

FBHVC

# news



The Magazine of the Federation of British Historic Vehicle Clubs

Issue 4 • 2019

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## The Last Steam Roller



Plus

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## Editorial *Wayne Scott*

I write my very first editorial introduction to this issue of FBHVC News from the Slovenian capital city of Ljubljana, whilst in the midst of undertaking one of the most exciting adventures of my life, competing in the Liege – Brescia – Liege Historic Rally in a 1972 Triumph TR6. For me personally, it is another moment where my passion for historic vehicles has opened up a life changing opportunity that I wouldn't have had otherwise. The places I will see, the emotions I will experience and most importantly, the people I will meet along the way, will give me memories and understanding that I will cherish for the rest of my life.

The third day of ten on the rally, saw the thirty competitors enjoy the huge honour of a civic reception from the city of Ljubljana. This involved parking the rally cars on display in the city centre plaza for the end of day control stop.

For us, it was an opportunity to share with people the historic significance of what we were doing and the important part their special city had to play in that story. Furthermore, all the owners of the cars spent a happy few hours opening their car doors and inviting children and adults alike to come and sit in the driving seat and have their picture taken. The city was busy and there was a true carnival type atmosphere and the enthusiasm shown by city's residents towards the cars was overwhelming as they lined the streets and gathered round, camera phones aloft to capture the moment. There is something really special about seeing a young child sitting in a car beaming with excitement and if it sets just one seed to create an enthusiast of the future, then what we were doing was all worthwhile.

Whilst the FBHVC has to work hard with tackling legislation head on that may threaten our freedoms to share and enjoy historic vehicles, we also have the task of promoting the movement to the wider world. Through education and encouraging new people into our community, the future will be safeguarded by the public's understanding and enthusiasm for what we do. Indeed, what has struck me whilst travelling through so many European countries during the rally is just our enthusiastic about seeing historic cars people on the streets are, with locals waving and cheering us as we go. We need to ensure the same enthusiasm and warmth remains on the streets of the UK as well.

It is all really quite powerful stuff and I know that every single person amongst the diverse community of historic vehicle fans will have a similar story to tell about how their passion has shaped their life.

So, for me, it is a huge privilege to be able to serve the historic vehicle movement that has given me so much, through voluntary work for the FBHVC as Director of Communications. I hope to bring the experiences from my professional background in Automotive PR to the Federation to play my small part in telling our story and spreading the news from the historic vehicle community far and wide.

I hope that we can work to ensure that generations to come get to enjoy historic vehicles and have their lives enriched by experiencing and understanding transport and engineering heritage in all its wonderful diversity – just like I have.

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The Federation of British Historic Vehicle Clubs exists to uphold the freedom to use historic vehicles on the road. It does this by representing the interests of owners of such vehicles to politicians, government officials, and legislators both in the UK and (through membership of Fédération Internationale des Véhicules Anciens) in Europe.

There are over 500 subscriber organisations representing a total membership of over 250,000 in addition to individual and trade supporters. Details can be found at [www.fbhvc.co.uk](http://www.fbhvc.co.uk) or sent on application to the secretary.

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## General

As I approach the conclusion of my tenure as Legislation Director in October, this is my penultimate column in FBHVC News.

I leave the task at a time of increasing turmoil, much of which affects us directly or indirectly.

Looking forward, we appear to be entering a period where DVLA raise increasing barriers to registration. Whether this is simply thoughtless pedantry arising from slavish dependence on documents, some of which will never have existed, or a conscious effort to reduce registrations, and perhaps

therefore applications, it is not possible to say with any certainty.

But we might soon have to advise some members to consider whether they should commence the effort and expense of putting forward some categories of vehicle for registration.

Ian has more to say on the subject in his contribution.

Perhaps not unconnectedly, the onward march of Low Emission and Clean Air Zones means that we are having to work ever harder to maintain the previous

position that historic vehicles may use the streets and roads of our country as freely as modern vehicles.

On the other hand of course we may not in the future have to deal with complex EU Directives and their implementation by the UK Government, as we have with roadworthiness testing. Whether purely domestic future motoring legislation would be of less concern is of course an open question

We will as always continue to do our best for our members on these matters.

## Environmental Issues

An issue which has general application is worth mentioning again. I made reference last time to the issue of 'heritage' buses. While preparing responses, the Federation obviously has regard to all of its members. In the case of LEZs/CAZs this does mean that we find ourselves arguing in favour a very small number of vehicles, for instance buses and HGVs, which go into preservation earlier than smaller vehicles. Indeed we need to have regard to a 'heritage' operation of buses, which can mean they are actually taking fares or charging a charter fee.

We do all we can, but as in each case the numbers, specificity of vehicles and indeed their owners and operators, will be small in any particular area. We see the Federation's task as opening up the argument, in principle on their behalf, but then pursuing a supporting role when required. We would think it best for these owners and operators to take responsibility for their own particular geographical requirements.

Another general matter is that two of the zones, on which we have already commented, Leeds and Birmingham have been delayed, for at least two months and possibly more. Central Government was committed to provide the 'Checker' software and the payment process software and is behind schedule on doing so. This is perhaps not surprising for what will be a complex requirement and, particularly in the case of the Checker, might be influenced by the known inability of the TfL checker for the ULEZ, to which the system is no doubt in some way related, to recognise non-emissions related exemptions.

### London ULEZ

We have heard some anecdotal issues regarding operation of the ULEZ, but as yet nothing which appears to put in question its overall successful operation. Of course the Checker is still not correct, giving the impression that any vehicle which does not meet the emission criteria is liable to pay, even if it has an exemption, but we think most members now know to ignore the Checker.

However, just in case, vehicles in the 'historic' taxation class are exempt from ULEZ charges.

### Rest of the UK Transport (Scotland) Bill

The Transport (Scotland) Act, when passed, will provide the legal and administrative basis for the setting up of Low Emission Zones in several Scottish cities. It thus reflects the DEFRA Framework which covers English LEZs.

To remind everyone it differs in its underlying assumption from the DEFRA approach in that it creates 'Traffic Exclusion', rather than 'Charging' Zones. Thus access is formally forbidden, and payments made are a penalty for wrongdoing rather than a charge to exercise the right of passage. The Federation sees this as potentially more serious legally, especially for owners of vehicles kept, and businesses working on historic vehicles, within Zones.

During the consultation process following the initial publication of the Bill (called Stage 1), the Federation presented, and was able to follow up, an argument that because of this difference we sought the criterion for a 'historic' vehicle should be

that set by UNESCO and FIVA rather than the current UK 'historic' taxation class, which the Bill appeared to favour, which is of course approximately a forty year requirement.

During May we were approached by a Member of the Scottish Parliament, (and Triumph Stag owner) Murdo Fraser, for support as the Bill as presented for Committee (Stage 2) did not offer any historic exemption. Mr Fraser wished to offer an amendment to introduce a historic exemption and we offered suggestions on his draft.

The Federation then in very short order set up a campaign, fronted by our President, Lord Steel, to seek support from MSPs for Mr Fraser's amendment. This campaign achieved considerable attention and success.

In debate, Mr Fraser received assurances from a Minister that exemption would be included, perhaps in Regulations made pursuant to the Act, and withdrew his amendment, but the issue of exemptions is clearly now established and will not doubt be further debated at Stage 3, before the Bill is approved and passed into law.

One issue turned out to be that unlike DEFRA in England, Transport Scotland did not wish to mandate local authorities as to what exemptions they would permit. This does mean that individual responses to consultations by city authorities become more significant.

Fortunately, in the only one which had been completed before we became aware of this, Glasgow, the Federation has made all its arguments.



### Greater Manchester

The Federation has recently made responses to the consultation by Greater Manchester, which breaks new ground as, while it does not affect private cars, does affect light commercial vehicles. Our response has been tailored accordingly and is available to study on the website. The proposed zone is also very wide, extending across the whole of the Area of Greater Manchester. This is

arguably similar in scope to the original Greater London LEZ, in the nature of the problems it creates for us.

### City of Edinburgh

As I write this, we are in the course of preparing a response to the City of Edinburgh. One issue with the latter is that lack of clarity as to the final position in two very major respects. Firstly, it was planned not to include private cars, but significant pressure has been put on the

City Council to include them. Secondly the plan was for the LEZ to encompass only the city centre. Again, there has been pressure to extend the CAZ to the whole of the City inside its outer bypass. Having said that, the additional infrastructure costs of such an extension would be significant so there is likely to be resistance from the Council. Our response will have to take account of these uncertainties.

## Roadworthiness Testing

Last time around I mentioned that official guidance requires a declaration to be made that a vehicle is not substantially modified and thus does not require an MOT certificate at the time of relicensing, but that under the online process keepers simply can't make a declaration for pre 1960 vehicles. I also said we were writing to the DVLA about this.

I have now received a response which essentially says that's the way it is until they fix the system. There is no apology for the confusion this causes, presumably because DVLA sees no need to say sorry to vehicle owners adversely affected by its inaction. Nor have they offered to amend the inaccurate Guidance.

It does say again what we knew, that

exemption is not dependent upon declaration. If your vehicle is entitled to be MOT exempt, it is automatically so. And if you are not presented with the requirement to declare, registration will complete without an MOT.

So it does confirm what I said last time. Do not worry. You do not have to declare to be exempt.

## Registration

Following our meeting with DVLA we wrote to them on a number of outstanding issues.

I have commented on the roadworthiness testing in the preceding paragraphs.

There is one area where we have good news. DVLA have found a way to be consistent with what their Press Office

said rather than their letter of a couple of years ago. If a vehicle carrying a Q Plate (which has not acquired it because of changes to its configuration) can produce evidence as to its true identity and date of manufacture, DVLA will allocate an age related, or as the case may be, the original registration, to the vehicle.

Ian in his section deals with in more detail with this subject and the others.

But I am bound to sign off by saying with a heavy heart that for the first time in my experience of dealing with them, I am seeing what amounts to an organisational bias within DVLA against historic vehicles.



As Bob has suggested elsewhere the current attitude of DVLA is, to say the least, unhelpful. In the last edition I outlined various topics discussed in our liaison meeting with DVLA and indicated that in many cases the outcome was inconclusive. Follow up letters have been sent on individual questions but unfortunately whilst replies have been received to some of these queries they have not in general served to progress the situation.

We requested further information on why one particular CKD vehicle had been registered when it did not appear to directly meet their stated requirements in terms of evidence of date of final assembly. The DVLA reply refers to a large amount of supporting evidence but suggests that the same approach is unlikely to be applied again.

Two specific examples of registration applications for vehicles where the date of manufacture is marked directly on the vehicle were sent to DVLA, pointing out that one had been accepted and the other rejected. It was agreed with DVLA in the meeting that to avoid any risk of problems for the keeper of the accepted vehicle we would redact all the identifying detail. The latest response from DVLA effectively says that without that detail they cannot comment but that if the details are supplied and the registration found to have been issued in error it will be withdrawn! Obviously we cannot take that risk.

Following reports from clubs and indeed a statement sent to me by DVLA we queried the status of copy documents. In the meeting DVLA promised to supply a list of which supporting documents for registration applications had to be original and which could be copies. This has been received and on the face of it confirms my long-standing understanding. However, on one particular point the statement is to my mind ambiguous so I have requested further clarification. At the time of writing this has not been received.

I am very aware that a number of correspondents have outstanding queries with me involving one or more of the above topics. I will try to update them individually but to them and others – please believe me; lack of obvious progress does not indicate inactivity. We are addressing, and will continue to address, all valid issues brought to our attention. Meanwhile my head is quite sore from repeated contact with a certain Welsh wall!

Not quite all is doom and gloom, however. There is one item of clearly good news which I have deliberately left until last. That way I hope you can finish reading this with a less heavy heart than I have writing it! In the last edition I reported on four sample cases of Q registered vehicles that the Federation had presented to DVLA for consideration for conversion to normal age-related registrations. In the meeting DVLA intimated that all four met their conditions and that suitable applications from their respective keepers would be considered. Those who attended Club Expo may remember some discussion about an imported Mercedes Benz which had also been featured in the

classic press. We now know that it has been issued with an age-related registration. At the time of writing we have no news of the others although I believe applications are in progress.

One of our four samples is in fact a V765 application as a V5C has come to light since the vehicle was purchased and registered by its current owner. That can be treated in the same way as any other V765 application. For age-related registrations the DVLA requirements are slightly more stringent than normal as DVLA require evidence that the vehicle has not been seriously altered from its original specification. This is achieved by additional photographs. An initial request to DVLA to re-register a Q-plated vehicle will produce a standard response which includes a list of the requirements.

I must stress that this procedure is not applicable to every Q-plated registration. In some cases, the Q was originally allocated because the vehicle was modified or because there was some clear inconsistency in its history. Generally these cannot be changed. The new procedure is intended mainly for vehicles where there was insufficient information, or even interest, to provide adequate dating evidence when they were first registered but the information is now available.

**Application to register a vehicle under its original registration number**  
 Please see the notes over the page before you fill in this form  
 Please write clearly in black ink using CAPITAL LETTERS  
 For more information go to [www.gov.uk/vehicle-registration](http://www.gov.uk/vehicle-registration)

**1 Vehicle details**  
 Original registration number you are claiming: \_\_\_\_\_  
 Make: \_\_\_\_\_ Model: \_\_\_\_\_

**2 Your details**  
 Your name: \_\_\_\_\_  
 Your address: \_\_\_\_\_  
 Contact phone number: \_\_\_\_\_  
 Contact email address: \_\_\_\_\_

**3 Documents we need**  
 You must provide the following documents:  
 1. A filled-in form V55/5 (or V5/V5C showing the current registration number)  
 2. A recent photo of the vehicle  
 3. Evidence to link this number to your vehicle (examples of acceptable evidence are shown in section B, over the page).  
 Please specify what evidence you are providing: \_\_\_\_\_

**4 Declaration**  
 I declare that I am the keeper of the vehicle, which I believe is the same one that originally carried the registration number I am now applying for, and I accept that it is issued on a non-transferable basis (I will not be able to transfer it to another vehicle). I confirm that the vehicle exists and that it is a complete vehicle. I agree to produce the vehicle for inspection if I am asked to do so.  
 Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**5 Vehicle Owners Club use only**  
 Year of manufacture: \_\_\_\_\_ Club Stamp/Address: \_\_\_\_\_  
 It is standard practice for clubs to inspect vehicles. The inspection should be carried out by someone not associated with the applicant.  
 Was the vehicle inspected? Yes  No   
 If yes, where and when? \_\_\_\_\_  
 If no, use a separate sheet to explain why and how you are satisfied this is the genuine vehicle.  
 Do you recommend that we accept or refuse the application? Accept  Refuse   
 If refuse, explain why: \_\_\_\_\_  
 Name: \_\_\_\_\_  
 Signature: \_\_\_\_\_ Date: \_\_\_\_\_

# The original green oil is back.



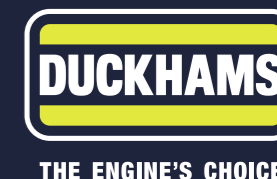
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- 7 means up to 7% renewable biodiesel



## NEW LABELLING REQUIREMENTS TO HELP MOTORISTS PICK THE RIGHT FUEL AT HOME AND ABROAD



New labelling requirements to help motorists pick the right fuel at home and abroad.

New rules will help motorists identify the right fuel and tell them the biofuel content of petrol and diesel.

- all filling stations to roll out new labels by September 2019
- labels will help motorists pick the right fuel, whilst informing them of the biofuel content of both petrol and diesel
- uniform EU-wide labels will prevent drivers from filling up with the wrong fuel abroad

Drivers are set to benefit from new labels to help them to easily identify the right fuel for their vehicle, thanks to new rules being rolled out by the Department of Transport.

The labels, which will be accompanied by a wider public information campaign later this year, will also help drivers understand the biofuel content of the fuels they use every day.

Last year, the carbon dioxide (CO<sub>2</sub>) savings from using biofuels in road transport was equivalent to taking over a million cars off the UK's roads.

Blending biofuels into regular petrol and diesel reduces CO<sub>2</sub> emissions, helping us to meet climate change commitments. Petrol, which contains up to 5% renewable ethanol, will be labelled 'E5', while diesel, which contains up to 7% biodiesel, will be labelled as 'B7'.

*“These new labels will help drivers chose the right fuel for their vehicle, whilst also highlighting the use of biofuels in reducing the CO<sub>2</sub> emissions from everyday road vehicles.”*

DfT Spokesperson

*“Our Road to Zero strategy set out our ambition to end the sale of diesel and petrol cars by 2040, while the ongoing decarbonising of traditional fuels will help during this transition.”*

*The labels will appear on the pumps on every forecourt and on the filler caps of all new vehicles, allowing motorists to easily match the correct fuel to their car or motorbike.*

*These labels will be increasingly important as new fuels come onto the market. In 2018 we issued a call for evidence on whether and how best to introduce E10, a petrol grade with up to 10% renewable ethanol. We plan to issue our response to this later in 2019.”*

The most important thing to stress to our members is that the fuel has not changed, only the pump labelling will change. For more information please visit <https://knowyourfuel.campaign.gov.uk/>

# Time To Enjoy Your Classics

The season is well underway now with a wide variety of events from which to choose. Hopefully you have managed to get entries onto events of your choice. Spaces really are in very short supply if you leave it to the last minute!

If you are not the 'participating' type, there are plenty of events where spectators are welcome and can have great days out. The Silverstone Classic <https://www.silverstoneclassic.com/> and the Goodwood Revival <https://www.goodwood.com/grr/event-coverage/goodwood-revival/>, where some excellent racing takes place as well as the many trade stalls, are ones to visit.

Prescott, in the Cotswolds, is another great venue for spectators and socialising too – [https://www.prescott-hillclimb.com/events/vscc\\_short\\_course\\_2019](https://www.prescott-hillclimb.com/events/vscc_short_course_2019).

And the Midland Automobile Club's Shelsley Walsh, with its 'Classic Events' programme, is another great venue in Worcestershire – <https://www.shelsleywalsh.com/classicevents>.

I mentioned the Shamrock Vintage Challenge 2019 in my last jottings. Well we did manage to go one better and finished on the top step of the podium this year. A great end to a very enjoyable event; roll on the 2020 offering from the friendly and welcoming team at Irish Racing Green <http://irishracinggreen.ie/> and here – <https://www.fiva.org/spirit-of-fiva-award-to-the-organisers-of-the-shamrock-vintage-classic/>.

All the main UK organisers have great 2019 programmes from which you can choose – <https://heroevents.eu/>; <https://www.endurorally.com/>; <https://rallytheglobe.com/>; <https://www.rallyround.co.uk/save-the-date/>; <http://lbespokerallies.com/> and Malcolm McKay's Classic Rally Press events – <http://www.classicrallypress.co.uk/about-us.html>. There are plenty of opportunities to have some very enjoyable motoring.

Whatever you get up to during the next few months enjoy your classics.





Again this year we have the opportunity to show our vehicles at England's largest festival of history and culture

### Why do this?

Well apart from the opportunity to visit many great locations for FREE. When we make the effort to display vehicles, we support the strategy of associating historic vehicles with other heritage activities.

It may be recalled that our recent Cost of Ownership survey indicated some 21 million people saw historic vehicles as an important part of Britain's heritage.

Maintaining and increasing this number will, we believe, be a significant factor in enabling the continued use of our vehicles in the 21st Century as we move towards an increasingly electric future.

### So how to do it?


The HOD support team are an enthusiastic bunch, led by Annabelle Thorpe, and can be contacted on telephone **0207 782 47180** or email [info@heritageopendays.org.uk](mailto:info@heritageopendays.org.uk)


Plus information on what's on where can be found on the website, with a clickable map view giving a graphical representation.


The Manchester area 'wins' with over 400 events available. <https://www.heritageopendays.org.uk/visiting/map>


They also have an excellent search engine, which has tick boxes, including one for 'historic vehicle displays'.

Plus, of course, a presence on social media

 Facebook search 'Heritage Open Days'

 Instagram search 'Heritage Open Days'

 Twitter @heritageopenday

 YouTube has clips of previous events, for example [https://www.youtube.com/watch?v=\\_OKerCWzn58](https://www.youtube.com/watch?v=_OKerCWzn58)

As last year, the events will be over two weekends from 13 – 22 September and will run for all ten consecutive days.

Heritage Open Days are unlike any other cultural organization in that it exists to "support and empower local people, groups and communities to tell the stories that matter to them, in whatever way they choose. Plays, recitals, concerts, spoken word events and poetry nights are bringing an increasingly innovative edge to many events".

## Heritage Open Day 25<sup>th</sup> Anniversary Celebration

In the middle of June, Drive it Day coordinator Ken Coad and I attended a packed celebration of the Heritage Open Day Silver Anniversary at the 1895 neo-gothic mansion, Two Temple Place, William Waldorf Astor's 'hidden gem'.

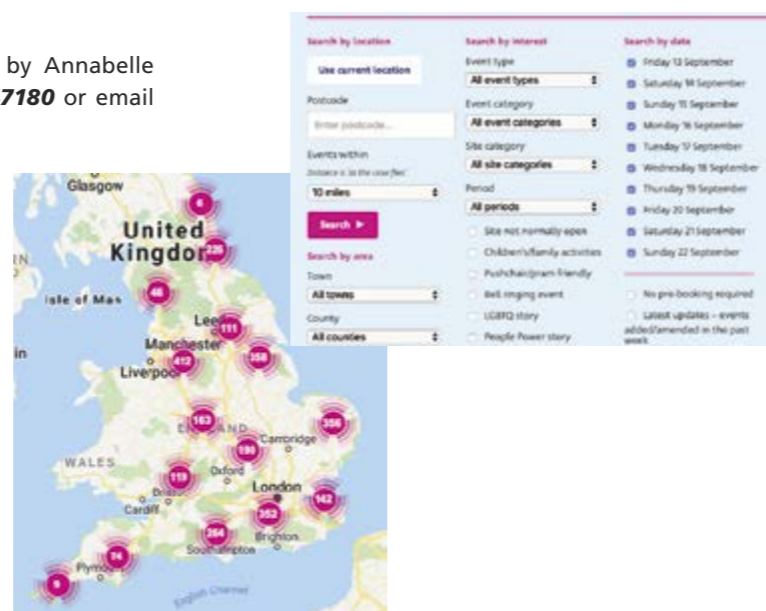
Highlights included speeches by National Trust Director General, Hilary McGrady, seen in the picture toasting the 25th year and Gloucester MP, Richard Graham.

As above, this I believe illustrates the power of heritage. The national trust have five million people helping us to care for 775 miles of coastline, over 248,000 hectares of land and more than 500 historic houses, castles,

ancient monuments, gardens, parks and nature reserves. Richard Graham, who among many achievements, created the first Gloucester History Festival, which attracted 23,000 visitors last year, is an influential politician.

Heritage Open Day statistics are impressive. For 2018, 5,517 events saw 3.1 million visitors, with over 2,000 local organisers, 49,000 volunteers and some £20 million added to local economies. 64% of people visited a heritage site for the 1st time, 61% went on to visit heritage locations more frequently and 48% say they were inspired to volunteer at a heritage site, a 33% increase on 2017.

When it started in 1994, the year the Channel Tunnel opened, it was launched as England's contribution to a European festival, Journée de Patrimoine. Armed with an Amstrad computer, a phone and several hefty directories, the first Heritage Open Day's coordinator encouraged 380 local organisers to open 701 sites, which attracted some 250,000 visitors.



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# Cost of Ownership Survey 2019



**O**n 14 May 2019 the Federation launched the results of our 2019 National Cost of Ownership Survey at a special meeting held at the Palace of Westminster, hosted by the Right Honourable Sir Greg Knight MP, Chairman of the All Parties Parliamentary Historic Vehicle Group and enthusiastic supporter of the Federation. Lord Steel, our President, along with another 15 Peers and Members of Parliament were in attendance.

The survey took place in late 2018 and early 2019 and followed a similar methodology to that we used in the National Historic Vehicle Survey carried out in 2016. We completed a national omnibus survey examining both the behaviours and attitudes of the adult population and completed our work with a detailed enthusiast survey examining specific costs of ownership.

The results of the Survey were both encouraging, but in some cases concerning, for those of us who are interested in Historic Vehicles of whatever type. There is no doubt that public enthusiasm for and interest in, the historic vehicle sector

continues to be very strong, but changes are taking place that will affect us all.

A particular focus of the national omnibus element of the Survey was the attitudes and behaviours of different age groups. What this has shown is that whilst overall there continues to be enormous support for the historic vehicle movement at large, enthusiasm amongst younger people is not so strong. The survey clearly suggests that younger people do not readily identify with the heritage issues understood by older generations.

For example, there continues to be enthusiasm at large for seeing vehicles and owning vehicles but younger generations are far less sympathetic to historic vehicles being exempt from modern emissions and safety requirements. This is a particular concern for the future given that it is not possible for many historic vehicles to meet these modern standards.

The survey results demonstrate a clear need for all of us who are involved in the movement to engage with younger people and explain the importance of the heritage aspects of historic vehicles. All too

soon these younger generations will be the legislators of tomorrow and without a clear understanding of the importance of 'heritage vehicles' our ability to use and enjoy these vehicles might be severely restricted.

### And what does it cost to own a historic vehicle?

Based on our survey group, the average cost per vehicle is £1,489 and the average cost of fuel is less than £250 per year. This does not include the costs of major restoration or repair work, but it does show that day to day ownership of a historic vehicle is open to a large proportion of the population. Further detail of the elements that comprise these costs is presented in the survey summary.

The full summary of the Survey can be downloaded from the Federation's website at [www.fbhvc.co.uk](http://www.fbhvc.co.uk). We hope you enjoy reading and reflecting on these results. The Federation's next major survey will be published in 2021 when we will be encouraging participation from everyone who is interested in the historic vehicle movement.

# Kelvin gets back in the saddle

Luton North MP, Kelvin Hopkins, handed out the prizes at the Luton Festival of Transport on Sunday 9 June in Stockwood Park. During the afternoon he also visited the Vauxhall Heritage Centre open day and spent several hours talking to owners and organisers of both events. He also revealed his 'inner biker' after spotting a beautifully restored BSA Bantam at the festival, which raises tens of thousands of pounds for local charities every year. 'This was the bike I learned to ride on,' said the MP, who is also the vice chair of the All Party Parliamentary Historic Vehicles Group in Parliament. During the afternoon Kelvin was clear about the value of motoring heritage. 'The FBHVC survey told us that the classic vehicle industry in the UK is worth over £5 billion per annum, so it is hugely important, especially to a town like Luton which has a motoring past that is both rich and diverse and a present that is vibrant and active.'

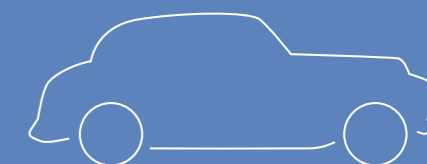
By Danny Hopkins, Practical Classics, Bauer Media



*The FBHVC survey told us that the classic vehicle industry in the UK is worth over £5 billion per annum, so it is hugely important, especially to a town like Luton*

Kelvin Hopkins, MP

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# The Last Steam Roller

by **Derek Rayner, Vice Chairman and Steam Archivist - Road Roller Association** as kindly provided from *Rolling* (winter 2018), the Journal of the Road Roller Association.

It's a well-known fact that the last steam roller constructed for the home market is that which is owned by the Association's Chairman, Michael Goakes. This is Aveling-Barford No. AH 425 (JRM 966) which was supplied in April 1950 to Cumberland County Council.

It has only been relatively recently that a similar roller has been found in Thailand with a works number higher than that – this one being AH 430. However, no details exist in Aveling-Barford's records at Lincoln about this particular roller –

but the presence of its works plate on the machine is positive proof of its existence, even though the date it left the factory is not known. It could therefore be the last Aveling-Barford roller produced. This one was found by 'super steam sleuth' and Thai resident Mark Robinson on one of his many journeys around the 'far reaches' of Thailand, away from the regular tourist spots. He located AH 430 in the grounds of the Wiang Sa District Highways Office, Nan Province, in the north-east of the country, almost on the border with Laos.

Steam rollers in Europe continued to be constructed, particularly in France, for some time after Aveling's ceased their production. It's known from Mark's continuing explorations in Thailand that Albaret No.1987 is plinthed at Lom Sak Highways Depot and it's believed to have been made in 1953 – but it may have been the following year when it was completed. This French firm was at Rantigny and Liancourt in the district of Oise to the north of Paris. There is, however, a later one than this one somewhat further away, in Indonesia, in Purwokerto, Central Java.

Main image: Aveling-Barford roller No. AH 430, which was an unexpected and extremely surprising discovery in Thailand. Mark Robinson

The Đuro Đakovi factory sign as seen from Slavonski Brod railway station. Derek Rayner

The front of the roller carries the Đ emblem. Derek Rayner



This is No.2120 of 1954 where it was seen by Andi Slender in March 2013.

Another late manufacturer was the firm of Henschel in Kassel, Germany. Their No.5063 was built in 1953 and was imported from Germany into the UK in 2004 for preservation and is now in Kent.

However, the youngest steam roller presently known to exist was made in Yugoslavia but as a result of relatively recent past circumstances, it now finds itself in eastern Croatia. This one is located at Slavonski Brod, extremely close to that country's border with Bosnia and

Herzegovina to the south and about 120 miles to the east of Croatia's capital, Zagreb.

The manufacturer is probably a name unfamiliar to British road steam enthusiasts, it being the firm of Đuro Đakovi. Not only did this company build steam rollers but they also manufactured railway locomotives and trams, and there are examples of these products on display outside the firm's factory which is adjacent to the railway station in Slavonski Brod.

There are only four steam rollers manufactured by the firm known to still

exist, the other three all being in Serbia – No.433 of 1954 at Kragujevac; No.538 of 1955 at Planinica and an unidentified (by works number) example at Krasava. How many steam rollers were actually made by Đuro Đakovi in total and over what period is not known. However, the maker's plate on this exceptionally rare and historic machine in Slavonski Brod is No.681 of 1961.

Should anyone know of a 'younger' steam roller than this Đuro Đakovi example, anywhere in the world, the Editor would be delighted to learn of it.



Main image: Michael Goakes driving his Aveling-Barford roller (No. AH 425 of 1950) round the arena at Lincoln in August 2015. Alan Holmes

Inset Top: Henschel roller No.5053 of 1953 pictured in the Association's marquee at the Great Roller Gathering at Dorset in 2013. Derek Rayner

Inset Bottom: French-built Albaret 'BM Type' roller No.1986 of 1953 at Phrae, Thailand. Mark Robinson



▲ Đuro Đakovi roller No.681 of 1961 on display outside the firm's works in Slavonski Brod, Croatia. Derek Rayner



▲ The AH 430 plate on the roller. Mark Robinson



▲ A later Albaret of the smaller 'DN Type' (6 to 8 tonnes) at Purwokerto, Central Java. This is No.2120 of 1954. Andi Slender



## A Warm Welcome to

**Daimler & Lanchester Owners Club  
Car & Commercial Servicing Ltd**

and the many Individual Supporters who have all recently joined the FBHVC. Thank you to all the Clubs and Individual Supporters who have recently renewed their memberships. We hope you all enjoy being members and supporters of the Federation over the coming year.

Once of the many benefits of being a member or supporter is sharing the articles in FBHVC News. However if you do, we urge you to not change any of the wording and to please give credit to the FBHVC. We are a voluntary organisation just like the vast majority of our member clubs and work very hard in keeping yesterday's vehicles on tomorrows roads.

### Did you know...

## Australia has a Drive it Day?



I have been sent an Australian magazine entitled 'M.A.P.S Review (Maitland Auto Preservation Society), courtesy of Roger Martin. It happens to be on 1 September to coincide with the first day of spring and is presented by the Federation of Historic Motor Vehicles SA. They are encouraging all Australians to take their historic vehicles out to enable to the public to see them. They go on to request you take them to work, take them shopping, go for a drive or organise a run.

It's great to hear that Drive it Day is a Worldwide event. Thank you Roger for sharing this with us.

## Fancy a Rally or Classic Run in Morocco?



We have been contacted by Ahmed Eighadir, president of the Club Souss Auto Classic Club, who were formed in 2007 in Agadir, Morocco.

The Club brings together collectors of classic cars and is considered as one of the most important sports clubs at the regional and national level. It now has several members and a large park of vintage cars.

The Club Souss Auto Classic Club is a founding member of the Royal Moroccan Federation of Vintage Vehicles (FRMVE), registered in 2016 at the International Federation of Vintage Vehicles (FIVA).

In addition to its own activity, the Club Souss Auto Classic has recently collaborated with different clubs both inside and outside of Morocco to organise rallies and classic rides to promote the passion of historic vehicles and tourism within the southern region of the Country which has hosted the biggest rallies in the world. In a typical 7 day event you could discover the natural and beautiful scenery of the region and its successive Kasbahs, Oases, Dunes, Valleys, Peaks and Deserts.

Club Souss Auto Classic Club would be honored to collaborate with affiliated member clubs to organise an event depending on your needs. For more information please email [rallyemilleoasis.org@gmail.com](mailto:rallyemilleoasis.org@gmail.com)

## Great National Steeplechase

2019 marks the 50<sup>th</sup> year of the Church Conservation Trust (CCT), whereby they undertook a brave fundraising exercise, which took place to raise money for various conservation programmes. Peter Aires, CEO of the CCT aims to visit 50 churches in 50 hours using all types of transport from a helicopter to a speedboat at the end of July. We hope to bring you more information in the next edition. I wonder how many historic vehicles took part to raise the awareness of Mobile Heritage?

### ARTICLES REQUIRED

*In each edition I request articles for inclusion.*

*Thank you to those who have responded.*

Again I find myself asking yet again for more material. We are all interested in historic vehicles whether they be car, commercial, motorcycle, steam, military, agricultural, bus or coach related. Please continue to send me interesting information to share with our Historic Vehicle Community. Once again email is preferred to [secretary@fbhvc.co.uk](mailto:secretary@fbhvc.co.uk), however postal information is also welcome.

## Website

As mentioned in Issue 3, I hope you have all taken a moment to look at our new website? Well, if you haven't please do, by visiting [www.fbhvc.co.uk](http://www.fbhvc.co.uk). You may even like saving it as one of your favourites!

Thank you to those who have registered in the members area. We hope to add more 'members only' items in here for you. One new item is the discount code for the Classic Motor Show 2019, due to take place from 8-10 November at Birmingham NEC. We hope to see you there! If you have not yet registered, please visit <https://fbhvc.co.uk/register>

We aim to update the News section of the website as frequently as possible with interesting articles and features. If you have anything of newsworthy interest, which needs to reach people quickly, please send the information to me via email and I will do my upmost to include it. Likewise, we hope you share the information with your Club or Association appropriately.



# TWENTIETH ANNUAL GENERAL MEETING

Saturday, 12 October 2019

The twentieth Annual General Meeting of the Federation of British Historic Vehicle Clubs Limited will take place at 11am at the Rolls-Royce Enthusiasts' Club Limited, The Hunt House, High Street, Paulerspury, Towcester, Northamptonshire, NN12 7NA on Saturday, 12 October 2019 for the following purposes:

1. To consider and approve the minutes of the Annual General Meeting held on Saturday, 13 October 2018 as made available to members in November 2018 [Copies available on request and are available on the FBHVC website.]
2. To receive the Financial Statements for the year ending 31 May 2019
3. Election of Directors. [See note 2 below]
4. To receive the Report of the Directors

### Notes

1. The financial statements, directors' reports and the proxy form will all be distributed to club nominated contacts in September.

2. Nominations for directors to fill the posts of Deputy Chairman, Skills, Research, Heritage, Events and Technical are required by 30 August 2019. The Federation will appoint a Legislation Manager on 12 October 2019 and he will work closely with the Chairman who, in accordance with the Memorandum & Articles of Association, will be the Director responsible for monitoring legislation for the coming twelve months. In accordance with the Bylaws, the Chairman will also be responsible for maintaining International Relations as he is well connected to FIVA and is currently an elected member of the International Historic Commission of the Fédération Internationale de l'Automobile.

### CONFERENCE

Saturday, 12 October 2019, commencing at 2pm Deputy Chairman, David Davies.

### COST AND REFRESHMENTS

Attendance only tickets are free to nominated delegates from FBHVC subscriber organisations and supporters but are £10 to others. Attendance & Refreshment tickets include morning coffee, buffet lunch and afternoon tea and are available at £15.50 each to nominated delegates from FBHVC subscriber organisations and to FBHVC supporters, but are £18.00 to others.

All tickets should be ordered from FBHVC secretary by Friday, 27 September. The address is **PO Box 295, Upminster, RM14 9DG**

A SAE would be appreciated. E-mail: [secretary@fbhvc.co.uk](mailto:secretary@fbhvc.co.uk)

Preferred payment can be made via BACS (Sort Code: 30-65-85, Account Number: 47342260)

Alternatively, you can send a cheque payable to **FBHVC to PO Box 295, Upminster, Essex, RM14 9DG**, or by card by telephoning me directly on **01708 223111**.

## Insurance for Special Tools

Peter James Insurance's Greg Nock explained: "We've been speaking to the Federation about the clubs who hire out specialist tools to members who are carrying out work on their own vehicles.

"We'd like to make all clubs aware that both the tools and the liabilities associated with the activity can be covered under our club liability insurance policy.

**To speak to our team, call 0121 422 2282**





# Wythall Transport Museum Open Day - Monday 28<sup>th</sup> May 2019

**40 YEARS SINCE THE MCW PRODUCTION METROBUS JOINED WEST MIDLANDS TRAVEL**

On Monday 28<sup>th</sup> May The Transport Museum Wythall open day celebrated the 40<sup>th</sup> anniversary of the first production Metrobus entering service with West Midlands Travel. Not only were nine Metrobuses on display but the Wythall team were proud to host eighteen members of the original engineering and design team from MCW (Metro Cammell Weymann), each having played an important part in the creation and build of this reliable workhorse.

The visit was the brainchild of Andrew Gardner, a long-time volunteer at Wythall and formerly Chief Designer, Bodies at MCW. He was ably supported by John Seale who spent a number of years in Quality Control as Certification Engineer. John's job was to carry out the final testing of all Metrobuses before delivery, ensuring that they were fit for public use.

Andrew Gardner said: *'The Metrobus was the last double-decker to be manufactured in the West Midlands and for many years was the mainstay of the fleet that served the West Midlands conurbation. The MCW design team reached a peak of 50 during its production life, which ended nearly 30 years ago, so I'm very pleased that not only did we manage to make contact with so many key members of the team but that eighteen turned up from across the UK to celebrate this great vehicle.'*

John Seale added: *'To see so many old colleagues standing proudly in front of Wythall's 6835, MCW's 1978 NEC Motor Show exhibit, brought a tear to my eye. This bus was very much a team*

*effort and we were extremely proud of what we created, a vehicle that provided decades of reliable service, not just across the West Midlands but as far away as Hong Kong'.*

Both of Wythall's Metrobus exhibits were on display and on service during the day – Mk 1 6835 and Mk 2 2811.

### Vehicle Notes:

The Metrobus vehicles on display were:

#### West Midlands Travel

- 6835 Mk1 Early Standard Livery (Wythall Collection)
- 2462 Mk2 Early Standard Livery
- 2764 Mk2 Travelcard Livery
- 2783 Mk2 Standard Livery
- 2811 Mk2 Specific Route Livery (Wythall Collection)
- 2912 Mk2 Late Timesaver Livery
- 2957 Mk2 Early Timesaver Livery
- 8110 Mk2 Tracline 65 Livery (early Guided Bus)

#### Reading Transport

- 162 Mk1 Dual Door Standard Livery



# SILVERSTONE EXPERIENCE

On Tuesday 9<sup>th</sup> July the Silverstone Experience Museum opens. It is housed in a Second World War Wellington Bomber Hangar within the Silverstone Racing Circuit.

The £20 million project attracted a Lottery Heritage grant of £9.1 million. Exhibits will include Barry Sheene's

1979 Suzuki RG500, Nigel Mansell's 1982 Williams Grand Prix car and Mark Webber's winning RB6 Red Bull Formula 1 car. State of the art interactive displays include a chance of speeding alongside your racing heroes around Silverstone.

In short, the past, present and future of Motor Racing will be on show. Intended

as a family attraction the Silverstone Experience will also be the new home of the BRDC, British Racing Drivers Club and its archive.

Opening days before the 2019 British Grand Prix the Silverstone Experience is sure to be a great addition to Motoring History.

Marking the 54<sup>th</sup> anniversary of Jim Clark's historic win at the Indianapolis 500 this week, Scottish Borders Council, charity Live Borders and The Jim Clark Trust are delighted to be able to announce that the new Jim Clark Motorsport Museum in Duns will open to the public from Thursday 11 July.

The £1.6 million museum project is being taken forward by the Council in partnership with Live Borders, The Jim Clark Trust and the Jim Clark Memorial Room Trust.

The project has been almost five years in the planning and will be a fantastic new museum open to the public which will do justice to Jim Clark's incredible achievements in the racing world and also his life as a Borders farmer.



The new museum will provide an expanded and dynamic exhibition space showcasing memorabilia and the trophy collection, two of Jim Clark's race cars, new image galleries, film footage, interactive displays, technology and education zones.

## Mullin Automotive Museum

After many months in development the new Mullin Automotive Museum plans have received outline planning consent from West Oxfordshire District Council. Located at Enstone Airfield in Oxfordshire the revised plans have been drawn up by world famous architect, Norman Foster.

At an estimated cost of £150 million the project has been the brainchild of Peter Mullin, an American enthusiast who has a 250 strong collection of classic and vintage vehicles. He runs a famous car Museum in California.

## Coventry Transport Museum

After several years of free entry, the Museum will start charging on and after 30 June. Claiming the charges are necessary for a sustainable future the Museum houses the World's largest collection of British Transport. At present the Museum attracts

some 360,000 visitors each year. Certain days will still have free admission as will citizens of Coventry who hold GoCV cards. Charges for Adults will be £14, concessions £10.50.



# THE CAR. THE FUTURE. ME.

Many members are asking the question 'what does the future hold for us... with hybrid, electric and autonomous vehicles on the horizon', of course no one truly knows the answer but our chairman, David Whale, was pleased to attend the opening of this exhibition at the British Motor Museum.

The exhibition runs until July 2020 and begins by looking at our first vehicles, some powered by electricity, what designers thought vehicles would look like in the 21<sup>st</sup> century and whether their predictions have come true. The exhibition also explores the latest technology and questions whether they are the best solution for the future?

Exhibits start with the 1897 Bersey Electrical

Cab... 13 cabs took to the roads in London but proved unreliable and only survived for two years. Curator, Stephen Laing showed David around the exhibition and was clearly pleased to be able to show their 1970 Crompton Leyland Electricar styled by Michelotti of Italy with electric traction by Crompton, it was first shown publicly at the 1972 Geneva Motor Show. The exhibition brings us up to date with a 2016 Aurigo PodZero, fully driverless vehicle which uses GPS, cameras, ultrasonic sensors and LIDAR to navigate its surroundings.

The exhibition uses infographics extensively, interactive displays and is very thought provoking and certainly worth a visit!



Exhibition Gallery  
Museum Meeting Room  
Toilets ♿

THE CAR.  
THE FUTURE.  
ME.



THE ROAD TO ZERO  
WHICH WAY NOW?



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Books Reviewed by David Burke

## SCHLUMPF

"The most beautiful car collection in the world". That is the authors' description of the Schlumpf collection in Mulhouse, France in their new book entitled "Schlumpf". It is a vast museum, over 500 cars and has the World's largest collection of Bugatti's, including three of the seven Royales that were built.

Authors father and son Op de Weegh spent nine years investigating the intrigue and hidden truth behind the huge collection amassed by the brothers Schlumpf.

Hans and Fritz Schlumpf had run profitable textile industries in France in post war years. They suffered as Asian imports began to undercut French products.

Cars were bought in the 50's and 60's when prices of classics were realistic. Fritz was using his own money and one deal in 1964 was the purchase of 30 Bugatti cars from an American businessman, John Shakespeare. The price was \$85,000 plus the cost of shipping them to France.

Again in 1964, Fritz bought a 1933 Bugatti T41 from the same John Shakespeare for \$8,500. A recent valuation of that car put it at \$17 million. Another example of values of that era was a 1955 Mercedes-Benz, bought from Daimler-Benz for 15,000 Swiss Francs. A recent valuation of that car by Christie's Auction house was 4.4 million Swiss Francs. Fritz financed the building of a 17,000 sq. metre Museum in Mulhouse.

As their textile business collapsed they needed funds to pay their textile workers off.

A deal was struck with the late Tom Wheatcroft, a famous car collector in Britain. After initial discussions about a loan they agreed a deal to sell their entire collection to him. The deal went sour

when the French Government of that time refused to grant an export permit for the collection.

With no money for their employees, the workers seized control of the Museum in mid-70's. Subsequently, the French Government obtained control.

Whilst the book deals extensively with the intrigue behind the control of the collection and the Museum it is lavishly illustrated with classic cars in various stages of preparation for exhibition.

Part of the collection includes Formula 1 cars and British motors include Bentley, Rolls Royce, Daimler and Riley.

Stories of individual cars provide interesting history. One car, a 1937 Auto Union Wanderer, was made by a firm set up in 1932 comprised of Audi, Horch, Wanderer and DKW. The four rings representing each marque are still seen on modern day Audi's.

At the end of the book is a comprehensive listing of the exhibits with their buying price and recent valuations.

Now known as the Cite de l'Automobile, National Museum Schlumpf, it is located in eastern France, near the Swiss and German borders.

Published by Veloce Publishing Ltd.  
ISBN978-1-787 113-09-1 [www.veloce.co.uk](http://www.veloce.co.uk)





Many magazines contained accounts of the NEC Shows and the impressive imaginative displays. There were also reports on the amazing response to 'Drive it Day' – to soon become the biggest manifestation of historic vehicles in the country.

Two items of 'news' to worry about in the **Historic Commercial Vehicle Society** 'Historic Commercial News' is the proposal to ban coal for home use after 2022 and a proposed ban on ten-year-old tyres for commercial vehicles.

What a depressing world we live in. Increasing incidence of vehicle thefts has prompted the **Land Rover Series One Club** to take a look at security tracking systems.

There is an informative article on the Solex '30 MOV' carburettor and the variants fitted to the unsupercharged 'Ulsters' in the magazine of the **Austin Seven Clubs' Association**.

The magazine of the **Manchester Historic Vehicle Club** reveals that the infamous 'Golden Zebra' Daimler commissioned by Bernard Docker has found a home in the Louwman Museum in the Hague.



A potential source of concern in a Morgan three-wheeler is the bevel box. An article in the club magazine from the **Morgan Three Wheeler Club Limited** goes into the subject of lubrication in considerable and useful detail.

The sad news that the 'Albion' sign has disappeared from the Scotstoun office block in Glasgow is noted in the **Biggar Albion Foundation Ltd** magazine.

An atmospheric photograph of last year's Sheffield Steam Rally graces the cover of the newsletter of the **Leeds & District Traction Engine Club**. The newsletter strongly recommends the polishing services offered by a company in Nottingham – try [ptservices75@gmail.com](mailto:ptservices75@gmail.com) for more information.

There is an interesting article on a technology that will have significant

benefits to the historic vehicle owner as described in the magazine of the **MG Car Club**. Laser welding techniques have now been developed and employed in the repair and reclamation of all manner of components.

The newsletter of the **Vauxhall Victor Owners Club** tells us that the 'Clocks 4 Classics' DIY repair kit for Smiths or Jaeger dashboard clocks have been upgraded to cover both positive and negative earth vehicles. Try [www.clocks4classics.com](http://www.clocks4classics.com).

The Journal of the **Vincent HRD Owners' Club** offers a solution to a situation that has confronted nearly every motorcyclist at one time or another. Pass a rod through the centre of the gudgeon pin a few inches longer than the diameter of the pin and slightly smaller in diameter of the pin. Circlips can then be removed without the danger of them either dropping into the crankcase or flying about the workshop.

The magazine of the **Lancia Motor Club** asks 'Who were the Rowe sisters?' They were 'twins' noted for their exotic dance routines in the 1920's which caused their acts to be banned in England. It seems that they did have a penchant for Lancias, however...

The cover photograph of the Routemaster Magazine from the **Routemaster Association** is a striking study of RM1783 grinding up the Horseshoe Pass with sightseers. We are told that of the 2876 Routemasters built between 1958 and 1968 there are around 1,230 still in existence.

There is an interesting and well illustrated article on the MG OHC engines of the period 1929 to 1936 in the **MG Car Club** magazine.

Two new publications are announced in the **Austin Seven Owners Club (London)** magazine - 'An Austin Anthology' by James Stringer and 'The Immortal Austin Seven' by David Edward Morgan.

**The Deux Chevaux Club of Great Britain (2CVGB)** strongly recommends the Reims Champenois Show for anyone with interests in French vehicles and they remind us that this is not only the centenary of Citroën but the Golden Jubilee of the Ami 8.

The magazine of the **London Vintage Taxi Association** tells us all about 'Powder Coating' and how to build your very own set-up.

Congratulations to the **Armstrong Siddeley Owners' Club** on winning the 'Best in Show' award at the 2019 Practical

Classics Restoration Show with the 'Campbell Hurricane'.

There is a succinct and informative history of the Morgan Car Company in the magazine of the **Oxford Bus Museum Trust**.

The journal of the **BSA Owners' Club** informs us that the following International Rallies are confirmed: 2020 Czech Republic: 2021 Germany: 2022 Belgium: and 2023 Australia.

For those amongst you who like a challenge, the **Pre 1940 Morris Register** Magazine describes in detail the rebuild of a 'morris eight' differential.

There is a fascinating article on famous British test hills in the newsletter of the **Crossley Register** which includes a simple technique for measuring your chosen hill.



The sourcing and subsequent delivery of spares to the most remote and inaccessible car in the world is recounted in the international bulletin for **Rolls-Royce & Bentley Specialists Association**. There is a 1974 LWB Silver Shadow on St. Helena which was in need of some spares.

Traction Engine News from the **Traction Owners Club** informs us that the Jack Wilkinson's photographic collection has been preserved in the National Fairground & Circus Archive at the University of Sheffield and there is also a photo reportage on the George Cushing collection at Thursford.

Staying with museums, there is a report on the Sydney Fire Museum, Australia, in the Journal of the **Fire Service Preservation Group**.

Some useful advice on holes, drills and the drilling of holes is given in **The Rapier Register** News. We are also given a brief history of an ephemeral make of electric car made in London in the 1890's the 'Elieson'.

There is a brief but informative history of 'AM General' in the **Pre-1950 American Car Club** magazine. For those of you who are unaware, AM General built the Humvee and the Hummer in addition to the 'CJ' the

2-wheel drive civilian version of the jeep so beloved by the US Mail.

The history and development of the Ford 'Capri' is featured in the **Swansea Historic Vehicle Register** magazine.

The pros and cons of ZDDPP in engine oils are discussed in the magazine of the **Reliant Sabre & Scimitar Owners Club**.

The colour codes on the side walls of Pirelli F1 tyres are explained in the **Mercedes Benz Club** Gazette as are the subtle variations in the Mercedes 'star' from its adoption and registration in 1909 to the present day.

Did you think that the trim in your P4 Rover was walnut? Think again. It is 'African Walnut', otherwise known as Benin Walnut, Nigerian Golden Walnut Bibola etc, so the **Rover P4 Drivers Guild** tells us.

An ingenious technique for balancing magna hub spoked wheels is explained in the magazine of the **Pre-1940 Triumph Motor Club**.

Could it be that the aims and objectives of the **Citroën Car Club** have been anticipated? It is claimed that 1,574 Volvos were assembled at Bruntingthorpe on Mother's Day to claim the Guinness World Record and to raise money for cancer research.

Congratulations to the **National Autocycle & Cyclemotor Club** on winning the 'Best Mixed Make Stand' trophy at the Stafford Bike Show.

It is with regret that we have to announce that the **Vintage Sports Car Club** has cancelled their 85<sup>th</sup> Anniversary Celebrations planned for this Summer.

There are some photographs of what will be an heroic restoration of a 1928 Morris 'Oxford' which has been laid up in a barn for more than fifty years featured in the magazine of **The Bullnose Morris Club**.

There is a feature on Cords in the magazine of the **Society of Automotive Historians in Britain** and a reference to the opening of the 'Heritage Hub' by Fiat in Turin, which is well worth a visit.

Sidecars and the alignment of the same feature strongly in the magazine of the **BSA Owners' Club**.

There is more on the Manchester XPAG Tests in the **MG Octagon Car Club** magazine.

The inventory of spares available for the A40 Farina, as listed in the magazine of the **A40 Farina Club** is quite remarkable.

If you visit Paisley in Scotland be sure to look out for the impressive 'Imp' mural as detailed in **The Imp Club** publication.



There is an account of the adventures of a 'Landcrab' on the Montlhery speed bowl. Grappling with a differential and tracking down a gas fitter's pressurisation tools for use as a home suspension pump up rig in the magazine of the **Landcrab Owners Club** International magazine.

The date for the **Francis Barnett Owners Club's** AGM is 11 August 2019 to be held at RAF Cosford at 1pm.

In the **East Anglian Cyclemotor Club** newsletter the 'MAC' shows a very interesting looking moped the Mokuli Type 200. It certainly looks great after its restoration.

A little article from the **Surrey Vintage Vehicle Society** magazine. A company bringing the original 1960's mini into the 21<sup>st</sup> century with an 80kw electric motor, with a range of 125 miles for £79,000.

In the latest **Rally Round** newsletter is a fabulous opportunity to see the stunning temples of Rajasthan in 2020. I would love to visit, but I don't think my RS2000 would make it!

**Wigton Motor Club** again have some interesting information in the current edition of Start Line. VW Group boss Herbert Diess stated that diesel cars are the cleanest, most economical and best for CO<sub>2</sub> still. Good news for someone like me who drives 100,000 miles plus every year in a 'dirty diesel Mercedes'.

The **Maestro & Montego Owners Club** have reported that the headline figures from DVLA at the end of 2018 show a decline in both models.

The **Jaguar Enthusiasts Club** have an excellent offer to restore your cars paintwork to 'like new' with a 15% discount from Exquisite Car Care.

Well done to the **Sunbeam Lotus Owners' Club** for raising the profile of these fine cars. If you have not already seen Car SOS on National Geographic, it is well worth a watch!

## ANNIVERSARIES AND CELEBRATIONS

The **Riley RM Club** celebrates its golden jubilee this year! Congratulations.

Another 50<sup>th</sup> anniversary! The release of the film 'The Italian Job' and its fleet of minis is described in the **Mini Cooper Register** and it makes fascinating reading.

2019 sees the Diamond Jubilee of the **Healey 3000** – doesn't time simply fly?

The **TR Register** magazine reminds us that the TR6 celebrates its Golden Jubilee this year whilst giving us information on the 'TR Youth Group' which has been in operation now for ten years.

The **Norton Owners Club** is celebrating its diamond jubilee this year – congratulations! There is also an illustrated article on the 'Range extender engine'.

It is the 40<sup>th</sup> Anniversary of the **Ford Y & C Model Register**.

The history of rallycross DAFs is recounted in the **DAF Owners Club** magazine together with plans for celebrating the 40<sup>th</sup> Anniversary of the Club in 2020. The procedure for purging air from your hydraulic jack is described.



The **AC Owners Club** magazine reminds us that it is the 110<sup>th</sup> anniversary of the first passenger cars to be manufactured under the AC name and gives us a brief history of events leading up to the decision.

Congratulations on the 25<sup>th</sup> Anniversary of the **Newbury MG Owners Club**.



# Classic Car Club Goes Carbon Neutral

To become 'Carbon neutral' an organisation must do as much as it can to limit the amount of Carbon Dioxide (CO<sub>2</sub>) that it emits and offset any that is emitted by such activities as planting trees which absorb CO<sub>2</sub> and give out Oxygen. If we can say that we do not emit more CO<sub>2</sub> than we can arrange to be absorbed, then we can claim to be Carbon neutral or to put it another way have a Zero Carbon footprint.

All cars which have internal combustion engines release Carbon Dioxide into the atmosphere as a by-product of the burning of their fuel. Modern cars have more effective ways of limiting the gases they emit than older vehicles, although all do emit greenhouse gases including CO<sub>2</sub>.

Greenhouse gases such as CO<sub>2</sub> contribute to global warming, this leads to rising sea levels and interference with weather patterns, which can lead to drought or other extremes of weather.

The Online Austin 7 Club, based in Lichfield, believes it may be the first classic car club to be able to say that it has achieved Carbon neutral status!

The club was set up for enthusiasts of Austin 7 cars built between 1922 and 1939. However, it caters for enthusiasts of other Austin cars and indeed other marques as

well and members have a variety of older vehicles in their care.

We recognize that our old cars would have a problem meeting modern emission controls and although they usually do a limited number of miles each year, they do give out more damaging gases than modern vehicles.

The suggestion that we should be able and willing to offset the carbon footprint of our vehicles came from a 'Round the World' trip (not in an Austin 7!) undertaken by Committee members Janet and Tim Griffiths. When visiting the Island of Madagascar, Tim and Janet decided that they could offset the CO<sub>2</sub> generated by their trip by contributing towards a reforestation project on the island. They calculated that in order to offset the carbon generated by their trip they would need to fund the planting of 55 trees.

Following their trip Janet and Tim proposed that the club should fund the planting of trees in order to offset our own carbon footprint. This proposal was carried at the Club's AGM. The question then became 'where would it be most effective to plant the trees?' It can cost up to £30.00 per tree to plant in this country, whereas in Madagascar it is possible to plant many more trees for the same money, and pay

towards their upkeep, thus funding much needed work on the Island. As the Carbon problem is a worldwide phenomenon it seemed that this would be a more cost effective way of offsetting the Club's carbon footprint than planting fewer trees in this country.

Tim has calculated that by contributing as little as £100.00 to the planting and care of 1350 trees on the Island of Madagascar, we off-set not only the CO<sub>2</sub> generated by our classic vehicles for a year, but also that from our modern everyday cars.

It would be a very sad day if we ceased to recognise the part played by older technology towards our Country's heritage. Classic transport of all types holds fond memories for an enormous number of people, some who are actually involved in cherishing and restoring old vehicles and many more who derive pleasure from simply seeing them around! It would be a sad day if these vehicles were banned from use and by offsetting the Carbon footprint from them, we hope that we are making some small gesture towards the future for our planet.

If you would like to make your Vehicle Club (or indeed, other organisations) carbon-neutral you can send donations to [www.edenprojects.org](http://www.edenprojects.org)



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# Steam Plough Club

The FBHVC caters for a rich mixture of historic vehicles which include Agricultural, Buses/Coaches, Cars, Commercial, Military, Motorcycles and Steam. Our aim is to feature related genres of vehicles to the wider historic vehicle community. Upon contacting the Steam Plough Club, they kindly allowed us to provide you with some information on Steam Ploughing. We hope you learn something new and enjoy the article. To find out more information about the club please visit their website <https://www.steamploughclub.org.uk/>



1 Almost universally the double engine system is seen today. This involves two engines, one on each side of the field, pulling an implement between them with a steel cable.



2 Each engine pulls the implement in turn. At the end of the pull the implement goes back the other way and the engine at rest moves forward the width of the work. The pull could be up to 800 yards.

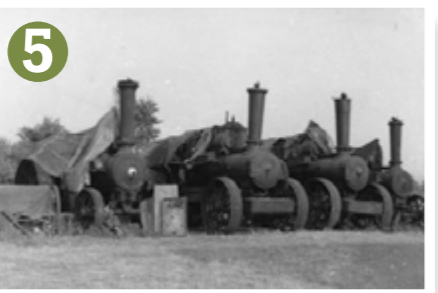


3 Implements are usually the plough or the cultivator. The plough pivots around its centre axle each set of plough blades operating in turn. The plough is steered.

A cultivator, using up to 16 tines, is turned by the power of the opposite engine as it starts to pull. At the same time the tines are lifted out of the ground. When the cultivator is ready the steersman pulls a lever to drop the implement into the ground.



4 Most ploughing engines were operated by contractors moving from job to job. The farmer was responsible for providing coal and water. Each plough gang consisted of a foreman, two drivers, a steersman and a cook boy. They lived in a van pulled by the engines. They stood in for each other during meal times so the work never stopped.



The last contractor sold in 1960.



6 A ploughing engine can be recognised as a very large traction engine with a winch drum under the boiler. The great majority are Fowlers with just a handful made elsewhere. The picture above is of a McLaren.



7 In good conditions a ploughing set can plough about 20 acres a day using roughly a tonne of coal. By contrast a horse plough could only manage 1 acre a day. The steam plough could plough deeper and cultivate ground impossible by other methods.



8 Ploughing engines can use the same cable system to dredge lakes.



9 The heyday of steam ploughing was between 1860 and 1919. Some sets lived on to be used again in the second war.

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Seen here in the beautiful Yorkshire village of Clifford is a former London Transport Volvo Ailsa bus, registration A101SUU. The vehicle operated for Black Prince Buses of Leeds back in the 1990s, and an event was held to commemorate this operator. The vehicle is owned by the 4738 Group of Birmingham who have superbly restored it to its original condition. It is seen here being driven by James Fairchild of the FBHVC legislation committee on 7th July 2019 which was his first time driving one of these wonderful front engined Volvo Ailsa buses.





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