have a look by visiting <https://fbhvc.co.uk/>

It has been specially designed for the Federation by Jarrett and Lam. Some of you may know Tim Jarrett who is our Webmaster and involved in the historic vehicle movement and an official of the FBHVC.

We hope you enjoy the new look and welcome your comments.

We still have all the same features including our Members Area. If you have not already registered it may be the time to do so? Please use this link to Register. <https://fbhvc.co.uk/register>

The News section of the website is updated frequently with interesting articles and features and we hope for you all to visit regularly to view as an individual, or to share with your Club or Association. Likewise, we ask if anyone has a newsworthy story to send the details via email to secretary@fbhvc.co.uk, and I will do my utmost to include it.

Please share our website link with your members. The most frequently asked questions concern Historic MOT & Tax Exemption, and our home page answers basic questions which have been proven to help in most cases. The aim is for the website to be the first place you visit to gain an answer to your query.

NOTRE DAME de PARIS

We have a close working relationship with our colleagues in the Fédération Française des Véhicules d'Époque (FFVE) and when the Notre Dame de Paris suffered the tragic fire we sent a message of sympathy to the members of the FFVE and indeed the people of France.

The French Federation in association with their partners AXA collection, Autosur classic and Motul decided to take action to support the rebuilding fund by creating a rally plate for their Journées du Patrimoine 2019, translated... Heritage Days 2019, to be sold during the year. In one evening the celebrated illustrator, Thierry Dubois created a very colourful image.

If members wish to support the initiative an order form is available on our website <https://fbhvc.co.uk/news/article/ffve-and-the-rebuilding-of-notre-dame-de-paris>. The plates are available in two sizes, for cars (Auto) and motorcycles (Moto). FFVE have said if there is interest from the UK they will be pleased to quote appropriate postage rates.

All profits will be donated to the Heritage Foundation during the Rétromobile exhibition in Paris in February 2020.

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ADRIANFLUX

It is encouraging to read the information on possible implications of leaving the EU may have on any excursions into Europe as distributed to member clubs by the Federation being widely publicised in club magazines and journals.

There is an interesting article in 'Morris Monthly' on the production of benzole from coal. Some of us will no doubt remember 'National Benzole Mixture' in the 1950's and 1960's.

The **Humber Register (1896-1932)** magazine has an interesting comparison between a 12/25 Humber and a 12/50 Alvis which makes for a good read.

The conversion of an Imp power unit to a twin-cylinder for use in a racing sidecar outfit is described in **The Imp Club** magazine.



The **Riley Register** Bulletin has an article on the exploits of Fay Taylour who, having made a name for herself as a motorcycle speedway rider, transferred her skills to cars and especially Rileys. Modern technology has now made itself at home on Rileys with the introduction of electronically programmable distributors.

The **Pre 1940 Morris Register** and **Landcrab Owners Club International** Rally will be held at Thoresby Park, Ollerton, Nottingham from 9 to 11 August 2019.

There is a blow-by-blow account of the setting-up of the Club stand at the 2018 NEC in the **6/80 & MO Oxford & Cowley Club**. Useful modifications in the form of electric power steering and a conversion from TLS to Trailing Shoe Brake conversion are described.

A 2019 sees the centenary of the foundation of Morris Motors Ltd **The Bullnose Morris Club** magazine contains an interesting history of the company and of Lord Nuffield (William Morris).

The magazine of the **Ariel Owners Motor Cycle Club** has an intriguing article on a factory made 200cc trials machine based

on an Ariel 'Colt' engine that was built for Geoff Duke. It is thought that the machine may have found its way to the Isle of Man – or was it scrapped by the factory?

The magazine of the **Society of Automotive Historians in Britain** tells us that the importation of automobiles into Iceland was delayed by a heated debate in the country's parliament when it was suggested that the country has too few priests to bury all those who would be killed by these dangerous machines.

We are informed by the **Hillman Owners' Club** that there will be an Open Day at the Rootes Archive Centre at Wroxton, Banbury on Sunday 7 July.

The **Yeovil Car Club** tells us that the British Motor Company refused to supply any cars for the film 'The Italian Job' and that the famous getaway through the sewers was filmed in a sewer system in Coventry – not Rome.

The growing tendency to strip certain 'classics' of their engines, etc. for use in other makes which are considered to be of greater value is deplored by the **Ginetta Owners' Club**.

The **Scottish Austin Seven Club's** 48th National Rally will be held at Guildtown, Perthshire from 26 to 28 July.

An article on how to tame your fuel gauge appears in the Journal of the **Austin Healey Club**.

The **Rover P5 Club** magazine tells us that more Americans died in auto accidents in the four years between 1917 and 1920 than had been killed in battle in Europe during WWI.

The upgrading of a front brake to TLS operation is described in detail in the magazine of the **Francis Barnett Owners Club**.

A wonderfully nostalgic photograph on the front cover of the newsletter of the **Greeves Riders Association** brings back fond memories of trials in the 1950's and 1960's before the wearing of helmets became the norm.

The Delorean is not the only stainless steel car. The **DeLorean Owners Club** magazine relates the story of the 'Moon Leopard' a SUV built in very small numbers in the UAE in the 1980's.

The **Ford Y & C Model Register** magazine tells us that in 1930 the AA issued its one millionth badge. The register is also celebrating its 40th Anniversary this year - and so is **The Giulietta Register**.

The magazine of '**Club Triumph**' has a comparison between the Triumph TR4, the MGA, the Sunbeam Alpine and the Morgan Plus 4 under the heading 'motors of Moment' as potential purchases.

Hints and tips on milling machines, their purchase and operation are covered in an article in the Bulletin of the **Morgan Three Wheeler Club**.

There is a thought provoking illustration on the cover of the magazine of the **Model T Ford Register** of 'Autopolo' an American craze that flourished (?) in the Edwardian era. The magazine also has a useful biography of Henry Ford himself.

5 to 8 September sees the **45th National Microcar Rally** which will be held at Steps Farm, North Newton, Somerset.

Reminisces of the glory days of the Greyhound Buses are recounted in the magazine of the **Pre 50 American Auto Club** - enhanced by a selection of splendid period photographs.

The **Riley RM Club** will be holding its Golden Jubilee Rally at Warwick School, from 19 to 21 July.

An in-depth article on biofuels is a feature in the magazine of the **DAF Owners Club**.



Congratulations to the **Fiat 500 Club UK** on winning the National Car Club Award for the outstanding Car Club Run Rally or Tour award for 2019 for the 'Poppy Returns Home Tour 2018'

The **Traditional Car Club of Doncaster** quotes '(I Think, Confuscus) He who is without oil shall throw the first rod'.

Reports on visits to museums dominate the journal of the **Fire Service Preservation Group** - the Sydney (Australia) and the 'Technical Museum' in Speyer, Germany - both of which would appear to be well worth a visit.

Sunday 29 September is the date of the '**BL Autumn Rally**' Celebrating BL's unsung heroes' at the Milton Keynes Museum.

There is an article in the **Vintage Austin Register** magazine on fitting a 'dynastart' to a 1912 Austin 10/12

The Lotus 23 'Rotovic2 with its SIX Ariel Arrow engine is being revived and is reported on in the magazine of the **Ariel Owners Motor Cycle Club**.

The **Lotus Cortina Register** National Day will be at the Coventry Transport Museum on 28 July and the 56th International Rally of the **BSA Owners' Club** will be held at the Fire Service College, Morton-in-Marsh from 10 to 17 August.

A biography of the somewhat controversial Leonard Lord is reviewed in the magazine of the **Classic & Historic Motor Club**.

A much weightier tome is reviewed in the **Sunbeam Motor Cycle Club News** - the 380 page magnum opus on the tricycle from 1895 to 1902 by Michael Edwards coming in a mighty £80.00.

There is a thoughtful review of polishes and applying techniques in the journal of **The Vauxhall VX4/90 Drivers Club**.

There are some uncomplimentary impressions of the Norton Motors factory in Bracebridge Street in the magazine of the **Norton Owners Club** by Bruce Main-Smith - who paid a visit in 1953 'A squalid Hole' quoth he... There is an article on the quality (or otherwise) of petrol tanks imported from India

There is JUST enough time to remind you of the **Mini Cooper Register** 'National Mini Day' at Beaulieu on Sunday 9 June.

The **Riley Motor Club** National Rally will be at Ufford Park, Wodbridge, Suffolk from 6 to 8 September.

We do not report on happenings in other countries, but this seemed too good to ignore. 2019 sees the 25th Anniversary of the first 'Lucas Push' - A celebration of the delights of Joe Lucas' products which takes the form of a British motor cycle, disabled by Lucas electrics, being pushed from pub to pub in the centre of Toronto, Canada, by members of the **Canadian Vintage Motor Cycle Group**.

The magazine of **The British Two Stroke Club** has an article on the removal of bearings from blind holes using a modified Rawl bolt.

3 to 4 August is the weekend set aside for the **Mk 1 Cortina Weekend** to be held at Stratford-upon-Avon Racecourse.

The magazine of the **Jaguar Enthusiasts Club** has a photo feature on the Police Jaguars of the 1970's and 1980's.

Something you do not see recorded every day. A well-illustrated description in the

Gazette of the **Mercedes Benz Club** of the preparations for and the actual removal of the bodyshell from the chassis - in this instance, a W111 series estate.

A brief outline of the monies involved in the British F1 race meeting is given in the **Dormobile Owners' Club**. You pay the F1 Organisation \$25 million to put on the race. All takings go to the F1 Company. All that Silverstone receive are the gate receipts which do not cover the \$25 million - and they even have to pay to sell their own souvenirs.

The second instalment of the build of the 'Ruscombe' Steam bicycle has appeared in **The Steam Car Club of Great Britain** magazine.

The **MG Octagon Car Club** Bulletin continues its report on the Manchester XPAG tests on fuels and tuning.

The **Routemaster Association** magazine informs us that RM713 is now being used as an attraction in a children's recreation park in Nelzha Ru, Voronezh Oblast, Russia.



The **Lancia Motor Club** 'National Weekend' will be held at 'Woodside' Kenilworth on 16 to 18 August.

The latest **Early M.G. Society Club** Newsletter announced the launch of its recently updated web site. Full details can be found on www.earlymgsociety.co.uk.

Co-driver for non other than Waldegard, Vatanen, Toivonen & Kankkunen, Fred Gallagher can be seen behind the wheel of the Lancia on the recent Tour of Cheshire, in the scribings of the **Historic Rally Car Registrar**. You never know who you might bump into so get out and support these events.

Jaguar Enthusiasts Club - Want to own a rare Jaguar? How about the first E Type ever seen by the public from the Geneva Motor Show or the S S 90 prototype Jaguar's first sports car, well contact Pendine Historic Cars on their website to see cars from the Jaguar Sports Car Collection that are being sold.

The **Rootes Archive Centre Trust** are

having open days on the first Sunday of every month three of which will be themed, check their newsletter for further details.

The latest issue of the **Maestro & Montego Owners Club** Service Bulletin has details of the clubs National Rally date, Sunday 29 August at Milton Keynes Museum.

The **Trojan Owners Club** have announced a driving day on Saturday 8 June at Turweston Aerodrome, for Trojan and vintage vehicles.

One extremely important article in the weekly newsletter of **The Motorcycling Club** about buying cheap helmets. Not everything is as it seems, please if you can watch the video as it could very well save your life.

The **Gay Classic Car Group** have a couple of interesting weekend events planned for 2019, find out more information by visiting their events page <https://www.gccg.org.uk/gccg-events/>

The **New Imperial Owners Association** have stepped into the 21st century with a full technicolour newsletter hope you members enjoy it.

Newbury MG Owners Club were hoping to beat a display of 72 cars at Drive it Day on 28 April. Did they do it?

Colne Valley Classic & Vintage Club had an event on 7 April that appealed to me in many forms, subtitled 'Eating your way around East Anglia' with 100 miles or so of driving in between stops. Hope you all had fun.

A couple of bits of useful information in the latest **Gilbern Owners Club** read. For not a lot of money and just a little bit of time spent searching the internet. If you're in need of variable speed heater fan or an indicator buzzer so you don't forget to cancel them, both items for under a tenner! Can't be bad.

The **Ford Y & C Model Register** showed some interesting photos of the Dagenham plant back in the day, very poignant at the moment with the latest announcement of the site now to become a housing estate.

Jaguar Enthusiasts Club - Keep your eyes peeled for a new classic car show on ITV4 entitled 'The Car Years' presented by Vicki Butler Henderson and Alex Riley.

The **Wigton Motor Club** had an interesting fact file in the May issue of Start Line.

ANNIVERSARIES & CELEBRATIONS

I seem to have overlooked the diamond jubilee of the **A40 Farina** and the 40th Anniversary of the founding of the **A40 Farina Club**. I remember these cars being greatly favoured by Great Universal Stores for their 'Reps'. An intriguing feature of this choice was that all the cars were registered with 'private owners' all of whom seemed to reside in Somerset - I wonder why?

Congratulations to the magazine of the Register of Unusual Microcars- '**Rumcar News**' on its 35th birthday. The Current issue has a report on Retromobile 2019 and the announcement of the launch of yet another eccentric vehicle the Spanish 'Evelo MO' - a pedelec or tandem electric tricycle.

The **Alvis Owner Club** bulletin reminds

us of the marques' centenary and also includes an informative article on the FWD cars - which are celebrating the 80th Anniversary of their first appearance.

The 'Chivers' Leyland Lorry owned by the **Historic Commercial Vehicle Society** is celebrating its 100th Birthday this year!

Hardly an issue of Club News goes by without an anniversary of one sort or another. Now we have the 35th Anniversary of the **Ford Escort Series 1 RS Turbo**.

It may be difficult to believe, but the DVLA is fifty years old this year. The **Swansea Historic Vehicle Register** intend to mark this on 18 June -the date when the foundation stone was laid.

The **Vincent H.R.D Owners' Club** is now well into its 71st year!

2019 sees 100 years of **Armstrong Siddeley** with a week of celebrations being concluded at Kenilworth Castle on Saturday and Sunday 13 and 14 July.

Congratulations to the **TR Register** on the award of the Best Club Display at the 2019 London Classic Car Show.

The **Rover Sports Register** reminds us that the 'Freelander' is celebrating its 30th Birthday.

Congratulations to **The Ford Y&C Model Register** who are celebrating their 40th Anniversary, look out for special events throughout the year.

Congratulations to the **Chester Vintage Enthusiasts Club** (CVEC) who are celebrating their Diamond Jubilee this year and held a major event on 19 May 2019.

Books Reviewed by Roger King

SPECIAL OBSESSIONS A History of British Specials, 1947-62, Volume 1 by Les Brown

Kirkdale Press 2017. ISBN 978-1-872995-34-6

The early post-war years were an astonishing period in Britain's history. On the one hand, a country with a debt of over £21bn managed to produce ground-breaking acts of parliament regarding education, housing and planning, social care and, last but not least, a health service that would be the envy of the world for fifty years. On the other hand, however, the situation meant continued hardship for many and the persistence of rationing. For the motorist, this meant that opportunities to purchase a car, new or used, were few and far between. Running any car was fraught with difficulty. Step forward, men in sheds.

Les Brown sets the context for his story expertly, focusing on the motorist - in particular, the motorist wanting something a bit different, a bit sporting perhaps. He gives a detailed account of the cars that were available to the lucky few able to afford them, and of the problems encountered in running them - I had no idea that petrol was taken off ration (as in completely unavailable) for private motoring in 1947 until I read chapter one. Brown also considers the reasons for the rise of the Special in the fifties, reminding the reader of the folly of throwing away perfectly good cars to encourage the sale of new ones.

The book is written with obvious passion, often in a 'chatty' personal style. Trained as an engineer, the author's communication skills as an educator shine throughout the writing. Plentiful sidebars add colour to the text, and give lengthy captions to the abundant photographs along with anecdotal side stories. The story takes the reader from aluminium cars to fibreglass, with much technical

detail - a 10cwt car? Modern designers, please take note. An almost incredible variety of options are described: Brown notes that the Rochdale MkVI shell could fit chassis sizes from 6'9" to 9' - anyone who has restored a classic or built a kit car will know that a variation of 2'3" is not frivolous! In addition to lesser known companies (to me, at any rate) such as Martin, TWM and Nordec, the stories of bigger names such as Buckler, Rochdale, Tornado and others are told in detail. There is a fascinating section on Lotus, remarking on how Chapman and other larger players shadowed the activities of specials manufacturers, and illustrations of the high engineering and production standards of cars such as Rochdale and Tornado. Whilst surprised to learn that Petula Clark was a big fan of the special and kit car industry, I also never thought I'd see Dan Gurney's name in a book on British specials: and who knew that the name of Wales's only car manufacturer was born out of an alliance between a butcher and a German POW?

This excellent book is overflowing with detailed accounts of the kind of engineering and design ideas that helped to move the focus of motorsport from Italy to Britain in the late fifties. The best bit is that it is labelled 'volume 1', so there must be more to come. It seems to cover everything bar the kitchen sink - except that there is a section on kitchen sinks...



Norfolk & Norwich Rover Owners Club



From the 22 to 24 March, the Norfolk and Norwich Rover Owners Club attended the NEC Practical Classics Restoration Show with Discovery for the fourth year running. The show is a must for all classic car enthusiasts with over 1,300 cars, 170 car clubs and 350 exhibitors all under one roof.

This year our Club theme was 'Rare and Unusual Rovers' and with the outstanding generosity from 5 Club Members, our display was indeed eye-catching. The earliest car was a 1957 P4 Utility Vehicle, then returning for the fourth year, a 1964 P5 Hearse, a very unusual 1967 P6 Open Top and one of the last 5 registration 1978 P6 vehicles ever manufactured were side by side. To complete the display was a limited edition 825 Sterling V6 Coupe.

Along with the National Rover Clubs, we had a significant amount of interest in our display. Many visitors were interested to see the progress of the P5 Hearse, which is nearing the end of its restoration, now sporting chrome trims on shimmering black paintwork, a far cry from the red oxide seen at the first show outing. The interior has recently been finished and of course now has that lovely new leather smell.

As the show is primarily aimed at restoration vehicles and the work undertaken to bring cars back to full glory, 3 members embarked on some light maintenance tasks. The owner of the S reg P6 removed the cars wheels in order to take apart the hub and brakes, he cleaned and refurbished the parts, but soon realised he needed some extra parts. However, with everything he required on site, he was able to acquire the necessary parts and also bits that he did not realise he needed.

The P4 owner removed his passenger seat from the Utility Vehicle and applied several layers of leather balm to the seat as part of the next stage of the car's interior restoration.

The P5 Hearse owner fitted a new set of callipers and shock absorbers with the car up on axle stands, many visitors stopped to ask questions and look at the vehicle from all angles.

With another successful show completed, our members are already suggesting ideas for next year. Our Club would like to thank all the team that took part and helped to make the trip possible and Keep the Rover Name Alive.

Marie-Anne Read
Chairman

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