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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 540 subscriber organisations representing a total membership of over 245,000 in addition to individual and trade supporters. Details can be found at www.fbhvc.co.uk or sent on application to the secretary.

EDITORIAL

David Whale

Those of you who follow us closely through the News pages of the website (www.fbhvc.co.uk) or on Facebook ([fedbhvc](https://www.facebook.com/fedbhvc)) will already be aware that with much regret and after due consideration of your Board of directors, FBHVC was forced to publicly distance itself recently from a press release put out by our international federation, FIVA. It is a feature of multi-national representative organisations that from time to time differences of opinion arise and it is usual in the spirit of cooperation that time and effort is invested to reach accommodations or compromises in the interests of the value that the influence that our unity brings.

Occasionally, however, as in this case we conclude that an issue is so disadvantageous to our national membership interest, that we must follow our prime responsibility to you, the clubs, museums, and trade and individual supporters.

The issue is complex but in essence officials of FIVA initiated an international release to the press indicating that FIVA favoured a campaign across Europe for a common approach across the community for the introduction of Low Emission Zones and in particular through this to secure commonality in the application of exemptions for historic vehicles.

This approach is not FBHVC policy and thus the release served only to confuse and confound when it was received by the UK media. Being well-briefed by our press office these journalists rightly believed that it had long been FBHVC policy and practice to lobby at a regional level for exemptions, that being the appropriate course our government having devolved application of LEZs to the regions on a decentralised basis. It would therefore be bizarre and contrary for us to appear to support a pan European approach to this issue.

Despite advising FIVA of our concerns over this press release they have ignored our requests to withdraw it. It was therefore necessary to publicly confirm our position.

We have had some success pursuing our current lobbying strategy to LEZs and in particular we have won an exemption in the case of the London LEZ. We are engaged with the authorities in the consultation over the London ULEZ (Ultra Low Emission Zone) and we will take part in the regional consultations as these come forward, optimistic that we have a well-researched and compelling case for exemptions for historic vehicles.

We are encouraged by the support we have received for this action by individual members and from our colleagues of the All Party Parliamentary Historic Vehicle Group and we understand there are other national federations that share our view.

UK LEGISLATION

Bob Owen

Registration Matters

As Ian explains in his section, progress on registration matters has currently stalled for lack of anyone ready to talk to us. We are awaiting confirmation of the new structure within DVLA before presenting our concerns in a clear, coherent and complete manner.

If we are not advised by DVLA of their new structure soon, we will clearly have to take a more pro-active approach, as all of our members affected by the current unsatisfactory position cannot be expected to wait forever for an outcome.

Our concerns, that our recognised position as stakeholder in respect of the V765 scheme and related matters has been undermined by the redesign of DVLA's processes, remain valid, as we have had no explanation of the changes save that they represent existing and longstanding DVLA policy, which we believe to be incorrect and which we consider DVLA cannot prove.

We are in the course of preparing our formal approach for when we can restart. We have continued to work with the All Party Parliamentary Historic Vehicles Group and its Chairman, Sir Greg Knight, so we can all be ready to pull together when the time comes.

Meanwhile our advice to those affected to be patient must remain the best we can offer. We know this is not satisfactory but can see no way to improve the situation except what I have set out.

Asbestos

Two points only on this subject at the moment.

The first is to say that the Health and Safety Executive have advised that they would prefer to treat trailers on an individual basis. While this is disappointing, we have to recognise both that the types and varieties of trailers may be so wide as to defy easy definition, and that it may well be more difficult to identify the difference between historic trailers and those which are simply old.

That being the case, we would suggest the following if you do have a need to sell or hire out a genuine historic trailer which you have reason to believe might contain asbestos in its structure or components:

- It may well be best to take any steps you can to replace the asbestos components, e.g. brake shoes, and
- If the asbestos is not easily removable, or not removable without the potential of damage to the historic fabric of the trailer, do please contact us and we will try to help steer any necessary approvals through the HSE.

Finally on asbestos, there have been some questions, so I shall restate the position simply. The exemption in the Certificate does not extend to spare parts. These cannot, if they contain asbestos, be sold. This has been the case for a number of years and *has not changed*.

Roadworthiness Testing Directive

As of the date of writing this, the consultation to be issued by DfT had not been released. We await the publication with bated breath.

Insurance Values and Write-Offs

I reminded you last time of the possibility of problems with damaged vehicles if the current Code of Practice on Salvage is unsympathetically applied. The problem is that this Code relates decisions on writing-off very closely to the ratio of the cost of repair and the market value. That approach might not be applicable to historic vehicles, especially of the smaller varieties.

Early in 2016, I was able to attend an evidence-gathering meeting at Thatcham of the Working Group on the proposed new Insurance Salvage Code of Practice.

The Working Group were keen that I explain to them what the FBHVC considers constitutes a historic vehicle. I identified the EU Roadworthiness definition of 'vehicle of historic interest' and briefly described our own VED exemption system which relies solely on date of manufacture. I was also able to point out a number of areas, not entirely confined to historic vehicles, where the Code requires clarification, at the very least.

It was pointed out by the Working Group that the proposed Code only comes into force in respect of a vehicle once it has been written off. I responded by pointing out that there were significant amounts of advice in the Code, relating to inspection and when a vehicle ought to be written off, which would predate the decision. This point was definitely taken on board by the Working Group.

I made clear that I was not totally satisfied that the insurance industry, in its current practice, is sufficiently clear that writing off is a matter between the person who insured the vehicle and his insurance company. It is at least possible that the drafting of the new Code, which has had to reflect the views of stakeholders primarily interested in roadworthiness and avoidance of fraud, as well as the costs of repairing vehicles might have lost sight of that fact.

Some statements were made about the claims handling policy of certain companies which made me concerned that, at the point of claim, they might be attempting to amend their insurance policy terms. We discussed this concern briefly but inconclusively.

These issues could be of serious concern to the owners of historic vehicles whose importance to the owner may not be readily measured in the recognised or realisable value. The advice to all members affected, must be never to accept the position of the insurance company or its representatives without being satisfied it is reasonable in all the circumstances.

The whole Working Group recognised that it is never correct to deny the owner of a vehicle which has not yet been written off access to, or custody of, his vehicle so he can himself inspect the vehicle, or have an expert do so. This again may be particularly important to owners of historic vehicles as the majority of insurance company appointed inspectors will neither have, nor should they be expected to have, historic vehicle experience. Owners, whose vehicle is out of their custody, perhaps because it has been moved for safety, or if the vehicle has been towed away by a contractor to the insurer, need always to bear this in mind.

The Federation will have further opportunity to see and comment upon the next draft of this Code of Practice.

Correct V5C Forms and the Vehicle Enquiry System

I have really bad news on the subject of vehicles where the V5C, and the DVLA database, has an incorrectly shown Make, often because the Model is incorporated into the Make box. This makes searching for them on the VES difficult, unless you have the V5C to hand, which will enable you to use the erroneous DVLA 'Name' entry in your search.

I have advised previously on the position.

Back in April, at a meeting at DVLA with both policy and system people, Ian, Rosy and myself discussed the issue fully. The actual problem seen by the owner, namely that the actual Make is fully known and can be easily demonstrated, was very fully explained. Indeed a specific Make with repeated problems was identified. We could not have been clearer in speaking to DVLA.

While we knew there was some sort of system issue, we were not at all given to understand it was insurmountable. Rather we were told by DVLA that for those vehicles where Make was incorrectly shown, there would be a need for evidence individual to the vehicle to achieve a change.

Then, at the Swansea meeting in September, attendees were assured that correction of incorrect data in a V5C would be easily achieved with evidence. This assurance was given, we understood, in the full light of the problem as we had explained it. Indeed that point was raised at Swansea and we were reassured.

Later we asked if a defined procedure to provide individual vehicle evidence could be used as a 'template'. While we were told that DVLA did not wish to use a template as such, no indication was given that the implication at the meeting that, provided individual evidence could be supplied the correction of the V5C could be made, was incorrect. I therefore suggested in a previous edition of the Newsletter that that procedure be used by those applying to have make designations in V5Cs corrected.

Well, it is with some regret that I have to tell you that we, and all the people who attended at Swansea, were misled.

Several requests to correct V5Cs where the Make was shown erroneously have been made and rejected. Some applications actually used the approach I suggested, and at least one related to the precise example we had discussed.

Additionally, in the case of one newly imported, but pre-war, car an application where in the V55 application form the Make and Model were absolutely accurately shown, resulted in its first ever V5C being issued with the Make and Model combined!

DVLA are now saying these factual errors on their part are system created and cannot be corrected. They say it is a data entry issue, which has to do with how the system reacts when the Make and Model descriptions are not automatically provided by codes supplied by motor manufacturers. We understand that these codes are provided by the relevant motor industry trade associations as new models are introduced. There appears to be no current methodology for DVLA to create or acquire a code in respect of any vehicle which is not in the current product line in the United Kingdom/EU of one of the current vehicle manufacturers. This, if true, means the DVLA system cannot correctly register imports or vehicles from manufacturers who no longer exist and therefore cannot provide codes.

I impute no lack of honesty in the advice we were given. But, overall, the position of DVLA as an organisation demonstrated by this unhappy affair, does not give reason for confidence.

This position, which means simple use of the correct make and registration number in the VES can be impossible, is unacceptable in the digital age, when users are entitled to assume accurate input will provide an accurate output.

We will keep working on this.

An MoT Issue

Towards the end of last year we received a few reports of difficulty being experienced with the new MoT test online system if the chassis/frame number of the vehicle contained characters other than alpha/numeric (e.g. '/' and '-'). Whilst it took some time for DVSA to respond to our request for information they have now told us that the correct procedure is

for the tester to enter the chassis/frame number omitting the non-alpha/numeric symbols. DVSA claim to have tested this procedure and confirm that it does work. Anyone still experiencing problems should check if the tester has followed the recommended procedure.

DVLA

Ian Edmunds

It seems to be becoming a habit for me to start this piece by stating that I don't have much to report and, although I appreciate it is not what you want to read, it is unfortunately the case again for this edition.

Towards the end of last year John Vale, who has held the post of Team Leader, Vehicle Registration Policy, at DVLA in Swansea for some years informed us that he was moving on to a new role within DVLA. Whilst we understand that the two admirable young ladies who are our normal points of first contact will remain in post there will be other changes within the group we have been working with. We have requested details of this new structure when it is finalised and also a meeting with John's successor as soon as he (or she) is established. DVLA have agreed to both of these but up until now the time scale is unclear.

The practical result of this is that whilst I still can, and do, raise queries on individual cases, although perhaps with an extended response time from DVLA, it is clearly sensible to delay pursuing the broader issues until we are familiar with the changes in DVLA and have met the people concerned.

FBHVC are very aware that there is much disquiet in the historic vehicle community regarding many aspects of DVLA's current activities. Thanks to the efforts of club officials and some individual members we believe we are adequately informed of these, but please keep the information coming. At the same time we would ask the clubs and their members to recognise two key points. Firstly it is the long established *modus operandi* of the Federation to work and lobby quietly to progress its objectives. Secondly it is only sensible in strategic terms to prioritise the issues and in particular the sterling efforts of the All Party Parliamentary Historic Vehicle Group should be concentrated on the most serious and intractable problems. Given that we are now aware of several re-bodied but otherwise acceptably original cars that DVLA are in effect preventing from being registered at all, I hope that you can understand that some other matters have to be temporarily put aside, but not, I assure you, forgotten.

One of the things which has been delayed by the staff changes is that a promised report back from DVLA on the issues regarding authenticity, which as you know have focussed on the Bugatti marque, has not occurred. FBHVC believes this exercise is still progressing, but we are currently totally unsighted as to what DVLA are doing on this subject. If we hear more, especially if what we hear is of general interest to our members, we will of course let you know through the Newsletter.

On a brighter note, we recently received a visit from two charming people from the DVLA Customer Insight Group. Their role is to collect and assess the views of customers about DVLA systems in general and the new digital systems in particular. We were able to explain some of the frustrations experienced by our members and to provide examples. We were actually asked for any suggestions about how the service might be improved. Two points must be made clear here, firstly this discussion was solely about systems, not policy, and secondly the role of this group is to report back. They cannot, themselves, instigate change. Nevertheless, an enjoyable and constructive couple of hours.

In closing I would like to emphasise that rumours currently circulating to the effect that DVLA are arbitrarily removing clubs from the V765/1 list are just that – rumours. DVLA have recently completed a routine housekeeping exercise of contacting all the clubs on the V765/1 list to confirm contact details etc. to ensure the list is accurate, nothing more. Similarly DVLA will continue to accept suitable dating evidence from any group they deem competent to provide it.

FUEL NEWS

Matthew Vincent

Mandatory Inclusion of Ethanol at 10% Volume in Spark Ignition Road Fuel (Petrol) in Belgium

Introduction

To date, the UK has avoided this situation, and in fact at the time of writing there has been no effort made to retail petrol containing 10% ethanol (E10) in the UK. However, late in 2015, documents emerging from the Kingdom of Belgium indicate that the compulsory introduction of ethanol in petrol will increase to 'at least 8.5%' by volume from 1 January 2017. If this action is taken, all spark ignition vehicles in Belgium including historic vehicles, will be obliged to operate on this fuel. In practice this is likely to mean that all retail fuels for spark ignition engines can be considered to constitute E10. Enough work has already been done by the Federation of British Historic Vehicle Clubs (FBHVC) through contributions by oil industry experts to give a fair idea of the probable impact of the use of E10 petrol in historic vehicles. These findings are presented below.

Effects of ethanol in spark ignition engines

These may be considered under the three different headings of Compatibility, Corrosion and Combustion:

Compatibility

Some elastomers, plastics and composite materials are not compatible with petrol containing ethanol. Where problems are experienced, incompatible materials in the fuel system should be replaced with compatible alternatives.

Material	Recommended	Not recommended
Elastomers	Buna-N (hoses and gaskets)	Buna-N (seals only)
	Fluorel	Neoprene (seals only)
	Fluorosilicone	Urethane rubber
	Neoprene (hoses and gaskets)	Acrylonitrile-butadiene hoses
	Polysulfide rubber	Polybutene terephthalate
	Viton	
Polymers	Acetal	Polyurethane
	Polypropylene	Polymers containing alcohol groups (such as alcohol-based pipe dope)
	Polyethylene	Nylon 66
	Teflon	Fibreglass-reinforced polyester and epoxy resins
	Fibreglass-reinforced plastic	Shellac
Others	Paper	Cork
	Leather	

Acknowledgement and thanks to CONCAWE who provided the above data.

Corrosion

Long-term storage of petrol-ethanol mixtures (eg over a winter period) can lead to corrosion in historic vehicle fuel systems. The mechanism of this potential corrosion lies in the falling pH values, ie greater acidification, which may occur with degradation (oxidation) of fuel-grade ethanol over time. Many historic vehicles have fuel systems containing metals such as fuel tanks made fromterne plate, (lead-tin or zinc-tin coated steel), copper fuel lines and brass fittings, and zinc-based carburettor castings, which can be vulnerable to fuel acidity. Following tests, a number of corrosion inhibitor additives which are effective at protecting fuel system metals have been identified and endorsed by the Federation. The corrosion inhibitor additives which passed the tests carried out by the FBHVC are as follows, in alphabetical order:

- Ethanolmate from Flexolite, www.flexolite.co.uk, email: sales@flexolite.co.uk
- Ethomix from Frost ART Ltd, www.frost.co.uk, email: order@frost.co.uk
- VSPe Power Plus, VSPe and EPS from Millers Oils, www.millersoils.co.uk, email: enquiries@millersoils.co.uk

These products achieved an 'A' rating in the corrosion tests carried out, permitting each to carry an endorsement from the FBHVC. The endorsement takes the form of the FBHVC logo and the words '*endorsed by the FBHVC as a fuel additive for protection against corrosion in metals*'.

In the absence of effective inhibitors, corrosion in historic vehicle fuel systems can result where fuel grade ethanol is included in petrol at 5% volume. The risk of corrosion is greater where 10% volume ethanol is added to petrol. However, these additives will provide effective protection with 10% ethanol.

Combustion

There is no evidence that the addition of ethanol to petrol directly affects combustion adversely, but ethanol does have a leaning effect; fuel mixture strength becomes slightly weaker, and this is particularly true for higher ethanol blends. Whereas the inclusion of 5% volume ethanol in petrol leans the air-fuel mixture by 1.8%, which may be regarded as negligible, the addition of 10% ethanol would result in a mixture-leaning effect equivalent to 3.6%, which may be felt as a power loss, but also could contribute to slightly hotter running. Adjusting mixture strength (enrichment) to counter this problem may prove beneficial. There is a further secondary effect on engine operation from the addition of ethanol to petrol, in that it adversely affects fuel boiling characteristics by increasing volatility at lower temperatures, and so could exacerbate vapour lock problems.

Boiling characteristics (fuel volatility)

The volatility of spark ignition fuels has increased significantly in most European countries since historic vehicles were initially produced. This can lead to operational difficulties, and a significant number of members have experienced vapour-lock related problems, such as over-heating, power loss, poor hot starting, erratic running, excessively lean or rich operation, poor acceleration, flat-spots etc. These difficulties can in many cases be traced to the formation of bubbles of vapour in the liquid-fuel metering zones of carburettors, or in fuel pumps supplying liquid fuel to carburettors. These vapour bubbles result from the proportion of fuel boiling at low temperatures (so called *front-end volatility*) being much greater than was the case when the vehicle was designed and first produced. Unwanted vapour formation of this kind disrupts the normal fuel metering process and produces erratic distortions in the ratio of fuel to air supplied to the engine combustion chamber. Inclusion of ethanol in petrol tends to make these observed problems worse, because of the relatively low boiling point of ethanol. As the percentage of ethanol increases, the distortion to the distillation curve becomes more marked. The negative impact on the operation of some historic vehicles would therefore be expected to be greater with 10% ethanol than for 5% ethanol. Not all historic vehicles experience such problems, but those where the inlet and exhaust manifolds are on the same side of the combustion chamber, or where fuel pumps are placed in a location receiving a lot of exhaust heat for example, are more likely to suffer problems of this kind. If fuel mixture strength is not adjusted (made richer) when running on petrol containing 10% ethanol, the leaner operation is likely to increase any potentially negative effects of distortion of the distillation curve caused by adding 10% ethanol to the fuel.

The Federation has published detailed information about simple practical steps which can be taken to overcome problems such as vapour lock. A summary of the recommendations is given below:

- Reduce the flow of (exhaust) heat to the liquid fuel supply to the engine.
- Route fuel lines away from heat sources.
- Locate the fuel pump (eg electric pump) away from heat sources.
- Use a thermal break (eg plastic spacer) where possible for mechanical (engine-mounted) pumps.
- Shield carburettor(s) from radiant exhaust heat (especially where inlet and exhaust are on the same side of the engine).
- Check radiators for condition and effective dissipation of engine heat. Many old radiators may have become furred-up or partially blocked, leading to significant reduction in their ability to keep the engine cool in traffic.
- Consider the use of an auxiliary electrically powered cooling fan to reduce coolant temperatures.

Often, relatively simple modifications such as these can be extremely effective in preventing the formation of unwanted vapour bubbles in the liquid fuel. Relatively minor changes need not alter the essential character of a historic vehicle, while thermal baffles and heat shields can be fitted sympathetically to provide minimal visual impact. It is accepted however, that the standard and original condition of some vehicles will be compromised by the changes described above. However, the advice given here about practical steps to counter these difficulties can produce real operational benefits.

Concluding remarks

The mandating of 10% ethanol in all spark ignition fuel to be sold in Belgium from 2017 is likely to result in operational problems for some historic vehicles. Where these vehicles have already operated satisfactorily on petrol containing 5% ethanol, the move to 10% ethanol may not result in significant adverse effects, but the majority of vehicles will benefit from mixture adjustment to counter the leaning effects of the additional ethanol content. Corrosion problems may increase, but these can be countered by use of an effective corrosion inhibitor of the type tested by the FBHVC. Compatibility issues will probably have been already encountered and resolved because of the use of 5% ethanol in petrol over recent years. Volatility-related issues are the most likely source of a greater number of operational difficulties resulting from the increase in ethanol content from 5% to 10%. Unless a source of petrol free from ethanol can be found, these problems will need to be resolved by adopting measures described in the relevant section above. It must be accepted however, that many of these measures will involve making changes to the standard and original condition of historic vehicles if normal running and operation is to be possible.

EU LEGISLATION

Bob Owen

I think it is worth setting out the approach of the Federation on European Union Legislation over the next few months. It is evident that, depending on the outcome of the Referendum in June, our detailed interest as a participant in EU matters might come to an end.

However, pending that result, matters will continue as they have, and proposals from the EU, including matters which concern the members of the Federation, will continue to appear. The Federation will thus continue to remain fully engaged with these matters over the coming months. Engagement does not mean that the Federation takes a position either way on the outcome of the Referendum or the advisability of the UK remaining in, or exiting from, the European Union.

A good example of why we have to remain involved came up a little while back. In November, an issue was raised by an individual member of a member club that was quite off-the-wall for the Federation. He was concerned about some European Union legislation in the offing which he felt would impact on that small proportion of our members who keep military vehicles.

The legislation, a proposed Directive Amending Council Directive 91/477/EEC on the Control of the Acquisition and Possession of Weapons is for the purpose of tightening up the rules regarding weapons which may be used by terrorists, including those which have already been deactivated, but may in the future be capable of being reactivated and used for nefarious purposes. We understand our own Government is supportive of this legislation.

But when we looked into it and confirmed it could affect our members, we approached FIVA. Andrew Turner of EPPA, lobbyists for FIVA, found the legislation and it does provide an interesting example of the way broad measures of clear benefit to the security of the public can have unexpected effects on a small percentage of the populace.

In short, our informant was correct and there is a serious threat to military vehicles which incorporate weapons, such as tanks, scout cars and armoured personnel carriers. The underlying forgotten issue seems to be that the category of military weapons, private ownership of which is set to be banned, spans everything from AK47s, the most important element of the proposal, to full-on main battle tank guns. So owners of armoured fighting vehicles could find their vehicles either destroyed or severely mutilated.

Andrew Turner found out that the matter was to be discussed on 23 February by the European Parliament Internal Market Committee, so, working through FIVA, and with great support from the Military Vehicle Trust, on behalf of the Federation I put together the following briefing paper which sets out all the issues for the Rapporteur of the Committee, who happens to be the British MEP Vicky Ford.

Proposed Directive Amending Council Directive 91/477/EEC on the Control of the Acquisition and Possession of Weapons. Briefing from FIVA to the European Parliament

Introduction

The Fédération Internationale des Véhicules Anciens (FIVA) is the worldwide body which represents owners and collectors of historic vehicles.

FIVA's purpose is to increase the interest in, and consciousness of, historic vehicles around the world by emphasising both the importance they have in cultural history and the pleasure they can give to their owners and the general public in being able to use and see examples of past automotive heritage and thus to ensure that yesterday's vehicles can continue to be used on tomorrow's roads.

FIVA has participating bodies, known as ANFs, in all but two of the Member States of the European Union, so speaks generally for the historic vehicle movement throughout the European Union. Among the many members that FIVA represents, a small proportion are those, including both museums and individual collectors, who preserve and collect historic military vehicles, and in particular armoured fighting vehicles, many of which carry, as part of their fitted equipment, weapons which necessarily fall within Category A.

FIVA Position

FIVA does of course not take issue with any of the purposes or principles of the proposed amendment to the Directive regarding weapons and wishes at all times to support the security aims of the proposals.

FIVA also agrees that it is extremely important to reach consistent and effective standards of deactivation of weapons, which we are aware vary significantly among Member States.

However, it is the view of FIVA that the text, in particular amended Article 6 as drafted, will give rise to unintended consequences and thus exceed the proportionality requirements set out in paragraph 2 of the Explanatory Memorandum.

Our concerns are largely confined to the owners, incorporated and individual, of preserved armoured fighting vehicles, into which a weapon is fitted on a more or less integrated basis. It is clear that the more integrated the weapon is into the vehicle, the less possibility exists that it, or parts of it, will be redirected into the terrorist purposes against which this Directive is intended to operate.

The weapons forming part of fighting vehicles will vary in their nature from the early and thus, by modern standards, relatively ineffective and antique, through to quite recent modern weapons which will increasingly be integrated into the vehicle, for instance by forming an integrated part of the turret of the vehicle.

All weapons incorporated into military vehicles must already be in a deactivated form. The deactivation of larger and, particularly, integrated weapons is a significant engineering activity and is not able readily, if at all, to be reversed. Nor, because of their specialist nature, are these weapons likely ever to be suitable to be used either as a whole or as components of re-activated weapons.

Further, for most if not all relevant vehicles, there is no available supply of ammunition to be used in these weapons, even if they could be reactivated.

Thus FIVA does not consider that the proposals, if applied particularly to the deactivated weapons installed in fighting vehicles, would have any measureable effect whatsoever of limitation of criminal activity or improvement of the security of the peoples of Member States.

FIVA would ask that consideration be given by the Committee to amendments to the text to avoid consequences which will adversely affect the authenticity of historic fighting vehicles, and thus their value and which will, in the view of FIVA, have no positive effect on the security of the peoples of the European Union.

The first paragraph of Article 6 of the Directive reads:

Member States shall take all appropriate steps to prohibit the acquisition and the possession of the firearms and ammunition classified in category A and to destroy those firearms and ammunition held in violation of this provision and seized.

FIVA would point out that the text as drafted appears to apply to firearms and quantities of ammunition held for the purposes of, or in the normal course of military use by, the armed forces of a Member State, which it is noted in passing could include inter alia corporate ownership prior to delivery to those armed forces. It is assumed that is not its intention and it may be that consideration needs to be given to a redefinition to exclude those uses.

The direct concerns of FIVA, however, relate solely to the provisions of the second paragraph of the proposed new Article 6 of the Directive, which reads:
Member States may authorise bodies concerned with the cultural and historical aspects of weapons and recognised as such by the Member State in whose territory they are established to keep in their possession firearms classified in category A acquired before [the date of entry into force of this Directive] provided they have been deactivated in accordance with the provisions that implement Article 10(b).

The consequences of concern are as follows:

1. The word 'bodies' is not defined. It is assumed that it is intended to exclude individuals, which, in the case of the owners of armoured fighting vehicles, might be regarded as incorrect. FIVA assumes the definition does include museums, but it is unclear whether Member States are entitled to consider groups of historic military vehicle enthusiasts, incorporated or otherwise, as being a relevant 'body concerned with the cultural and historical aspects of weapons'.
2. An individual owning a preserved armoured fighting vehicle could be required to destroy the complete vehicle because of the difficulty of removing the weapon from the vehicle and leaving the vehicle otherwise intact.
3. Even if the weapon could be removed without destruction of or major damage to a vehicle, the value of the host vehicle as an authentic historic artefact would be reduced by a value much greater than that of the weapon on a standalone basis.
4. The value of affected preserved military vehicles would be substantially reduced as they could not by definition be sold, even to bodies already authorised by the relevant Member State.
5. Bodies approved by Member States, however defined, would be unable, after the date of coming into force of the Directive as amended, to purchase vehicles with deactivated weapons, which they would be entitled to hold had they acquired them earlier, in order to secure the preservation of rare armoured fighting vehicles.
6. The setting of a final date of acquisition, that of entry into force of this Directive, would constitute a formal prohibition of the future preservation, for purely historic reasons, other than by a Member State's own armed forces, of any contemporary or future fighting vehicle incorporating a weapon as it came out of service, to the detriment of the national heritage of the Member States.
7. The setting of a final date of acquisition, that of entry into force of this Directive, would mean that even bodies approved by Member States, such as museums, which are subject to changes for such as financial and curatorial reasons, would be prohibited from sharing or disposing of their collections of subject vehicles with other equally approved bodies.
8. The proposals as a whole have the effect of inhibiting and preventing the ongoing preservation of historic artefacts of genuine heritage interest and thus limiting and in part preventing the people of the European Union in general from having the opportunity to witness, enjoy, examine and study the armoured fighting vehicles of the present future which may have been very important to the preservation of their civilisation and society.

FIVA hopes that the Committee will be able to take account of these concerns and would welcome an opportunity to discuss an appropriate amendment to the second paragraph of Article 6 to take account, in whole or in part, of the above concerns.

The briefing went to Mrs Ford's office on Thursday 18 February in time for her to consider it before the meeting.

We will let you know if it achieves any results and what these results are.

RESEARCH Paul Chasney

Parts Survey December 2015

The FBHVC undertook a survey amongst its members in December 2015 as a result of concern expressed by some member clubs that parts for certain historic vehicles are becoming particularly difficult to source. Over 530 member clubs were sent the survey link. Total responses were 20%.

The respondents clearly demonstrate that certain parts are difficult to source and that there is a demand for those parts. The parts in question cover a wide range of applications from engine and gearbox components to trim and body items. It was possibly to be expected that the survey suggests that popular and prestige marques appear to be quite well serviced for parts and maintenance items. The key area of difficulty appears to be amongst marques with less numerous models and particularly with lower value items. There is a clear demand for low volume manufacturing but when aligned to low value parts this is of course not attractive to most manufacturers.

The FBHVC is planning a twin headed approach to assist members: first to make known the problem to its own trade supporters and second, with the assistance of member clubs, to build a data base of manufacturers who have made parts for members in the past.

As part of the survey the Federation sought to establish whether member clubs maintained appropriate product liability and professional indemnity insurance. The insurance schemes promoted by the Federation enable member clubs to achieve advantageous rates for most insurances but some members have expressed concern over the cover that they might require when selling parts. A workshop is planned for the spring at which time member clubs can discuss concerns with representatives of the insurance industry and clarify any concern they might have.

Survey Background

In summer 2015 the Federation was approached by representatives of the Riley RM Club concerning problems they have had in replacing brake cylinders on certain cars. At the Federation conference in October 2015 one of the sessions was focussed on this particular problem and sought to establish whether there was indeed a much wider problem. From the enthusiastic discussion that took place it was clear that a much wider problem existed. The Federation therefore undertook an online survey to try to quantify the scale of the problems experienced by member clubs. The survey was launched at the start of December and closed early in January 2016.

Summary Results

The survey was limited to 21 questions and took respondents around seven minutes to complete. Whilst 71% of respondents suggested that they are having problems sourcing parts to maintain their historic vehicles, this is thought to be an overestimate for member clubs as a whole as a number of respondents indicated that the survey was not applicable to their club. However for those affected the issue is serious in so far as 22% of respondents suggest that the inability to source appropriate spares parts is preventing the use of some historic vehicles.

There is a wide spread of difficult-to-source parts. Body related items, including trim, are three of the top five difficult to source part types. Engine parts were second of the top five, flagged by 41% of respondents and gearbox fifth with 34%. Brakes and electrical items were bottom with 21% and 20% respectively.

The key issue appears to be the relatively low value of items being manufactured. Of those respondents who are currently selling parts 78% are selling less than £5,000 worth each year and only five are selling more than £25,000 each year. As an overlay to that, comments by respondents clearly indicate that small volume manufacture is a problem to secure. Over 60% of respondents have original drawings and specifications but 77% rely on others to prepare engineering drawings for production. Parts procurement teams are typically

volunteers, 95% of whom are not paid. Most teams do not have qualified engineers (65%) and none employ their own independent engineers to oversee quality control, relying instead on subcontracting manufacturing (76%).

In terms of choosing a subcontract manufacturer, over half work from recommendation and only 16% rely on an internet search.

Conclusions

The key issue for Federation member clubs is low volume manufacture for relatively low value items. For certain body and trim parts it is felt that the introduction of 3D printing might, in the not so distant future, be a cost effective way to solve any parts shortage problem. For mechanical components where manufacturing tolerances and the quality and specification of metal are important, action is required.

The Federation do not have the resources to establish and run a manufacturing facility. However through its trade supporters it is hoped to raise the profile of the issue and find helpful manufacturers. In addition with the help of member clubs who have been successful in low volume manufacturing it is hoped to establish a directory of manufacturers who might be able to provide the necessary services.

HISTORIC VEHICLE SEASON KICKS OFF IN PARIS

Geoff Lancaster

Rétromobile is one of the world's leading events for historic vehicle enthusiasts, and over the years has become regarded as the season opener. It ranks alongside Germany's Techno Classica in Essen and our own Classic Motor Show at NEC. This year it ended on Sunday 7 February. For any historic vehicle enthusiast this is a must do event if only once to experience the scale and quality of a truly international show.

This year's show was attended by 110,000 visitors and the organisers declared 2016 'a good vintage' enjoyed against a backdrop of a very positive business climate. The metaphor is apt as the show is a brilliant demonstration of the French way of life, particularly regarding things gastronomic. There are cafes everywhere serving all manner of delights from crêpes to baguettes not forgetting a very typically French pop-up restaurant complete with 'Alo, Alo' lookalike waitresses!

In addition to the usual members of the general public, experienced collectors, people interested in motoring, and lovers of fine engineering, the show drew a huge number of visitors from outside France.

A major theme for the show was the 110th anniversary of the Automobile Club de l'Ouest, organisers of the world famous Le Mans 24 Hour Race, and a complete gallery was dedicated to this featuring historic competition cars, audio visual displays and memorabilia.

The main body of the show featured more than 500 vehicles exhibited over 51,000 square metres. A total of 550 exhibitors attended. Around a hundred of these represented of clubs and associations, with the remainder from the ranks of, manufacturers, artists, spare parts and miniature sellers, restorers, and historic vehicle traders. Rétromobile attracts many more vehicle manufacturers than our own Classic Motor Show and the heritage collections of indigenous manufacturers, Peugeot, Renault and Citroën were augmented by those of Jaguar Land Rover, Mercedes Benz and Porsche.

The show also featured several, what might be described as 'tableaux' themed exhibits which were very popular with the crowds, demonstrating that people's love of these wonderful old machines shows absolutely no sign of waning! One such display was the curious, and much publicised around the exhibition hall, collection of a lady enthusiast simply and sparsely described as 'Julia'. Those who follow historic racing would have recognised Julia de Baldanza's Maserati A6GCM amongst the eclectic collection, but why the outbreak of modesty? Perhaps it's a French thing? Other displays paid homage to industrial designer Philippe Charbonneaux, originally stylist at that most French of manufacturers, Delahaye, he also designed cars such as the Renault R8 and Chevrolet Corvette, trucks and even domestic goods such as televisions. Rétromobile is always a haven of the quirky, and the display of 'Rhomboids' was evidence of this. These vehicles are an amazing break with the conventional as they feature the four wheels arranged in diamond formation! Why? Who

knows? From time to time during the show a cacophony of sound would break out from the exhibition service road heralding the time for one of the many demonstration runs for the trio of aero-engined vintage racing cars, the 1903 Napier, the Darracq V8 and the famous 'Beast of Turin', the Fiat S76. This was guaranteed to empty one corner of the show hall.

My personal favourite of the tableaux was a look back at the origins of motoring with the City of Compiègne's national car museum which lent a series of vehicles demonstrating the metamorphosis in the late 19th century from the horse drawn carriage to steam power. The photographs reproduced here require little explanation with the steam-powered stagecoach that belonged to the Marquis de Broc clearly showing its heritage and Amédée Bollée's 'Mancelle', widely regarded (well in France anyway) as the first series produced car. Remarkably for 1897 it featured rear wheel shaft drive to a differential and all round independent suspension.

The occasion of Rétromobile's official auction, Artcuriel Motorcars Rétromobile 2016, is an international call to arms of the great and the good of marque specialists from around the world, and they were to be seen gathered at the exclusive auction house cocktail parties on the night leading up to the two day sale.

On Friday 5 February 2016, just after 6:50 pm, the hammer fell on the most expensive car in the world. The iconic Ferrari 335 Sport Scaglietti, from the Pierre Bardinon collection, was purchased by an international buyer for £24,693,782 including fees. Bidding came down in the end to two parties, one in the room reputed to be representing Barcelona striker, Arnold Messi, the other on the phone representing his arch rival, Real Madrid's Christiano Renaldo. Messi came out ahead as he had done in January being voted world's best player for the record fifth time. Renaldo was reported to be sick as a parrot!

Then at 3:00 pm on Saturday 6 February, 48 Citroëns went up for auction, 40 of which were from André Trigano's collection... and he himself drove one of his favourite cars up onto the podium: a 1939 Traction 11 B Cabriolet, which went a few minutes later for £186,252 inclusive of auctioneers' fees. These two auctions, humorously run by Hervé Poulain, Maohieu Lamoure and Pierre Novikoff, raised a total of £43,192,611, with 80% of the lots sold.

Next year's Rétromobile will be held in Paris from 8-12 February. Put it in your diary now, it's only two hours by Eurostar from St Pancras

TECHNICAL AND EVENTS

Tony Davies

HERO/CRA's Winter Challenge to Monte Carlo in February was an enjoyable and tough challenge; this year without any snow! My driver and I didn't quite manage a podium finish but we were happy with fifth overall and first in class in a 1967 MGB GT amongst so many Porsches.

Drive It Day 2016 is with us so I hope to see many of you out and about enjoying your historic vehicles. Wherever you may travel I hope you enjoy your time and that the weather is kind to you.

Keep your eyes out for the popular scenic tours as they are always an enjoyable way of seeing the countryside during the spring, summer and autumn months. I really do recommend entering one or more of these one or two day events – you won't be disappointed. HRCR's calendar of scenic tours has some very enjoyable non-competitive low-key pleasurable and scenic driving if that is what you are looking for. A visit to the HRCR website www.hrcr.co.uk/hrcr-championships/scenic-tours-series will provide you with any further information you may require.

If you feel a little more adventurous you could always try to get a late entry into HERO's Scottish Malts Classic Reliability Trial www.heroevents.eu/Events/ScottishMalts. This bi-annual event is always good fun with visits to various distilleries and splendid scenery. Maybe I'll see you on the shores of Loch Lomond.

For something a little closer to your home have a look at www.hrcr.co.uk/events. Here you will find information on some of the best events on the UK calendar. There is a good cross-section of events available from the sedate touring to UK national championship events.

If you are thinking of taking up a more sporting approach to your historic motoring you could always come to the annual HERO Training Day. A look at www.hrcr.co.uk/event/the-hero-training-day will provide you with the relevant details.

Please also have a look at www.endurorally.com for further events that you might find of interest. The Endurance Rally Association is now masterminded by Fred Gallagher since Philip Young's passing.

World Motoring Heritage Year

Don't forget that 2016 is FIVA's 50th anniversary and has been declared World Motoring Heritage Year

For more information please see www.fiva.org/site/documents/frontpage/press%20release%20engl.pdf

HERO has applied to put their Scottish Malts and Le Jog events onto the FIVA international calendar. This is a good sign of the progress that this organisation has made over the past couple of years and a recognition that they can compete with the likes of the Mille Miglia etc. for the quality and value for money of their events. Congratulations and well done HERO.

TRADE AND SKILLS

Karl Carter

More Club Support for FBHVC Apprenticeship Scheme

I am pleased to be able to announce that the Morris Minor Owners Club have decided to support our Apprenticeship Scheme by awarding the best apprentice with a cash prize.

This is a very welcome offer by the club and the plan will be for the club to be involved with the tutor and apprentices at Bicester College to choose which lucky apprentice will win the prize later in the year. This is the second club to support the apprenticeship scheme following the Malcolm Davey award made each year by the Alvis Owner Club.

We are still looking for club support for the scheme and for individual apprentices, many of whom have to pay for their own training if they are outside of the government funding rules. If any club is interested in helping in any way please let me know.

Historic Aviation Association backs Apprenticeship Scheme

For some time now I have been working with the Historic Aviation Association to see whether we can help each other to address the issue of skills needed in the future to keep historic vehicles on the road and historic aircraft in the air. Both our organisations face the same difficulties of an older workforce with dying skills and a lack of formal training to address the situation.

Working closely with John Broad of HAA we have come to the conclusion that for the historic aviation sector it will not be possible at present to start a specific apprenticeship for historic aircraft as the apprenticeship numbers will not be high enough to meet government numbers to register a scheme.

The HAA have therefore decided to back the FBHVC Apprenticeship Scheme for historic vehicles as they believe that the skills required for historic road vehicles are directly transferable to historic aircraft. The HAA have written to all their members to tell them about our scheme and I have already had a number of enquiries. One HAA member is very interested in taking on an apprentice this year and they would go to Bicester College on day release to attend the historic vehicle course, but when back in the workplace they will be helping restore an aircraft fitted with Russian radial engines!

HERITAGE

Keith Gibbins

FIVA 50th Anniversary

The Fédération Internationale des Véhicules Anciens (FIVA) was founded in 1966 and is therefore celebrating its 50th anniversary this year.

In support of the FIVA anniversary celebrations, we are pleased to have had agreement that this year's Drive it Day on Sunday 24 April will be a World Motoring Heritage Year flagship event for the UK and the Historic Commercial Vehicle Society's London to Brighton Run has also been officially accepted.

FIVA Motorcycle Week

The FIVA Motorcycle Commission has introduced the FIVA Motorcycle Week which is designed to demonstrate the importance of classic motorcycles and three-wheelers and increase their visibility around the world.

The FIVA World Motorcycle Rally will take place this year in the beautiful surroundings of Eastern Bohemia, Czech Republic. This event promises great riding through beautiful scenery with museum visits and cultural programme. Full details can be found on the organisers website at fivamotorally.vcc.cz or the FIVA website link at fiva.org Alternatively, for further information please contact Andy Steers, FIVA Motorcycle Commission, via email a.steers@btinternet.com or 01795 474057.

For the Motorcycle Commission section of the FIVA website:

www.fiva.org/site/en/19-commissions/motorcycle/261-motorcycle-commission Andy Steers is pictured on the left.

An excellent little video of a previous event in Italy is here: www.youtube.com/watch?v=gSYbz4Mqj9Y

Banbury Run

This year, as last, the Vintage Motorcycle Club Banbury Run, centred on the British Motor Museum at Gaydon, will see a stand on Sunday 19 June manned by UK Motorcycle Commission member Andy Steers and FBHVC heritage director, Keith Gibbins. For more information on the Banbury run see www.banbury-run.co.uk and a video here of an AJS, with hand throttle, from 1926 in action. Be warned it may give a taste for riding such a machine!

CLUB NEWS

David Davies

NECPWA is celebrating its golden jubilee this year and the **Allard Owners' Club** is celebrating its 65th birthday and it is the 40th anniversary of Floating Power the **Traction Owners' Club** magazine -congratulations to all concerned.

NECPWA News also has a reproduction of a 1936 suggestion for the transportation of your dog in a modified canvas sack strapped to the running board of your car.

The magazine of the **London Vintage Taxi Association** tells us that a Beardmore taxi set off on the Monte Carlo Challenge on 27 January. I wonder if the meter was switched on? The **Imp Club** magazine reports that a 1974 Imp Super was also taking part in the Challenge this year. (Shades of the days of yore when all you needed was a big rug, a torch, a passport - and your father's car - to take part in the Monte.)

There are some suggestions about what spares to carry when on tour in the **Talbot Owners Club** magazine, remarking on the M8 nut with a non-standard thread of 0.8 mm because without this pre-selector pull-rod nut you quickly run out of all gears!

The **Triumph Roadster Club** Review reminds us that distilled water and de-ionised water are corrosive and makes some suggestions for appropriate anti-freeze for owners on the Continent. You cannot fail to have endured the 'Go Compare' advertisements on the television, the newsletter informs us that the latest offering features the long-suffering Roadster used in the Bergerac television series.

The 2015 national **Austin Healey Club** rally down under appears to have been quite an occasion. It is comprehensively reported on in their journal.

An atmospheric photograph of Colin Bromley on a Welsh green lane in his Nine Special on a stage of the VSCC Welsh Trial graces the cover of the **Standard Motor Club** Car Review

An article in the **Riley Register** bulletin explores the mysteries of the Lucas voltage regulators for those of you who cannot leave such things alone.

A cryptic message has been spotted by a reader of the **MG Car Club** magazine neatly sign-written on the off-side rear of an historic car, 'If driven responsibly, report as stolen'.

The **Buckler Register** is thinking ahead. 2017 will be 70 years since Derek Buckler designed and built his first car. Ideas on celebrating this are being chewed over.

For those of you who find that time hangs heavily on your hands, look no further. The **Swansea Historic Vehicle Register** gives us the recipe for the ultimate car polish: 12 oz wood alcohol; 24 oz raw linseed oil; 20 oz white vinegar; 1.5 oz aqua ammonia; 1.5 oz spirits of camphor; 3 oz butter antimony (all by weight). Mix thoroughly and add a mixture of 2 oz beeswax and 3 oz turpentine. Allow to dissolve for 48 hours before use.

The **H & H Classic Vehicle Club** reminds us that 2016 is the 50th anniversary of the introduction of the MGB GT.

The **Land Rover Series Two Club** magazine gives us the intriguing story of a 1961 armoured Land Rover used by John Summers of Shotton to transport the hard cash for the payroll from the bank to the steelworks. The changeover to remuneration via bank accounts among other things made this vehicle redundant but it has survived and has been discovered on a local farm and is awaiting restoration. (Strangely enough, the Scunthorpe works of British Steel commissioned a similar vehicle – was it company policy at that time?)

The quarterly magazine of the **Speedsters and Spyders Club** relates the story of the Claude Storez Zagato Spyder in which he lost his life in an accident at Reims in 1959. As with the car in which James Dean lost his life, the subsequent fate of this car remains a mystery.

Have you heard of the Blue Bird Corporation? No? Well neither had I. The magazine of the **Pre-1950 American Car Club** recounts the history of the company which has built more than 550,000 school buses since its establishment in 1927 – and that more than 200,000 of them are still in use today. The same issue of this excellent magazine also has a photo-reportage on snow-bound cars in the USA in the '30s and '50s making it quite clear that this winter's snow storms on the Eastern seaboard are nothing new.

Useful pieces of information in the magazine of the **Mini Cooper Register**. The Lucas H4 headlamps used on 1990 RSP Minis are the same as those fitted to the FX4 London Taxi; the RSP Rover Cooper sunroof comes from the same parts bin as the Land Rover Discovery 2; and the disc brake callipers used on all 1990 Minis are the same as those fitted for the handbrake of the Land Rover Discovery 1 & 2. Cooper World also reminds us that Paddy Hopkirk has been awarded the MBE.

The **Hillman Owners Club** Newsletter informs us that 2016 is the 60th anniversary of the introduction of the Audax range of models and the 50th anniversary of the Arrow range. There are more than 1.5 *million* Arrows still on the roads of Iran – which must prove something.

The **TR Register** magazine is full of useful and interesting articles. Firstly a pull-out guide to MoT self-checks; the second instalment of a report on the Alcan 5000 Rally which includes the specification of the TR4 used in the event; and to finish off a photo-reportage on the Solitude Revival in 2015.

The **Sentinel Drivers Club** Transport News is wall-to-wall steam at Sentinel 100 with serried ranks of the beasts all doing their bit towards global warming- not to overlook a goodly contingent of IC engined vehicles to balance things up a bit.

Staying with big things, there is an informative article in the **Foden Society** newsletter on the delights of bio-diesel and the emergence of the diesel bug, which exists in at least twenty different strains. The article goes into considerable depth to describe cause and effects and offers some suggestions as how to overcome this problem. They also remind us that 2016 marks 150 years of Foden in one form or another.

The impressive bulletin of the **Bristol Owners' Club** tells us how Philip Vincent acquired his Bristol. Apparently he persuaded the Bristol Company to accept a Vincent motorcycle in part-exchange. Bristol did manufacture the Girdraulic front fork blades for the Vincent company, along with some other components.

The journal of the **BSA Owners Club** has a reproduction of the dramatic painting commissioned by BSA of the destruction of the Armoury Road factory in the air raid of 19 November 1940 in which 53 employees lost their lives, crushed as the building collapsed after a direct hit by two bombs. The painting is now in the Birmingham Museum and Art Gallery.

The **Alvis Register** Bulletin has a detailed description, including a map, of the Loton Park hillclimb venue at Alberbury, some eight miles west of Shrewsbury.

The extraordinary tale of a Nepalese D8 and its travails and eventual resurfacing in Lithuania is recounted in the **Delage Register** Journal.

The magazine of **Crash Box and Classic Car Club** has a brief biography of the Davidstow Race Circuit, in Devon, which was in use for Formula One between 1952 and 1955.

There is a brief but informative biography of Lagonda in the impressive Gazette of the **Jersey Old Motor Club**.

There is a detailed description in the journal of the **Daimler and Lanchester Owners' Club** of a weekend jaunt to tackle seven steep hills, the average gradient of the seven being 1 in 4, in one thousand miles in a Daimler 15 hp in 1933. This sounds like an endeavour well worth re-enacting.

The **Pre-1940 Triumph Motor Club** magazine has photo reportage of the restaging of publicity photographs taken in the late 1930s at the NEC Show last year.

Eastoricnews from the **Eastbourne Historic Vehicle Club** reminds us that 2015 was the 60th anniversary of the introduction of the Citroen DS. There is also an account of another old speed venue being disinterred. A re-enactment of the Firlie Hill Climb at Bopeep Lane, Selmeston is reported on.

An interesting claim is made in an article by Jim McKillop in the **Reliant Kitten Register** newsletter: the steam engine in the paddle steamer, Waverley, is more fuel-efficient than a modern petrol car engine.

The specification of the 1915 Fiat S76, the Beast of Turin, appears in the magazine of the **Cambridge and District Classic Car Club**: 4 cylinders, 28.4 litres: OHC with four valves per cylinder giving 300 hp at 900 rpm and a top speed of (estimated) 116 mph. A very good base to work from for changes to Formula One in 2017?

I suppose it had to happen eventually. Photographs of a model of a three-wheeler made from Lego grace the covers of the Bulletin of the **Morgan Three-Wheeler Club**.

There is a photo-reportage on cultivators being demonstrated at the Great Dorset Steam Fair in the newsletter of the **Vintage Horticultural and Garden Machinery Club**.

The fascinating story of how a long-derelict Alvis Shooting Break has been transformed into a state-of-the-art street rod features in the **National Street Rod Association** journal. The impressive gathering of vehicles at the Shakespeare County Raceway provides a remarkable study of engineering imagination and skill.

The journal of the **Vincent HRD Owners' Club** recounts the tale of two septuagenarians who recently circumnavigated Australia on fearsome home-built Vincent-based specials. This story makes the rulings of the ACU that one needs a medical to participate in PR6 parades on reaching 70 years of age - which is reasonable enough but that £45 is then demanded for a one-year sprint licence instead of the one-day licences issued previously seems to be out of order. Also a plea for help: David Lancaster is working on a book 'Vincent Tales' His project aims to capture the human stories behind the name – not only the record breakers and racing men but those who worked at Stevenage and elsewhere for the company. If you can help try westlondon499@voc.co.uk

We are notified of the passing of Brian Blackwell in the magazine of the **Triumph Razoredge Owner's Club**. Brian had been secretary of the Standard Register for almost 50 years. Thanks to Brian and to the late John Davy, the records of the register are more complete than those held by Gaydon.

The **Greeves Riders' Association** newsletter describes a nostalgic visit and tour of the old Shrublands Park Scrambles venue which nicely coincides with the publication of Dennis Boatwright's book on the history of the circuit.

The **Routemaster Association** magazine reminds us that 2016 is the 60th anniversary of the introduction of RM1 and that 12 December 2015 was the 10th anniversary of the final day of 'normal' operations in London.

The magazine of the **Wolseley Owners' Club** has a useful and informative article on positive and negative earth systems and theory.

An interesting interlude in the history of Lancias is outlined in the **Lancia Motor Club** magazine. It seems that some 50 Lancias were upgraded with armoured enclosed roofs during the Irish War of Independence and that seven of them were fitted with rail flanged wheels. One is claimed to have survived at the railway workshops in Dublin as recently as 1951.

There are some useful hints for storing cheese (!) in the newsletter of the **Tame Valley Vintage and Classic Car Club**. The same issue of the newsletter gives us the history of the London taxicab from 1654.

The **London Austin Seven Owners' Club** magazine explains the significance of the framed half-crown on display in the recreation of Herbert Austin's office at the Gaydon Museum.

The **Military Vehicle Trust** magazine reproduced a remarkable series of photographs of lorries in WW1 which had been christened by their crews. There is also a recommendation to visit the USA's official WW2 museum in New Orleans if you are in that neck of the woods. And, finally, how many Alco Firefly stream generating sets survive?

A really striking cover to the winter issue of the **Gay Classic Car Club** magazine depicting their colour coordinated display at the NEC. Inside the magazine is a very interesting and informative article on the various grades of steel and of other materials used in the construction of the modern motor car.

The **Pre-War Austin Seven Club** magazine has a photograph of Tibet 2, the 1932 Austin 7 owned by the Dalai Lama. Where is it now? There is also a photo reportage of hill 15 on the Cotswold Trial with a series of Austins all doing their thing.

A road impression of a Bedford Debonair camper van of 1968 makes interesting reading in the journal of the **Dormobile Owners' Club**. Things have moved on since then – but all for the better?

The **Preston and District Vintage Car Club** magazine has an atmospheric photograph of Sergeant Murphy, a stripped-down and tuned Austin 20, which was campaigned with malice aforethought in the early 1920s. What became of it?

An interesting conversion is illustrated in the **Jaguar Enthusiasts' Club** magazine: a 1989 3.6 litre AJ6 engine and four-speed automatic transmission shoe-horned into a Triumph TR6.

The Christmas edition of the **Ford RS Owners' Club** magazine shows us that the interest in and the enthusiasm for these iconic Fords is as strong as it ever was.

There is a pocket biography of Sydney Allard in the **East Anglian Practical Classics** Newsletter. Did you know that Sydney Allard is the only person to have won the Monte Carlo Rally driving a car of his own make? He won in a J2 in 1952, and to prove that this was not a fluke, he finished third at Le Mans in 1953.

For those who really enjoy a challenge, there is an article in the magazine of the **Reliant Scimitar Owners' Club** on changing the Pierberg carburettor for a Weber.

There is an illuminating article on Webb girder forks in the journal of the **Velocette Owners' Club**.

There is a useful article on SU HD8 carburettors in the magazine of the **Jaguar Enthusiast's Club**, also a photo-reportage on the 160 XJSs that turned out for the 40th anniversary gathering.

A tantalising glimpse of Motorclassica, Australia's premier classic car event, is depicted on the cover of the **Alvis Owner Club** bulletin. Inside is a description of a useful tip to unblock the sun-roof drain holes on your car. All you have to do is locate the outlets under the car!

An article in the **Bullnose Morris Club** magazine describes the resurrection of Rexine manufacture and the salvaging and recommissioning of machinery from a derelict factory in Essex.

The **Humber Register** magazine has a photograph of Humber House, New Bond Street, London which seems to have altered very little since the accompanying 1922 photograph was taken (it *does* look a bit cleaner though).

Staying with imposing buildings, there are photographs of the extraordinary Argyll Motors factory in the magazine of the **Midget and Sprite Club** together with a reference to the 1976 re-birth of the Argyll – what happened to this concept? And by an extraordinary co-incidence, the **Colchester Vintage Motor Club** newsletter also has a feature on this remarkable edifice.

The journal of the **Fire Service Preservation Group** reminds us of the second great fire of London, 29-30 December 1940. The 75th anniversary was appropriately commemorated and is fully reported.

The intriguing story of Benjamin Britten's motor car accident in his Lea Francis is recounted in the **Lea Francis Owners' Club** magazine.

The **Historic Commercial Vehicle Society** magazine has a striking photo-reportage of a night in London when 'proper' London buses were posed in front of iconic city backdrops in April last year. There is also an account of an Italian event which involved the storming of the Cisa Pass, now normally out-of-bounds to commercials, in September.

The **Crossley Register** newsletter regales us with the tantalizing story of a 1921 Crossley lurking somewhere in the Denton area of Manchester, holed up for more than sixty years and trapped behind trees in a lock-up garage. Would that it turns out to be true! The centre spread is an arresting study of a superbly restored 20/25 tender on display in the RAF Museum.

The **Classic and Historic Motor Club** magazine tells us that someone has located 200 pairs of doors for the iconic DeLorean DMC-12 All we need to find now is some of the taxpayers' money that went into the project.

The **Historic Caravan Club** newsletter ruminates over the problems encountered with caravan roofs.

The **British Two-Stroke Club** magazine has a favourable review of the 'Wilfred Saga' the history of the autocycle and explains the convoluted origins of the name.

The journal of the **Cumbria Steam & Vintage Vehicle Society** has a photograph and a brief description of what is believed to be the only surviving example of a Marshall self-propelled combine (unless *you* know better). It must have been a bit of a beast as there were two engines – one for propulsion and the other to drive the cutting and threshing machinery.

There is a brief but interesting history of the development of vehicle braking systems in the newsletter of the **British Made Car Club**.

I suppose *someone* had to do it. There is an in-depth feature on the restoration of an A35 to recreate the Wallis and Gromit Top Bun van in the magazine of the **Austin A30/A35 Owners' Club**. The magazine also gives us the history of the Eriba marque of caravans. The designer, Erich Bachem not only designed the Hymer, Europe's most successful camping caravan/mobile home, but also the extraordinary vertical take-off manned rocket plane of 1944, the BA 349. It made but one flight when the test pilot was killed.

The magazine of the **Rover P5 Club** informs us that the SMMT states that average age of a car on the road is 7.25 years.

In view of the ever-increasing level of complaints about our road network, the reprint of an article written by Herr R.Hoffman, a German authority on the subject in the 1930s on developments in Germany makes interesting reading in the **Morris Register** magazine.

An excellent piece of serious lateral thinking in the magazine of the **Panther Owners' Club**. Suitably modified Rover pistons are now available for the M100 and M120 models.

The editor of **Club Triumph** magazine comments on the statement that the number of untaxed vehicles on the roads has doubled from 210,000 in 2013 to 560,000 (how do they know?) This implies a loss of revenue from VED rising from £35 million to £80 million. The government is, of course, saving £10 million in collection costs so the net loss is only £70 million. And more statistics are to be found in the **Bean Car Club** magazine. The wartime regulation, in 1939, which required motorists to fit headlamp masks and street lamps to be turned off resulted in more people being killed in road accidents than were killed as a direct result of enemy action.

The history of the car radio is outlined in the **Southern Daimler and Lanchester Club** magazine. Examples of the first production run of Motorolas cost the equivalent of \$6,000 when they were introducing in 1930.

A photographic record of a 13-year rebuild of a 1920 Charabanc is the main feature in the **Biggar Albion Foundation** magazine. There is also reference and photographs of progress on another long-term rebuild of a 1928 Albion bus.

The **H&H CVC** magazine has some interesting statistics on the speeds achieved on the Jabbeke highway in Belgium in the immediate post-war years. The Rover Jet 1 achieved 151.9 mph a TR2 a remarkable 124.9 and an XK120 was wound up to 172 mph – among others. [The TR2 is currently being restored in Oxfordshire. Ed.]

The **Rapier Register News** reminds us never to assume that newly purchased copper washers are in a 'soft' condition – always anneal them before use.

WELCOME

Welcome to following clubs who have recently joined:

Rallyround

Towy Valley Vintage Club

The Old Italian Bike Register

Welcome to the following new trade supporters:

Finish Finale

Euroteam Services Ltd