

President: **Lord Montagu of Beaulieu**
Chairman: **David Whale**
Secretary: **Rosy Pugh**

All correspondence to the secretary at the registered office
Registered office: Stonewold, Berrick Salome
Wallingford, Oxfordshire. OX10 6JR
Telephone & Fax: 01865 400845
Email: secretary@fbhvc.co.uk.

About FBHVC

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

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

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.

Editorial

Geoff Lancaster

With something over 255,000 members of affiliated clubs it probably wouldn't surprise you, and it certainly doesn't surprise us, that we have our critics and detractors. It's part of life that these are the inevitably verbose members of the community. Constructive criticism is valuable feedback and we take it on board and use it to improve the services we provide. However occasionally, just occasionally, we are reminded that the vast majority of members who are at least aware of the Federation, recognise the value of the voluntary work we do and particularly in preserving the rights of highway access to historic vehicle owners. It was therefore enormously encouraging for me to witness several club officials who independently took the time to visit us at the Classic Motor Show to personally thank us for our work. It was also encouraging to see such an excellent turnout at Gaydon for Club Expo. We were honoured to be asked to deliver the keynote address at the symposium and Karl Carter, our trade and skills director spoke to a packed room on the excellent progress he has made in establishing a nationally accredited modern apprenticeship in historic vehicle restoration. With the importance of promoting the apprenticeship taking on an ever sharper focus, we have decided to attend the Practical Classics Restoration Show at the NEC on 12-13 April. Karl will be interviewed on the live stage each day with the latest news on this exciting initiative.

If you can't attend the show itself, you can always keep up to date with all the FBHVC news through the website (www.fbhvc.com) and now thanks to the persistence and vision of communication committee member, Alan Colman, we are talking directly to social media fans through our own Facebook page. (<https://www.facebook.com/messages/fedbhvc>). Alan is a serving officer of the West Midlands Police Motorway Patrol Group, with considerable experience of using social media. He does however stand absolutely no chance of ever working undercover as his face is familiar to millions as one of the stars of the TV reality show, Motorway Cops! We're delighted to have such a media savvy volunteer to lead our foray into the social media jungle.

And finally, if we really needed convincing that we must be doing something right, Rosy Pugh, our secretary has reported that we have broken all records for the number of clubs affiliated. Surely good news for the clubs and the Federation.

UK Legislation

Bob Owen

There are a few points of interest this month.

Firstly, the promised exemption Vehicle Excise Duty extension from the end of 1972 to the end of 1973 came into force on 1 April. But it will not be as simple as we might have expected. DVLA appear to have decided that, unlike when the VED exemption was first introduced, keepers will have to apply for a change of taxation class to 'historic' to gain the exemption.

Keepers with unexpired VED on that date will then be able to claim a rebate from the date of notification of the change, using Form V14.

There is another VED related matter where DVLA have decided to introduce a bit of process just to keep us on our toes. On 1 October, DVLA will cease to issue tax discs, which is of course a good thing.

However, for reasons of avoiding fraud, DVLA have decided that it is now necessary that on any sale of a vehicle with an unexpired tax disc, the VED registration expires and a new one has to be sought.

DVLA advise that only one third of vehicles sold second-hand actually have unexpired tax discs. But given that a very significant proportion of the overall sales will be by commercial organisations, such as hire companies and fleet owners, who tend to sell at the end of a given year of ownership, it seems evident that a much greater proportion of private vehicle sales, especially of cars, will have an unexpired tax disc. The need for the new keeper to apply at the outset for a new disc will increase the effort involved in a second-hand vehicle purchase. It is likely that a significant proportion of sales of historic vehicles will be affected by this change.

You will note I have referred to the tax disc, because DVLA currently say that all vehicles are covered by this need, even if they are exempt, and no VED is in fact payable. The purpose of the need for the renewal process is not currently clear, as DVLA will gain knowledge of the new keeper through the V5C transfer process, continuous insurance will be in force and DVLA has direct knowledge of the existence of an MoT Certificate where one is required for the vehicle. The Federation has questioned the justification for the proposed process, but at the moment members should be aware of the likelihood that that is what will happen.

There are two more remote issues, both concerning London, of which you should be aware.

The London Councils are proposing to ban lorries over 18 tons from entering their area if they do not have side bars and additional mirrors, to enhance cycle safety. The Federation has approached the London Councils to seek assurances that historic vehicles in London will not be excluded, as they will normally be running in controlled environments where their cultural difference from modern vehicles will be evident.

There are proposals gradually developing towards an Ultra Low Emission Zone. They have a long way to go, but the Federation is getting in as early as possible to ensure that historic vehicles are not excluded as they are used so infrequently and then usually for defined historically related purposes.

Two final EU related points should be raised.

The Roadworthiness Testing Directive is now in final form and we do have the text, which we are analysing. We will then be ready to engage with the Department for Transport after adoption of the Directive which is still expected to occur in April.

And finally, we are involved, primarily through FIVA, in investigating the possibility that inclusion of certain chromium products into the EU REACH Regulations (which concern hazardous chemicals) could make chrome plating difficult or impossible in the future. We will let you know how this develops.

DVLA

Nigel Harrison

Extension of Historic Vehicle Tax class threshold

On 1 April 2014, the threshold for Historic Vehicle taxation class moved from 1 January 1973 to 1 January 1974. This means that vehicles made in 1973, or registered in 1973, are now entitled to have the tax class of Historic Vehicle. However, the conversion from the existing tax class, e.g. PLG, to Historic Vehicle is not automatic. The registered keeper will have to claim it using the documents detailed below.

If the year of manufacture is not recorded on the V5C, and if the vehicle was registered from 1 January 1974 up to and including 7 January 1974, DVLA will let you register it as a Historic Vehicle, based on the assumption that the vehicle would have been made in the previous year.

There is no need to wait until the existing tax has expired, before applying for the Historic Vehicle tax class.

The DVLA information leaflet which explains about the Historic Vehicle tax class is leaflet INF34 that is called *Taxing Historic Vehicles*. This will be revised by DVLA to reflect the changes being made. Unfortunately INF34 is not available to download but can be obtained by ringing 0300 790 6802 or emailing Stores.order@dvla.gsi.gov.uk

Applying for the Historic Vehicle tax class

The following documents will need to be taken to a Motor Tax Post Office:

1. The V5C Registration Certificate. In the change section, put the tax class as Historic Vehicle, and sign and date the V5C. (Ignore any legacy note relating to DVLA Local Office.)
2. A V10 *Application for a Tax Disc*. On the form indicate a tax class of Historic Vehicle. (Ignore any note relating to an insurance certificate requiring to be produced). Any received V11 *Renewal Reminder to Get a Tax Disc* form should not be used.
3. MoT Certificate.

The Post Office will retain the V5C and post it onto DVLA in order for them to change the tax class to Historic Vehicle and issue a new V5C. Subsequent V11 Renewal Reminders should have the tax class of Historic Vehicle.

As with any communication with DVLA or government body, it is suggested that consideration be given to making a photocopy of all documents that are sent to DVLA.

Refund of Remaining PLG Disc

Once the vehicle has been taxed as a Historic Vehicle, it will be possible to get a refund for each full calendar month left on the tax disc. A V14 form, which is called *Application for a Refund of a Vehicle Tax Disc*, should be completed and the PLG tax disc attached with clear tape to the form, then posted to DVLA. The PLG tax class is used as an example, and the same will apply to other tax classes.

Missing V5C Registration Certificate Part of the process for claiming the Historic Vehicle tax class is that the V5C needs to be amended. If the V5C has been lost or mislaid then to get a replacement one it will be necessary to fill in a V62 form. This form is called *Application for a Vehicle Registration Certificate*. The current fee for a replacement V5C is £25.

Correction of engine details on a V5C

With the vast majority of tax classes, e.g. PLG, these are dependent on engine size/type. This means that when an engine change, or correction of the engine details, is notified to DVLA, there needs to be independent verification of the new engine details before DVLA will accept the change. The Historic Vehicle tax class is one of the few tax classes which is independent of engine size, so changes in engine size/type are not subject to independent verification by DVLA.

If the engine details on a 1973 vehicle are incorrect, it will be clerically simpler for the owner if the amended details are notified to DVLA on the new V5C that indicates the tax class of Historic Vehicle, seeing that no independent verification of engine size/type would then be required.

Incorrectly dated vehicles

There will be a minority of vehicles that were registered in 1974 but were made in 1973 (or earlier), but DVLA does not have the year of manufacture recorded as 1973 (or earlier). Typically these will be sold off military vehicles, imported vehicles, vehicles that were slow to sell and hence registered later.

If an owner wants the year of manufacture corrected then there should be contemporary documentary evidence, which should either be an extract from the manufacturer's records, which indicates chassis numbers, or an extract from the appropriate Glass's Check Book. The Glass's Check Books come in three versions for cars, commercial vehicles, and motorcycles. The appropriate specialist vehicle club should be able to assist in providing a copy of the appropriate Glass's Check Book, or extract from the manufacturers records, but they could well charge a fee for this service.

Note that a dating letter on its own will not be sufficient to get the year of manufacture corrected. There needs to be contemporary evidence, which will include a chassis number, or bandwidth of chassis numbers and dating information.

To correct the year of manufacture the documentary evidence and the V5C will need to be sent to DVLA. Only when the corrected V5C has been issued, will it be possible to go along to the Post Office with the newly issued V5C and claim the Historic Vehicle tax class.

Historic Vehicles – the small print

The existing usage criterion continues. This is the definition contained in the DVLA leaflet V355/1 called Notes about Taxation Classes. 'All vehicles, *except buses and goods vehicles used commercially* are exempt from vehicle tax if they were constructed before 1/1/1974. See leaflet INF34.' If a bus or goods vehicle is used commercially, there is not an entitlement to apply for the Historic Vehicle tax class.

V765/1 updates

DVLA have asked us to remind clubs listed on the V765/1 that this list is updated every four or five months with amendments sent in by clubs and is available from www.gov.uk/vehicle-registration/old-vehicles. Club contacts do change and the most recent version should be used.

TYRES

James Fairchild

Over one year into MoT exemption, I thought it might be an opportune moment to mention 'les chaussettes' as the French call tyres (translation: socks). For buses and trucks used 'in service', VOSA mandate that the driver does a visual check of tyres every day. In the case of an historic car that goes out once a month, checking tyres, and various other things, as part of the prep before pulling off the driveway each time is good practice. The VOSA checks require inspection of tread (to verify that there is tread, remove any stones etc.) and the visible surfaces (for exposed cords, cracks, etc) as well as checking the wheel nuts visually.

What are we looking for? Plenty of tread is the obvious thing, but we are also looking for uneven wear patterns and any cracks, exposed cords or bulges in the side walls as well as things like stones or twigs. It is easy to forget that tyres have two sidewalls, so get those wheels jacked up and removed so that you can take the tyre off to look at the other sidewall as well and inspect or clean anything else that is in that area, as well as removing the spare tyre from its cradle.

The other obvious thing is to check the tyre pressure. I find the easiest way to do this is to drive to my local superstore, which has 'free air' and a machine on which I set the required pressure on a digital display, then connect the airline to the tyre, and it either blows up or deflates as necessary, giving three beeps when done. Depending on the car, the correct pressures (which may well be different for front/rear, or for winter/summer, or for empty/full load, or for high speed/lower speed, or for radial/crossply, or for different tyre sizes, or for different brands of tyre, etc.) should be in your handbook or manual, or alternatively marque-specific owners clubs may be able to give an opinion of the best pressures for your vehicle. Remember to blow all five up! If your wheels are inflated with nitrogen, then the pressures still need to be checked, and the top-up needs to be with nitrogen to maintain the benefits (which I won't go into here). Also recall that tyre pressures are 'cold' pressures.

One other thing to check, which typically gets omitted, is to look at the age of the tyre. Many of us will be familiar with the tragic case in 2007 of the MGB driver who had bought some 'new old stock' tyres. One of these blew out at speed, and in the investigations turned out to be over 20 years old. There was also a coach crash in September 2012 where a front tyre on an Eos coach belonging to the operator MerseyPride blew out and was found to be 19 years old.

All tyres should be stamped on one side or the other with a date code. Tyres manufactured in the 21st century will have four digits in the format 5212, where the first two digits are the week and the last two the year (so the last week of 2012, in my example). Tyres manufactured in the 1990s will have three digits and a triangle (where 017 is the first week of 1997) where tyres manufactured in the 1980s and prior will just have three digits (017 could mean first week of 1987 or first week of 1977). If a tyre doesn't have a code, or it has worn away to the extent it is illegible, then err on the side of common sense and caution. How old tyres ought to be before replacement will depend on many factors, including a detailed appraisal of the tyre off the rim, as well as an understanding of the typical use that the vehicle is put to. Clubs may wish to tailor this advice based on their specific knowledge. On its website Bridgestone says: '*many tyre companies, including Bridgestone, warrant their tyres against manufacturing and material defects for five years from the date of manufacture. Based on their understanding a number of vehicle manufacturers are now advising against the use of tyres that are more than six years old due to the effects of ageing*'. Continental says: '*Continental recommends that all tyres (including spare tyres) that were manufactured more than ten (10) years previous be replaced with new tyres, even when tyres appear to be usable from their external appearance and if the tread depth may have not reached the minimum wear out depth.*' Also bear in mind that recommendations from manufacturers (whether of tyres or of cars) may apply to current production rather than historic vehicles.

It is also worth noting that tyres on a vehicle used rarely may actually deteriorate faster, particularly in terms of sidewall cracks, than those on a car that is daily transport. Naturally, the spare tyre on any car, modern daily transport included, is also caught by this. The British Tyre Manufacturers Association states '*Tyres that are used infrequently (e.g. caravans) and/or in coastal areas will age more quickly*'.

In December 2013 VOSA (now DVSA) issued a Recommendation to the bus/coach industry, stating: '*As a precaution, the Department for Transport strongly recommends that tyres over 10 years old should not be fitted to the front axles of buses and coaches. Such tyres should be fitted only to the rear axles of vehicles as part of a twin tyre combination.*' For the benefit of those not overly familiar with commercial vehicles, 'twin wheel' relates to two wheels on each side of the axle (as seen on the rear axle of virtually all buses, old and new) and 'single wheel' relates to one wheel on each side of the axle (as on virtually all cars).

David Hurley, past chairman of the FBHVC's legislation committee, suggests that pre-1950 buses/coaches with tubed tyres have a very low risk of delamination, hence an age limit is disproportionate. Also, vehicles of this age typically have low maximum speeds.

Vehicles (of all types) that are particularly susceptible to running on old tyres could include those where new tyres of the correct size/type are no longer available or are prohibitively expensive. Where clubs represent vehicles where this is known to be a concern, we hope those clubs will go the extra mile to reinforce the points about tyre condition and safety, and

potentially where it is feasible to do so, to have conversations with tyre suppliers about bulk orders or on technical studies to establish the suitability of alternative sizes on particular models.

It is also worth reminding people that the tyre code contains a letter for the speed rating. Certain tyres may be intended for plant/machinery, and could have a very low speed rating (example, speed rating B is suitable for a maximum speed of 31mph (the higher the letter the higher the permitted speed). Do bear this in mind when sourcing tyres. If tyres are fitted to a lower speed rating than the Original Equipment specification for your vehicle, insurance companies may need to be informed.

Potentially there may be further research into the effects of tyre age (and other factors) in the future. Should the need arise, we would respond appropriately to any consultation on the issue, seeking that any measure would be proportionate and appropriate to older vehicles and their owners as well as reminding legislators that solid tyres/cross-ply tyres/tubed tyres are in regular use within our movement and that different treatment to modern cars doing 70mph (and more) with harsh braking on a daily basis may be appropriate.

Finally, it is no use in having good condition tyres without considering the rim itself. The Matra Enthusiasts Club report a known case of a Renault Espace (which has its spare tyre in a cradle below the car, and thus susceptible to salt and muck) where the spare tyre had literally rusted through. The picture shows your author's Renault Espace series one, which had all five of its steel wheel rims grit-blasted and powder coated. Whilst wire brushing and painting could be almost as good, the advantage of grit-blasting is that all of the metal (including crevices) is reached. This cost £13 plus VAT per wheel, then £10 per wheel to a local tyre fitter for attaching rim to tyre/new valve/balancing, fitting to the car, and removing the next wheel and splitting it - and yes, I did them all individually due to not being able to find additional spare rims of the correct profile/pattern/offset. There may be companies around who can offer an inclusive service. Similarly, many companies advertise alloy wheel refurbishment, but check for precisely what they do first. Again, when inspecting tyres, take off trims, and remove the wheel itself in order to look at the inner face.

Links:

Bridgestone article <http://www.bridgestone.com.au/tyres/passenger/care/age.aspx>

Continental article http://www.tyresforlife.co.uk/www/tyres_for_life_uk_en/themes/tyre-information/how-old-are-your-tyres-en.html

British Tyre Manufacturers Association http://www.btmauk.com/data/files/Replacing_Car_Tyres_1_June_2011.pdf

VOSA Dec 2013 Recommendation <https://www.gov.uk/government/publications/public-service-vehicles-tyre-age-recommendation>

Trade and Skills

Karl Carter

Craft Apprentice of the Year Award

Have you got an outstanding young trainee/apprentice?

The new joint venture with the Worshipful Company of Coach Makers and Coach Harness Makers are looking for nominations for the 2014 awards. The award for the most outstanding trainee/apprentice is circa £3,500 with a runner-up award circa £1,500 also being considered. (*Editor's note: If you like me were puzzled that the prize amounts are not fixed, the explanation lies in the fact that the award is made possible each year through the generosity of the Davey Trust. This bequest ensures the existence of the award in perpetuity but is subject to the vagaries of interest rates.*) All trade supporters are eligible to put forward candidates aged between 18 and 25 years and who are demonstrating excellent skills, dedication and potential for future development in the industry. Trade businesses have to be very small to medium enterprises with less than 15 employees.

Application forms are available from the FBHVC Secretary and further details are on the website in the Trade and Skills section.

FBHVC Vehicle Restoration Apprenticeship

The apprenticeship framework is now progressing and we have had the first of two meetings that will be held with an expert group from restoration businesses. The group will review the content of the course to ensure it meets the requirements of the industry before being submitted for government approval. The second meeting will be held in April and we are still on target for submission to government for accreditation in May this year.

Having established that the industry requires about 200 apprentices per year from the survey the Federation has undertaken, this will be used in the submission to the government. As a guideline apprenticeship schemes need to have a requirement for at least 50 apprentices per year to get the accreditation, so we are significantly above that number.

During the last two months a number of colleges from around the country have made contact with us to find out more about the apprenticeship scheme. I am pleased to be able to report that Leeds City College announced on 12 February that they are planning to launch the course in September 2014, using the accredited framework. In their announcement Leeds City

College stated that it has not been able to run a full-time funded course since funding for its City and Guilds qualification was withdrawn by government approximately eight years ago.

Leeds City College will be able to get funding for their classic car restoration course by using the FBHVC framework, once it is accredited in May.

Welcome

Welcome to the following traders who have joined as supporters:

Air Monkeys Ltd
AJF Motor Engineers
Anthony Simister Rolls-Royce Specialists
Castle Hill Car Festival
Clark & Carter Restorations Ltd
Classic Oils
Odin Engineering
Penrite Oil Company
RR & B Garages Ltd

HERITAGE PRESERVED IN BICESTER

Geoff Lancaster

We have reported earlier on the central role of our patrons in providing the funding to kick start the curriculum development for the FBHVC Modern Apprenticeship in Historic Vehicle Restoration. The combined contributions of Bicester Heritage, MG Car Club and McGrath Maserati have ensured that we are on schedule to launch the first courses at the start of the next academic year in September this year. Indeed, the Federation will be exhibiting at the Practical Classics Restoration Show in April and will use the show as a platform to start recruiting potential students. So if you know of any keen youngsters between the ages of 16 and 18 send them to us at the NEC and we can brief them on the available courses.

With curriculum development well in hand at the Institute of the Motor Industry, it was necessary to draw down funds and therefore the opportunity was there to visit Bicester Heritage (www.bicesterheritage.co.uk) and to meet its key promoters, chairman, Francis Galashan and managing director, Daniel Geoghegan. Both men are confirmed car nuts, Francis a competitor in long distance historic rallying and a circuit racer, and Daniel a regular competitor in VSCC competition events. Three members of the FBHVC board made the trip, chairman, David Whale, trade and skills director, Karl Carter and myself.

It's worth spending a little time tracing the genesis of Bicester Heritage as it is destined to play an increasingly prominent role in the historic vehicle scene. Daniel Geoghegan had the vision to grasp the unique potential of an abandoned RAF base. RAF Bicester is a former World War I bomber base, World War II training and glider operations base and latterly a motor transport supply depot. The site itself has considerable heritage significance. It is a splendid example of an RAF station of the period and is largely unmolested and intact, featuring many iconic buildings such as the A and C type hangars, the control tower and the Guard House which is currently Bicester Heritage's headquarters. Daniel's vision was to turn this 348 acre ex-MOD site into the UK's premier centre for just about anything related to the upkeep, renovation, preservation, storage, preparation and general enjoyment of old vehicles and aeroplanes. What is more, Bicester Heritage is dedicated to do this whilst preserving the unique character of this heritage site. A private equity specialist, Daniel put together the consortium that finally succeeded in acquiring 348 acres of prime Government real estate: a not inconsiderable investment. He is also managing the sensitive restoration of the site. During our visit some pretty extensive infrastructure works were being carried out. As Daniel himself quipped, 'We like lead in our petrol but not in our water pipes!'

Although largely mothballed since 1976 the buildings are in surprisingly good order. One of the large hangars, last used by the USAF during the first Gulf war, features air conditioning and humidity monitoring making it the ideal base for secure storage specialists, Historit (www.historit.co.uk). This enterprising venture stores and cares for old cars and aeroplanes ensuring that time-poor owners can drop in at any time to enjoy their car or plane in the knowledge that it will be ready and waiting for them. The location of Bicester Heritage in middle England just off M40 junction 9 and 10 and literally minutes from Bicester's train stations makes Historit a very favourable venue for 'city and country types alike'. Several other businesses are in various stages of joining the BH family including a specialist vehicle trimmer and a sand blasting operator. Dan and his enthusiastic investor team plan to bring in different businesses to take over the numerous old buildings as they are renovated. They are targeting renovation and maintenance specialists, including all car-related skills such as upholsterers, paint sprayers, panel formers and engine builders. All trades associated with aircraft restoration and preservation are also on the list. The range of buildings suits all types and sizes of enterprise with units starting at 500 square feet going up to a massive 60,000 square feet. The vision is for a 'one stop shop' for all lovers of old cars and planes.

There are also plans to establish an academy on site so that the rapidly diminishing wealth of restoration skills can be passed on to the next generation. And this is of course how the association with the Federation arose as we share the goal of skills retention.

In addition to housing restoration enterprises Bicester Heritage is increasingly coming into use as a venue or waypoint for visiting clubs and longer term Daniel harbours longings to turn the rather overgrown perimeter track into one of more sporting significance. We shall be watching the developments with keen interest and suspect that this visionary resource is set to play a significant part in the historic vehicle scene in the UK.

Technical and Events

Tony Davies

Spring is in the air and the calendar of events is now becoming more populated. A number of enjoyable scenic tours are available such as the Corinium Run (www.cirencesterclub.com) on 13 April with the St. Georges Day Classic Tour and MK Classic taking place on our Drive It Day on 27 April. The Cotswold Economy Drive (10 August) is also a fun day out from personal experience. Have a look at the HRCR website (www.hrcr.co.uk/Scenic_Tours) and the Retro-Speed website (www.retro-speed.co.uk) for further information and other tours.

In addition there are plenty of other events on which to get out and enjoy ourselves. These include HERO's Scottish Malts (www.heroevents.eu/Events/ScottishMalts) – a straightforward introduction into classic rallying; the Three Castles Welsh Classic Trial (www.threecastles.com) or, if you prefer the near continent, maybe the French Revolution (<http://conquestevents.co.uk/site/>) is more to your liking. All of which are good social events as well as providing a level of competition.

I promised to let you know how Tim Lawrence and I did in Tim's 1967 MGB GT on the recent Winter Challenge to Monte Carlo. Suffice to say we managed eleventh overall and third in class after a rather eventful rally. We experienced the full spectrum of weather with some significant snow falls in the Alpes Maritimes. Nevertheless, the rally was enjoyed by all crews and the consensus of opinion after the rally was 'roll the next instalment'. One to look out for in 2015 (or 2016) I suggest.

Technical topics continue to exercise our minds with FIVA ID cards still a cause for concern for some folks. As I mentioned last time they are commonly misunderstood but are used to document the extant build of an historic vehicle; nothing more nothing less. Our FIVA ID card guru, Paul Loveridge is contactable via Rosy Pugh, our secretary, secretary@fbhvc.co.uk and he will be happy to answer any detailed questions you may have.

Time has been called so enjoy the spring and early summer and I look forward to meeting some of you out and about on various events during the coming months.

DIARY DATES 12-13 April Practical Classics Restoration Show, NEC

13 April Sunbeam MCC Ltd Pioneer Run

27 April FBHVC Drive It Day™

17-18 May Beaulieu Spring Autojumble

26-29 June Goodwood Festival of Speed

6-7 September Beaulieu International Autojumble

11-14 September Heritage Open Days

12-14 September Goodwood Revival

11 October FBHVC AGM, Paulerspury

England's Motor Heritage from the Air

Author: John Minnis

Published by English Heritage, £35

ISBN 978-1-84802-087-0

John Minnis is establishing himself as something of a specialist on heritage architecture and the influence that the development of motoring and the automobile has had on it. His previously published work, written in conjunction with Kathryn Morrison, and published by Yale last year, earned wide acclamation and indeed featured as the cover story for issue 1 of FBHVC News in 2013. That book, *Carscapes: The Motor Car, Architecture and Landscape in England*, went on to win the Peter Neaverson Award for Outstanding Scholarship from the Association of Industrial Architecture and the prestigious Michael Sedgwick Award from The Society of Automotive Historians in Britain.

What better way then to follow this success than to exploit English Heritage's unique collection of aerial photographs many of which have never previously been published. This resource deserves some examination. The Aerofilms Collection was acquired by English Heritage as recently as 2007 and is a unique collection of birds-eye views on the country. It includes no less than 1.26 million negatives and more than 2000 photograph albums. Since acquiring the collection English Heritage have worked quickly and hard to preserve the fragile material and much of it is now freely accessible through their excellent Britain from the Air website. Google Maps might be able let you check out your neighbour's garden last year but it can't

show it from the air in 1930! In fact the collection features photographs from 1919 (no doubt taken by former RFC personnel deploying their reconnaissance skills in less warlike circumstances) right up to 2006. As a whole it portrays an unparalleled view of the changing face of Britain in the last century. John Minnis's selection illustrates the influence of motoring on this landscape but the collection is extremely diverse covering urban, suburban, rural, coastal and industrial scenes. It is therefore a hugely significant resource whatever your area of research.

That John Minnis managed to create a coherent and representative view using just 150 black and white photographs from the dazzling selection available is credit enough. That he has also managed to pen delightfully concise yet truly insightful captions is all the more laudable. The book is organised in chapters to chronicle the development of motor transport and its influence on the landscape. Indeed in chapter 1, The Dawn of Popular Motoring, this influence is pretty much non-existent. In the studies from the air of Kensal Green (1921) and Morecombe seafront (1920) the only form of transport visible is horse drawn. In fact were it not for the navy destroyer somewhat sinisterly tied up to the pier in the latter, it could well be a scene from the previous century.

Public transport has given rise to a surprising array of iconic buildings and this book picks out some of the more familiar tram and bus depots, some which have survived, pressed into service as retail outlets and others, which like London Transport's Aldenham Works linger only in my childhood memories, it having been demolished to make way for a business park.

The chapter covering automobile manufacturer's premises is of particular interest to students and lovers of automotive history. All the major twentieth century manufacturers are covered and most of the names, Leyland, Luton, Canley, Longbridge, Cowley et al are familiar (some I have actually worked in) but it is the unfamiliar that are fascinating. There is a photograph from 1927 of the Edgware Road. There are a number of transport related premises featured, a tram depot, Daimler's London service depot and most interesting, the UK headquarters of General Motors, pre-dating the expansion of Luton in the 1930s. Helpfully Mr Minnis tells us that it was here that the mighty GM assembled CKD Buick cars and surprisingly popular Chevrolet Trucks.

Filling stations and garages haven't changed much in the last 25 years. Their design follows an obsession with efficiency and convenience, and the slavish adherence to uniformity ensures a blandness which deserves not a second glance. Feast your eyes then on the chapter dedicated to such buildings in this book. No longer with us as either building or business is Henly's at Brentford. Surely one of London's most recognisable art deco buildings along with the Hoover building (now a Tesco!) and the Firestone tyre works: incidentally all three from the same pen. And which of us as boys (and girls) didn't thumb through the pages of Motor Sport magazine in the '50s and '60s and daydream of turning up at Performance Cars in Brentford clutching a fistful of fivers ready to jump into a rakish two-seater convertible and roar off in pursuit of the opposite sex. The featured picture from the summer of 1961 evokes such memories. An Aston Martin DB2, a TR3 and an MG TD can clearly be made out in the shot.

Entitled 'Out for the Day' this chapter features photographs of precisely that. Derby Day, the Brighton Road, the Ace of Spades roadhouse, Brooklands, Brands Hatch, Mallory Park and a compendium of seaside views are all captured, variously photographed between the 1920s and 1950s. What strikes one about all these pictures is the absence of anything that could be described as 'traffic' despite these venues' popularity. Even the seaside features a surprising scarcity of population.

Subsequent chapters, equally fascinating, chart the development of roads with the birth of the bypass and later the motorway, the reconstruction of our great cities from the bombing of the Second World War, and the impact of the New Towns on the landscape. This is an excellent glimpse into the unique archive that is the Aerofilms Collection and I commend it to anyone interested in our motoring heritage. If it doesn't send you scurrying to the 'Britain from the Air' website I'll eat my flying helmet!

HERITAGE

Keith Gibbins

Drive It Day™ on Course for Record Participation

Volunteers on the heritage team at the Federation of British Historic Vehicle Clubs (FBHVC) are predicting a record turnout for this year's Drive It Day event which takes place on Sunday 27 April. Enquiries and venue bookings are well up on last year at this time and the availability for the first time, through FBHVC, of five museum waypoints for clubs to use has encouraged more clubs to organise events around these attractions.

Ken Coad, the lead organiser on FBHVC's heritage team is very encouraged by the high level of interest this year: "Last year was our biggest event ever with the Sunday Times estimation that there were 250,000 historic vehicles on the roads. With the interest we have seen to date this could easily be topped. Club organisers should ensure they register their interest with us so that we can secure their privileged parking with the venues. It would be an embarrassment to turn up on the day with your club to find the parking is all taken. For the sake of a phone call your places can be assured."

Arrangements have been made with the following venues to act as waypoints for the day:

Heritage Motor Centre Gaydon

Brooklands Museum

Bressingham Steam and Garden Centre,

Cotswold Motoring Museum Lakeland Motor Museum

In addition the secretary will be at the Royal Oak, Bishopstone near Swindon as has become traditional.

For more information or to book a venue for your club call Ken Coad on 01923 262960 or check our Facebook page.

Drive It Day™ was created and is promoted each year by the Federation of British Historic Vehicle Clubs Limited (FBHVC) and has been registered as a trade mark. It commemorates the 64 cars that left London on a 1000 mile trial in April 1900. The objective for 2014 is to attract as many up and running eligible vehicles as possible out on the roads for this special day.

CLUB NEWS

David Davies

The **Riley Register** celebrates its diamond jubilee next year and is keen to trace any founder members – even if they no longer own a Riley. The Bulletin has a useful article on the SU electro-mechanical fuel pump and its many little foibles.

The magazine of the **Association of Singer Car Owners** reminds us that the Singer Chamois is celebrating its golden jubilee. We are also informed that there are 11 different types of tyre fitted to Dinky Toys.

The **Greeves Riders Association** magazine informs us that it is fifty years since the introduction of the first all-Greeves motorcycle, the 24MX1, the Challenger.

The **Vintage Sports Car Club** is celebrating its 80th anniversary at the East of England showground, Peterborough on 4-10th August. The public day is Saturday 9 August.

The bulletin of the **Alvis Owner Club** tells us that the International Alvis Weekend will be on 29-30 August at Abingdon, Oxfordshire and an Alvis owner recounts his experiences with his car as a film extra.

Did you know that a 78 rpm record was produced by Austin to promote the A40 at the time of its launch in 1947? The magazine of the **Austin Counties Car Club** has the full story – and has anybody still got one? Their 2014 annual rally will be at the Bubble Car Museum at Langrick, near Boston on 11-13 July (with the additional attraction of the National Parrot Sanctuary is just around the corner).

The **Riley RM Club** magazine tells us that a 1951 Riley Drophead made \$88,000 at an auction Florida recently.

The **Sentinel Drivers Club** Transport News can be relied upon to give us a wonderful selection of period photographs. The last issue has the remarkable story of the survival of the Sentinel Shunter from Fry's Chocolate factory in Somerset.

The magazine of the **Model T Ford Register** has a biography of Bill Faulkner, one of the great motorcycle trials riders of the 1950s and '60s.

Does anyone know what became of PBH 1, the Buckler 90 built by the RAF apprentices at RAF Halton? The **Buckler Car Register** would dearly like to know.

The **Wolseley Owners Club** festival weekend will take place at Gaydon on 8-10 August. The last Wolseley produced – a 18-22 wedge of 1975 will be in attendance.

The **Series One Land Rover Club** magazine has a photograph of Fidel Castro's Land Rover which is on display in Havana.

The **Mini Cooper Register** remind us that it is 50 years since Paddy Hopkirk won the Monte Carlo Rally with an imaginatively illustrated article about the event. There is an article on the subtleties of hydrostatic suspension – including the formula for the fluid itself. There is also a reference to the reintroduced SP44 tyres and the interesting price.

Did you know that driving test/sprints were held around Burton's menswear factory in Leeds in the 1950s? The **Preston and District Vintage Car Club** magazine tells all.

The cover of the **Talbot Owners Club** magazine has one of those atmospheric photographs of the Clement Talbot Assembly depot with flat 'ats being almost universal. Inside is a useful article on the application of LEDs to the lighting systems of our vehicles.

The **Horsham Historics** seem to have a fascination for pumping stations! Their newsletter recommends a trip to the Papplewick (near Nottingham) pumping station when it is in steam and to Claymills pumping station at Burton-upon-Trent to co-incide with a 'streaming weekend'.

The **Crossley Register's** impressive newsletter has an article claiming to have identified the location of Beckfoot, the fictitious location used in the Swallows and Amazons books. It just so happens that the location includes the house once owned by Sir Kenneth Crossley!

Some extraordinary photographs of what must qualify for the world's greatest barn finds is illustrated in the **Steam Car Club of Great Britain** magazine. What appeared to be a random pile of timber concealed a one-owner Stanley Runabout, which has now been restored. There are also some useful observations on broken stud or screw removal – something that all of us have encountered at one time or another.

There is a photograph and a brief report on a Triumph 1800 that has found its way to Transylvania in the **Triumph Razoredge Owners' Club** magazine.

There is a tantalising little article and a photograph of the Asp - a concept car built by Rootes in 1964 in the **Imp Club** magazine. We have to assume that it was scrapped, don't we?

A report on rubber production in the **Classic and Historic Car Club** magazine tells us that 10.9 million tonnes of natural rubber is harvested each year and that 15 million tonnes of synthetic rubber is manufactured from fossil fuels. Substitutes that are under investigation include a species of Russian dandelion, *taraxacum kok-saghyz*. It seems that our dandelions are not big enough...

There is a reprint of a race test of the Hartley Ariel that was robustly campaigned by the late Peter Ferbrache in the 1950s in the magazine of the **Ariel Owners Motor Cycle Club**. Is this machine still in existence? And there is a use for Tesco! The clubs point out that the single-use foil baking trays are perfect for catching the odd drip of oil and if you run over them you can simply bend them back into shape!

There is an extraordinary story of survival in the **Austin Ten Drivers' Club** magazine. An Austin 8 open tourer, from Government procurement contract No 294A/502, was allocated to the RASC and sent to France with the BEF. It was left behind in the evacuation at Dunkirk, to be salvaged by the Wehrmacht and put back into service. In due course, it was liberated - to be requisitioned by the Free French for use in the Fire Service. By 1950 it was deemed to be surplus to requirements and was sold to a French car breaker, a Monsieur Baril, who used it as his daily runabout. The car survived through three generations of the Baril family and is now undergoing a full restoration.

There is an interesting biography of the British Daimler marque in the Magazine of the **NECPWA** –which points out that the Daimler Motor Company still exists.

Whilst MoTs are not required on pre-1960s vehicles any more, the safety check list published in the **Ford Sidevalve Owners Club** is an excellent idea.

There is a description of a fully working 1/6th scale model of a 1932 J Duesenberg that took ten years to build in the **Morris Register** magazine. Everything works: the engine, the gears and the lights. I think that the builder should get out more...

The **Morris Commercial Club** magazine and a highly topical article on experiments down the years with battery-electric vehicles, ending with the Sherpas trialled by the Post Office in the 1980s.

The magazine of the **Velocette Owners Club** has an article on home-built OHC twins. Apart from the well-known Covell do any of the other survive?

The magazine cover of the **BSA Bantam Club** has an atmospheric photograph of Mole Benn and his race machine at the Ace Cafe. Inside is an informative feature on the Shuttleworth Museum at Old Warden.

There is a delightful article in the **Vintage Austin Register** magazine concerning a set of Safety First cigarette cards produced by W.D & H.O Wills in 1935. All of the topics illustrated are just as relevant today as they were then.

There is a brief account of yet *another* long-distance drive in an Austin 7 in the magazine of the **Devon Vintage Car Club**. A couple from Baltimore took their 1928 Chummy to Regina in Canada and thence to Chile and Punta Arenas in 2012.

Some observations on auction prices in the magazine of the **Southend and District Classic Car Club**: it seems that the 1941 Cadillac once owned by the Duke and Duchess of Windsor failed to meet its reserve at an auction in the USA despite a bid of \$415,000.

There is a tantalising report on the Bressuire Grand Prix Historique in the **Reliant Sabre and Scimitar Owners Club** magazine. This event will take place at the end of June. Bressuire is about 270 miles from Cherbourg. It sounds to be really good weekend in the French style. Ask for details from clfillon@wanddoo.fr.

A useful holiday check list for campers, which appears to cater for all emergencies, is printed in the journal of the **Dormobile Owners' Club**.

The splendid magazine of the **AJS and Matchless Owners Club** remind us of their International rally to be held in Denmark over the weekend of 22-25 May.

There are always some delightful photographs in the magazine of the **National Traction Engine Trust** – but then, their machines are very photogenic, aren't they? They tell us that 288 machines were in attendance at the Great Dorset Steam Fair - and list them all. All doing their bit for global warming I trust... There is also a brief but interesting biography of Richard Shuttleworth, whose untimely death led to the foundation of the Shuttleworth Trust.

The **Sunbeam Talbot Alpine Register** tells us that there will be an anniversary tour to mark the 60th anniversary of Sunbeam's outright win in the 1955 Monte Carlo Rally Details from Ken Sparkes: 01487 830633 or www.kensparkes-sunbeamalpine.co.uk. There is also a nice little story concerning Stirling Moss who borrowed the Smiths wristwatch from Everest expedition photographer Tom Stobart as a good luck talisman for his 1954 Monte Carlo Rally drive in a Sunbeam Alpine. Did he ever return it?

The magazine of the **National Autocycle and Cyclemotor Club** report a record breaking lap of the Isle of Man TT Course on a NVT moped in 'just under seven hours'.

A useful little tip in the **Armstrong Siddeley Owners Club** magazine. Put a tiny amount of copper grease on the metal body of your light bulbs. This will save you slashing your thumb and finger as you wrestle with a corroded bulb and holder.

The **Highland Classic Car Club** magazine recommends a visit to the East Fortune airfield if you are in that part of the world. There is a very interesting collection of flying machines to drool over.

Depressing statistics in the magazine of the **Cambridge and District Classic Car Club**: did you know that the Preston bypass, Britain's first motorway, had to close completely after six weeks because of frost heave brought about by skimping on the drainage system to save money. Did you know that Councils have spent £7.21m on 4300 charging points for electric cars and 1 in 6 of these have not been used – hardly surprising as there are only 4100 electric cars registered in the UK.

The centre spread in the **National Street Rod Association** is an arresting study of an Austin Devon making a hasty getaway from the timing lights. There is also a copiously illustrated article on the transformation wrought on this product of Longbridge.

A warning in the magazine of the **Bristol Austin Seven Club**: take care when buying replacement fuses. Some are marked 'running amperage' not the 'blowing amperage'. A fuse marked 25 amp will take a continuous 25 amps but will blow at 50 amps - beware.

It is amazing what you can learn from club magazines. The journal of the **Cumbria Steam and Vintage Vehicle Society** gives us the history of the telephone, telephone boxes and telephone exchanges.

Citroenian, the magazine of the **Citroen Car Club**, informs us of the opening of a new showcase in the expensive quarter of Paris dedicated to the DS line of Citroens as a promotional tool for the new DS3.

The **TR Register** gives notice of their International weekend to be held in Harrogate over the weekend 8-10 August. In the latest edition of their magazine there is the first instalment of a whole series of articles on a TR3A rebuild.

The **Scammell Register** newsletter records the unveiling of a plaque marking the site of the factory in Tolpits Lane, Watford.

Would you like to live in a piece of history? The magazine of the **Morgan Sports Car Club** tells us that the house in Stoke Lacey, where H.F Morgan designed his first Morgan car is for sale.

A bit short notice, I'm afraid but the **Scottish Vintage Bus Museum** will be holding its Running Day at Lathalmond on 18 May.

In addition to a report on the Exeter Trial in the bulletin of the **BSA Front Wheel Drive Club** there is a description of a terrifying American racing car of 1907. This car had a transversely mounted front engine that drove independently sprung front wheels through hook-type joints. Interesting, but not all that special... But wait, this was a 20 litre engine which, when churning over at 1,000 rpm would propel the beast at an estimated 120 mph. There were no gears and the drive shafts were connected directly to the crankshaft via cone clutches lined with woven camel's hair. What happened to it? There is also a

report on Marjorie Cottle's ascent and descent of six Lakeland passes in her 10 hp BSA car without using the brakes - interesting, but what was she trying to prove?

The **Borders Vintage Automobile Club** will be holding its Motoring Extravaganza at Thirlestane Castle, near Lauder on Sunday, 1 June.

An interesting theory regarding antifreeze is propounded in the **BMW Historic Motor Club** magazine. Firstly mixing incompatible sorts of antifreeze is bad practice and, secondly, this will be compounded if the battery of the vehicle is not disconnected when not being used. This will provide enough current for electrolytic action to occur with the copper core of your radiator as the anode.

There is a brief report of a replica Enigma machine in the magazine of the **Military Vehicle Trust**. I assume that all you have to do is to find some else who has a receiver.

It seems that the concept of continental coach tours is not new. The journal of the **Daimler and Lanchester Owners' Club** has a full account of the Continental Motor Pullman Tours promoted by Daimlerways in the early 1930s. Do any of the Super Pullman Limousines survive?

A photograph in the **Aston Martin Owners Club** Quarterly: the display in Regent Street of some 73 cars in addition to the pre-1905 vehicles assembled for the London-to-Brighton Run the following day.

The **Scottish Austin Seven Club** has a photograph of a Japanese Ruby which has come to light in Japan. There is also mention of the 75th anniversary of the Bantam Reconnaissance car - which became, of course, the Jeep.

The **Brough Superior Club** has commissioned two plaques in memory of George Brough, designer, manufacturer, rider of Brough Superior motorcycles and cars. It has been arranged that they will be erected in April on the two houses in Nottingham, in Mandalay Street (where George was born) and Arnold Road (where he lived).

Welcome

Welcome to the following clubs who have joined:

Box Motor Club

Phoenix Cherished Vehicle Club

Phoenix Clockface Vehicle Club

And welcome back to two clubs who have rejoined:

Austin Seven Clubs Association

Midget and Sprite Club