

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: 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 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

Geoff Lancaster

Resignation seems to be the word of the moment with the country voting to resign its membership of the EU, the Prime Minister, the entire shadow cabinet and the leader of the victorious UKIP all resigning, even Chris Evans has fallen on his sword after the Antiques Roadshow polled twice as many viewers as the final episode of new Top Gear!

And what does all this mean for us? You might assume turmoil would best express the consequences of all this, but that in practice is not the case. Inertia is the word that best describes our situation. Quite simply in the absence of leadership at the top, nobody is prepared to stick their neck out and make a decision. Hence progress on pretty much every portfolio on which we are working is stalled.

We are still waiting to see when the much heralded consultation on the EU Roadworthiness Directive will emerge from the Department of Transport. It will come, and indeed the timetable for its adoption into UK law precedes the expected date of Brexit. For the time being though it's inertia.

We have submitted a very comprehensive report and critique on the current workings of DVLA supported by submissions of members who have experienced 'difficulties' in dealing with this government agency. Bob Owen will report on the response to this more fully in his report in this issue. Suffice to say once again, inertia.

There are important changes in the pipeline to the nature of the funding of apprenticeships. If enacted these changes will radically affect the strategy we adopt as we roll out our FBHVC Apprenticeship in Historic vehicle restoration. But will Brexit effect the introduction of this?

We are not a political organisation and the Federation took an early decision to maintain a neutral stance over the recent referendum so what I shall say now is in no way a political statement, merely a statement of fact. I have been constantly asked by journalists ever since the vote what will be the effect of a withdrawal from the EU on the historic vehicle movement. The answer is we simply don't know. Nobody does. Rather uncharacteristically the British public have voted to take a giant leap into the unknown.

All we can say to our members is that we remain vigilant, in fact even more so to ensure that the fallout from this somewhat chaotic situation in no way infringes on the rights of historic vehicle owners to use their vehicles on the highway.

LEGISLATION Bob Owen

At this time of turmoil, it would be nice to be able to tell you that we are on the way to reaching a satisfactory conclusion with DVLA on the issues, primarily the question of the originality of bodies on V765 and Age Related vehicles, which have arisen since DVLA closed their local offices. Sadly I cannot yet do so.

We prepared, with the assistance of many of our members, a detailed and carefully researched Position Paper primarily to explain to DVLA why we considered that the questioning of bodies was in conflict with all past policy and practice. This Paper went back to the origins of legislation on vehicles, from the Motor Car Act of 1903 and the Roads Act of 1920. We found the policy on bodies as set out in the Ministry of Transport Handbook of 1965 (that a vehicle other than a monocoque is defined by its chassis and closely related components specifically not including the body) and demonstrated that in the creation of the various particular processes such as V765 there has been no definable point at which that policy has been altered. The Paper also reaffirmed the Federation's opposition to, and disapproval of, any attempt to create modern replicas, counterfeits or vehicles which are otherwise not what they purport to be.

This has not yet done the trick, and we have not yet reached a solution. We are now investigating ways of progressing this issue other than simply through direct negotiation.

We can assure you all that the Federation has not given up on this subject, which is vital to so many of our members. So, at the moment, we ask that you be patient and allow us to progress as we see best.

Injunctions

Nick Jefferies

From time to time the Federation learns of injunctions - court orders (normally in the High Court) forbidding users doing certain things and breach of which is a contempt of court which could lead to imprisonment - which conceivably could impact on legitimate use of our vehicles.

Normally the 'mischief' that is intended to be addressed is 'car cruising' in a specified geographical area. One example of an injunction currently in force covers a large part of the Black Country and, after an initial period of one year, has just been renewed. Readers can see some of the issues involved and the injunction itself at: <http://tinyurl.com/gwe3jkr>. Note that breach of this injunction renders the participant liable to *immediate* arrest followed by bringing before the court for sentencing. Other injunctions we have seen require the injunction order to be served on the defendant who is then summonsed later to appear in court.

Although their existence may come as a surprise and as being a recent development, the earliest one of which we are aware was obtained by Nottingham City Council in 2006.

It is accepted by the Federation that the size and effect on residents and other highway users of large gatherings combined with the activities of some participants and spectators can be a major issue of legitimate concern which is difficult for the authorities to address on an individual basis. For example, one injunction obtained in Warwickshire was intended to address gatherings of 500 vehicles and 2000 spectators. However civil libertarians may consider the general principle repugnant when laws exist which could be utilised against individuals.

One element appearing in the wording of almost all injunctions of which we are aware is forbidding 'driving in convoy' and this could of course be interpreted as affecting a club run, a funeral procession, a toy run, a carnival procession or 'Help for Heroes' ride-out. For the injunction to be enforceable the wording of the injunction then normally links the action of 'driving in convoy' with some anti-social element.

And when the Federation questioned the apparent extent of an injunction against car cruising obtained by the five authorities making up the Black Country, we received very clear assurances from Wolverhampton City Council on behalf of all the authorities that simply travelling in convoy without any other anti-social element was not intended to be covered and that tours by our members' car clubs would not be affected. We know that the National Association of Wedding Car Professionals (NAWCP) sought and received similar assurances.

One recent example that did *not* follow this principle was that obtained by Harlow Council in the County Court against 'unauthorised ride outs', specifically mentioning the problems caused by motorcyclists. In this the 'driving in convoy' element was *not* linked to any anti-social activity but merely required two or more vehicles 'congregating' and driving in the area of Harlow. Unsurprisingly the motorcycling lobby reacted vigorously against this which prompted a rapid 'clarification' of the injunction by Harlow Council, stating it would only be enforced when anti-social activities are involved.

Clearly if this was the intention then the injunction order should have been appropriately worded! And there were other indications of sloppiness in its drafting and lack of proof-reading. Assurances of non-enforcement which go against the clear wording are a subjective slippery slope.

As a generality the Federation does not support such 'do-it-yourself' localised law-making - not least because its existence may not be known to visitors to an area. However it must consider its remit to deal with issues of specific concern to our members and not act as a general lobbying organisation. To date, despite injunctions having been in existence for at least 10 years, we have had no feedback from members of their activities being adversely affected by an injunction in force. Any reports by members of the effects of injunctions would of course be welcomed.

We will continue, possibly in co-ordination with the Motor Cycle Action Group, who were very active on the Harlow example, and with NAWCP, to monitor the situation and react to any implication that 'driving in convoy' requires some sort of permission - it does not.

DVLA Ian Edmunds

Unfortunately I have to start by telling you that overall DVLA policy issues have not yet progressed as we would like. Bob Owen comments on this in his section.

Inactive registration records

Meantime I have a few updates on individual issues. Firstly it appears that some correspondents have gained the impression from DVLA that inactive registration records are in some circumstances deleted. I have a clear reassurance from the Agency that inactive records are not deleted. We believe there exist some archive files within DVLA to which long-term inactive records may be transferred.

Continuous Insurance Enforcement

From the correspondence we receive it seems that there may be some confusion regarding the operation of Continuous Insurance Enforcement (CIE). We are indebted to DVLA for this up to date explanation of how the system operates.

Uninsured vehicles are identified by comparing DVLA records against those held on the Motor Insurance Database (MID) and once they are identified CIE places a strong emphasis on compliance (getting people to do what the law requires).

First the Motor Insurers' Bureau (MIB who are responsible for MID) sends them an Insurance Advisory Letter (IAL). This letter is a warning and sets out the keepers options:

1. Insure the vehicle
2. Contact their insurer, if they have insurance to find out why there is no record on the MID.
3. If they are no longer the keeper, notify DVLA,
4. Make a SORN declaration.

In addition to these four options listed in the IAL there is also a possibility that the vehicle has been destroyed in which case that should similarly be informed to DVLA.

If the registered keeper does nothing, DVLA will take enforcement action and issue a Fixed Penalty Notice (FPN). If the FPN is not paid, Court action is an option. However, the FPN gives customers the chance to dispute the FPN for reasons such as insurance being in place, the vehicle having been disposed of or a Statutory Off Road Notification (SORN) having been declared for the vehicle. Disputes are investigated by

enforcement clerks to establish if there has been any error on the part of the insurer (failure to update the MID, or a MID entry with the incorrect registration number assigned) or a delay in processing a SORN or disposal notification within DVLA. Where it is established the keeper took action to ensure the vehicle is compliant with CIE prior to the FPN issue, the case is closed and the keeper will hear no more on the matter.

The key point to remember is that the IAL is an important document and should you receive one it is necessary to take the appropriate action. It is easy to check free of charge if a vehicle is on the MID at <http://ownvehicle.askmid.com/> You should also ask your broker or insurer specifically about the MID. Confirmation that one is in fact insured is not enough, from our information it appears that one of the major historic vehicle insurers, not brokers, has an on-going problem keeping their MID entries up to date, so it could be worth checking your vehicle/s.

Number plates

Finally my thanks to the member who drew our attention to an MoT problem with black and white/silver registration plates. We reported correctly last year that the date up to which these plates were permitted had become linked to the historic tax class, that is, 40 years old. Thus currently vehicles manufactured before 1 January 1976 are permitted to use black and white plates. However this revision to the Regulations has not yet reached the MoT Testers Manual where the cut-off date is still quoted as 1 January 1973. DVSA have informed us that the manual will be revised ASAP but until it is the MoT status of vehicles manufactured between 1 January 1973 and 1 January 1976 which are fitted with black and white plates will have to be established on a case by case basis. It may unfortunately be necessary on occasion to explain this to an individual tester.

EU LEGISLATION

After The Referendum

Bob Owen

Before you read this, remember it is about legislation, and whatever your Leave or Remain view, keep calm!

I think some explanation may be useful. Nothing has changed. There have as yet been no changes to legislation. The referendum is close in effect to a General Election; it decides the policy the Government should follow.

So the United Kingdom is at present a member of the EU and subject to all its laws and regulations. We have to 'resign' (presumably by invoking Article 50 of the Lisbon Treaty) and even then resignation will take time.

As yet we are at the early stages of the establishment of Government policy on how to engineer withdrawal from the EU. This could affect the areas of interest of the Federation; a decision to seek continued membership of the Single Market could mean a large proportion of laws remain unchanged. Alternatively, a decision to go for a less structured free trade regime would provide more freedom for the removal of EU laws.

What is certain is that traffic laws, and in particular those relating to historic vehicles, will have little or no influence on how these decisions are taken or what they are.

Let's start with the things which do not need to change at all. First and most important is the registration system. It is national, set up and operated by the UK Government for Great Britain (England Wales and Scotland) and by the Government of Northern Ireland for Northern Ireland.

Both parts are largely operated by DVLA, though DV(NI) does the actual procedures in Northern Ireland. Thus the registration systems do not need to be changed on account of the referendum. This includes V765, Age Related, Reconstructed Classics etc.

The Federation will, exactly as it already does, work with DVLA to obtain the best possible arrangements for historic vehicles that we can.

Low Emission Zones and Ultra Low Emission Zones are already wholly devolved to local authorities. While over the coming years the sources of data which local authorities use to reach their decisions might change, it seems unlikely the science of either climate change or the effect on public health of diesel emissions will change so much that these local authorities will cease to wish gradually to impose constraints on motor traffic in urban areas. The Federation will continue to work, as it has successfully so far, to maximise the level of exemption which can be obtained for historic vehicles.

Generally, things which are affected by EU law may or may not change. Where EU law currently covers a matter which will still need control in the UK, relevant UK laws may not be changed. As there will be an immense pressure on the Civil Service, and particularly on Parliamentary draughtsmen, to change those laws which really do have to be changed, matters which are seen as fairly suitable for adoption without change will inevitably have a low priority.

Vehicle standards are partially affected by EU law. This will almost certainly effect the operations at least of DVSA over the coming period. We do not know how and it is pointless to speculate. The Federation will meet with challenges in this area which affect historic vehicles as they arise.

Chemicals remain wholly subject to the provisions of REACH. It is to be expected that the substance of these Regulations will remain in place though procedures would probably change. Redrafting is probably an unnecessary effort, as the need to control dangerous chemicals is such that they would only have to be replaced by something similar. It is possible that the introduction of new substances might be slowed in respect of the UK, and the Federation will be keeping a clear eye on any developments which could affect the keeping, sale maintenance or repair of historic vehicles, just as we have when it was an EU matter.

We know that many of you have over the years been involved in the export of vehicles into, and import of vehicles from, the EU. Almost certainly the formalities will change and become more extensive. But again we do not know and it is pointless to speculate.

The area which you will all be aware is currently being affected by EU legislation is Periodic Roadworthiness Testing. The Directives concerning this subject remain currently in force. The UK Government has been considering how exactly to incorporate the 2014 Directive into the laws of the United Kingdom. The directive was not seen as particularly contentious, so it may be that the Department for Transport will continue to work to adopt its terms into the laws of the United Kingdom. Or they may not. We do not know. The Federation has got itself ready to deal with the consultation we were expecting to be issued earlier this year, should it appear. But again, it may not. We will attempt to find out.

I trust these ramblings make things clearer as to the present position and the immediate future. If they do not, please do contact me on legislation@fbhvc.co.uk and I will try to explain more clearly any issue on which you feel unclear.

FIVA

The Federation was fully engaged through FIVA in EU matters right up to the date of the referendum, with the UK taking a particularly active part, for instance, in the discussions regarding control of firearms.

The following items on EU affairs are the most recent in the series of matters on which we have regularly advised you. They bring you up-to-date on the business of the EU regarding historic vehicles, right up to the date of the referendum.

European Parliament Historic Vehicle Group meeting

The EPHV Group met on 1 June. The main item on the agenda was the availability and access to vehicle data and data protection. Members showed great interest in the Belgian Federation's data system and its use to help retrieve stolen vehicles, and questioned whether action was possible to address the fact that data availability and access varies greatly between Member States. The meeting also presented an opportunity for FIVA to provide the members an update on other current issues including the European Commission's work to draft guidance for Low Emission Zones (see previous EU issue updates). The Group members agreed that they will write to Commissioner Bulc to urge early publication of the chapter about 'exemptions' which is expected to

note that historic vehicles can be exempted from LEZs. The Group will then also use all opportunities to promote the Guidance to Member State authorities.

European Parliament Committee discusses the proposal to amend the Firearms Directive The European Parliament's Internal Market Committee members have had initial discussions on the 800+ amendments which have been tabled to the proposed amendment to the Firearms' Directive. Many take the view that deactivated weapons should not be covered by the Directive – this would address the concern of owners of historic military vehicles which have deactivated weapons attached to or as a part of the vehicle. Due to the large number of amendments and the Committee's desire to agree a clear position to facilitate later negotiations with the European Council and Member States, the vote on the amendments has been postponed until July.

FIVA's Legislation Commission has already asked ANFs to contact their MEPs who are members of the EP Internal Market Committee to encourage them to support the relevant amendments. The action will need to be repeated prior to the Committee's July vote. FIVA's Legislation Commission will contact ANFs at the appropriate time.

EP Committee study calls for a ban on diesel vehicles in cities to meet pollution limits

A study commissioned by the European Parliament's Environment Committee has concluded that Member States that are failing to comply with EU air pollution limits should consider banning diesel cars in cities, or at least reduce the number of diesel vehicles. The research showed that in 2014 two thirds of Member States had breached limits for pollutants such as nitrogen dioxide (NO₂) and particulate matter (smaller PM_{2.5} and larger PM₁₀) set in the EU Ambient Air Quality Directive. The study also predicted that full compliance with the Directive across all EU member States will not happen until 2030; that NO₂ remains a particular problem as 18 countries – including France, Germany, Italy and the UK are still above the 2010 limits; and that a complete ban on diesel vehicles in inner-city areas – as well as greater support for public transport – is now required for failing Member States to comply with the Directive. But the report also acknowledged that banning diesel vehicles would require a 'huge effort' from policymakers as they would need to reverse tax policies developed during the years of diesel promotion. Also of note was that the report identified a number of different causes for pollution across Eastern European hotspots. For example, in Krakow, Poland, and Plovdiv, Bulgaria, traffic pollution was not the only reason these cities breached limits for PM₁₀ as pollution from domestic heating was also responsible.

Analysis of emissions' defeat devices

The environmental lobby group Transport and Environment said it has identified three new car emission defeat devices after analysing government investigations by Germany, France and the UK into the VW emissions scandal. They were: a 'thermal window' defeat device that switches off pollution control technology in low ambient temperatures; a 'hot restart' cheat, which enable the car to produce higher emissions after a warm engine restart because EU law only requires tests for cold restarts; and a device allowing some car models to switch off the exhaust treatment system two minutes after the lab test has finished. The Group has accordingly called a more comprehensive investigation to force carmakers to come clean on their emission strategies.

Stricter air pollutant limits

The mayors of London and Paris (Sadiq Khan and Anne Hidalgo) have sent a joint letter to their respective governments, the European Commission and MEPs calling for stricter emission limits on major air pollutants. The letter is aimed to coincide with ongoing negotiations on the National Emission Ceilings (NEC) Directive. The NEC Directive sets national limits on emissions of nitrogen oxides (NO_x), sulphur dioxide, particulate matter (PM), ammonia, volatile organic compounds and methane. The letter also calls for official testing for new car NO_x emissions to be further strengthened saying, "It cannot be right to impose air pollution standards on public authorities, while at the same time giving the automotive industry the green light to infringe them." In parallel, Eurocities, a coalition that represents more than 130 large cities, has asked for tougher limits on ammonia emissions, and called for flexibilities allowed to EU member states as they comply with the NEC Directive to be kept 'to a minimum'. Agriculture is by far the biggest source of ammonia emissions, but Eurocities argues that ammonia can drift into cities and cause air quality problems.

SILVERSTONE ROARS TO LIFE, CLASSIC STYLE Geoff Lancaster

Publication deadlines mean that this article was written long before the Silverstone Classic took place in July, but the media preview was certainly a great event in its own right.

A host of the famous stars and evocative cars that will wow the crowds at this summer's action-packed Silverstone Classic (29-31 July) revved up at the circuit's traditional Media Day curtain-raiser.

As the premier event on the historic motor racing calendar, (a fact Lord March might dispute) the Silverstone Classic is firmly established as the world's biggest classic motor racing festival, with last year's record-breaking silver jubilee extravaganza attracting more than 100,000 visitors for the very first time.

Judging by the attendance and fever around Media Day, 2016's follow-up is gearing up to be even bigger and better, with the home of British Motor Sport primed to host the ultimate celebration of classic cars.

With the variety of on-track action matched by a plethora of off-track entertainment, the sheer scale of the event is astonishing – and it is continuing to grow year-on-year, as the vast Silverstone estate is given over to a full-on festival of flat-out fun for all the family.

Some 150 of the world's finest cars took to the Grand Prix track, while static displays in the paddock highlighted many of the car club anniversaries – with lots of models and marques set to celebrate momentous milestones this summer, including the 50th birthday of the iconic Lamborghini Miura and 25 years of the charismatic Nissan Figaro.

Freddie Hunt was one of the undisputed star attractions, as the 2016 Silverstone Classic prepares to mark the 40th anniversary of his father James Hunt's Formula 1 World Championship crown. Freddie got behind the wheel of his father's 1976 title-winning McLaren-Ford M23, and was interviewed by commentating legend Murray Walker for a forthcoming feature on Channel 4's F1 programme. He was joined by Alastair Caldwell – McLaren Team Manager at the time – who regaled a captivated audience with little-known tales from the 1976 campaign.

Other big names to lend their support were actor and renowned car fanatic Philip Glenister and his co-presenter Ant Anstead from TV's *For The Love Of Cars*, Nic Hamilton – brother of World Champion Lewis – and former England international footballer Luther Blissett, who is an ambassador for new event charity partner Prostate Cancer UK.

Touring car heroes Steve Soper, Jeff Allam and Patrick Watts were similarly in attendance, and they will all be appearing on-track as part of the inaugural 'Tin-Top Sunday' in July.

For the first time at the Silverstone Classic, there will be four separate touring car grids – the JET Super Touring Car Trophy (1990-2000), Historic Touring Car Challenge (1967-1989), Big-Engined Touring Cars (Pre '66) and Under 2-Litre Touring Cars (Pre '66) – bringing together more than 200 of the nation's best-loved cars.

In another exciting innovation, in addition to the ever-popular Group C twilight race, FIA Masters Historic Formula One, Legends of Modern Formula One and Stirling Moss Trophy amongst many others, the new Can-Am 50 Interseries Challenge will stage its season finale at the Classic. These extreme and rarely seen machines will provide an awesome soundtrack to the event as they celebrate their 50th anniversary in 2016.

Extending the event's appeal to two- and three-wheeled fans as well as car connoisseurs, this summer's Classic will also welcome to the bill World GP Bike Legends – off the back of a successful debut at Jerez in Spain last year – and the Sidecar Salute, with 1987 500cc World Champion Wayne Gardner and ten-time ten FIM Sidecar World Champion Steve Webster both in attendance at Media Day.

Away from the racetrack, the impressive infield display will include live music concerts from chart-toppers The Boomtown Rats, The Stranglers and Reef, more than 120 car clubs exhibiting historic models, Silverstone Auctions, aviation displays, a live Range Rover restoration with new event partner eBay and – for the first

time – a Concours d’Elegance.

In a special feature to commemorate England’s victory over Germany in the 1966 Football World Cup Final, meanwhile, a car football match with the Classic’s official courtesy car partner SsangYong UK will be held exactly 50 years to the day on Saturday, 30 July.

“Thanks to a tireless effort by the entire organising team, the Silverstone Classic has become a world-class event,” commented Nick Wigley, CEO of organisers, Goose Live Events. “Everybody works all year round to ensure that what we offer remains the biggest and best historic racing you will see anywhere in the world.

“I’m incredibly excited about the addition of the Can-Am celebration this year – the sound will be absolutely immense – as well as the introduction of Tin-Top Sunday. I think deep down, we’ve all got a soft spot for touring cars because they’re the kinds of cars our dads used to drive.

“Not only that, but having always wanted to include some two and three-wheeled action, I’m delighted that we have secured some absolute sporting icons with the World GP Bike Legends and Sidecar Salute.

“The Silverstone Classic has become *the* unmissable event for all of Britain’s car clubs, and this year there will be some 10,000 beautifully polished classic cars on display for visitors to come and admire over the weekend.

Ticketing adheres to the Classic’s widely-praised ‘access all areas’ policy, thus providing admission to both National and Wing race paddocks, trackside grandstands, the vintage funfair, air displays and the live music concerts which this year include chart-toppers The Boomtown Rats, Reef and The Stranglers.

HERITAGE Keith Gibbins

Heritage Open Days

This year's Heritage Open Days are 8 – 11 September and again give clubs an opportunity, no matter what the weather, to associate historic vehicles with the heritage movement.

See the website www.heritageopendays.org.uk to identify your local HOD activities.

NEWS

NEW YEAR’S DAY IN LONDON?

How do you fancy the idea of driving along London streets, cordoned off especially for you, with crowds waving and cheering you on? The organisers of the London New Year’s Day Parade are looking for car clubs to take part in the 2017 parade to be held, of course, on 1 January 2017.

For 2017 the theme of the parade is ‘Lights, Camera, Action’. The organisers are signing up clubs who can field between six and eight cars that have a link to films; possibly vehicles that have been involved in a film or have been owned by a film star. Cars already signed up include Union Jag, Herbie and the London and Surrey Mini Owners Club. The parade is not only for cars, miniature steamers will also be represented.

Taking part in the Parade means assembling mid-morning. If you come from a distance this might be a problem but the organisers are making arrangements for discounted rooms at several appointed hotels and special arrangements are being made for vehicles to be parked under the watchful eye of security guards while you are making the most of your overnight stay.

Those of us who were in the 2016 parade can confirm that it is a great experience and something special to take part in.

If your club is interested in taking part please contact the secretary.

TRADE AND SKILLS

Karl Carter

New Home for Classic Car Apprenticeship Scheme

It is always good when a plan comes together and as I reported in the May newsletter, on 15 June 2016 there was a relaunch of the classic car apprenticeship scheme at its new home in the middle of Bicester Heritage. Many of you will know that Bicester Heritage has been a huge success in attracting restoration businesses and traders into the buildings of the ex-RAF bomber site. The opportunity to get the apprenticeship in the heart of this vibrant establishment was too good to miss and I am pleased to say that Banbury and Bicester College saw the positives of having young students alongside restoration businesses. The relaunch was attended by over 60 people from restorers, press, and academics who were able to see the Engine Test House as it starts to take shape in time for the September intake of students. The main pieces of plant including car lifts and compressed air systems are now ordered and will be installed in plenty of time for September. The plan is to use the Engine Test House for the practical side of the course but continue to use the lecture and library facilities at Bicester College. The numbers of full time students applying for next year look very good once again, and the numbers of apprentices employed by restorers is starting to build up.

The students who first started the new classic vehicle apprenticeship scheme in 2014 are now coming to the end of their level 2 programme and we hope all of them will be successful in their final assessment, which will see them qualify as a level 2 technician in classic vehicle restoration. Those students who are successful at level 2 now have the option to go onto level 3, where they will be able to specialise in a particular skill which will require them to do a further 18 months of day release. Indications are that a significant number of apprentices are keen to move into the level 3.

TECHNICAL AND EVENTS

Tony Davies

Recently I had the pleasure of accompanying Irvine Laidlaw on Rally Round UK's Paris to Vienna rally in his 1967 Jaguar Eagle E-Type Roadster. Sadly the weather was not up to summer standards so the roof stayed up throughout the event. How the crews in veteran and vintage cars coped I do not know; I admired them greatly but did not envy them one little bit! Although the overall awards were restricted to the Veteran and vintage categories it was satisfying to end up as the car with least penalties at the end of the week.

If you want an event that goes somewhere different then have a look at Rally Round UK's Paris to Prague for June 2017 (<http://rallyround.co.uk>). And it is good to see another UK organisation putting on high-calibre events to join ERA and HERO as the top UK organisations capable of offering high quality international events.

I hope you are keeping your eyes on the variety of scenic tours available to contribute to your enjoyment of the classic scene during the coming autumn months. I really do recommend these one or two day touring events – you won't be disappointed. What is left on the HRCR's 2016 calendar of scenic tours will provide some very enjoyable non-competitive low-key pleasurable motoring and scenic drives. A visit to their website www.hrcr.co.uk/hrcr-championships/scenic-tours-series will provide you with any further information you may require.

You may still get a late entry into South Hams Devon Classic Rally in early October. Have a look at www.shmc.co.uk/index.php/events/devon-classic-rally. Not a high-pressure event by any means and a nice way to see the Devon countryside in the autumn.

If you have still yet to venture out on an introduction to competitive events with your classic have a look at the HERO Challenge. Based on an old airfield near Pershore it is designed with beginners and novices in mind www.heroevents.eu/Events/thethrockmortonchallenge/2016.

And don't forget the annual HERO Training Day if you are looking for some training in navigational techniques and car preparation. A look at www.heroevents.eu/Events/training/ will provide you with the relevant details.

Finally, for this issue, FIVA will hold its General Assembly in Paris on 17-20 November. It will form part of FIVA's programme of 50th Anniversary World Motoring Heritage Year celebrations and will no doubt have some interesting topics to discuss. LEZs and potential concessions for classic vehicles in city centres will, I suspect, get star billing on the agenda.

Paris to Vienna 2016

Tony Davies

A trip from Paris to Vienna in mid-June in a 1969 Jaguar Eagle E-Type Roadster sounded a very attractive invitation from Irvine Laidlaw with whom I had recently had the pleasure of doing HERO's Scottish Malts. Surely the rally was bound to be blessed with good weather and many 'the hills are alive....' scenic moments. The organisers, Rally Round UK, were new to yours truly and this added to the attraction of something unknown. But yes – you've guessed; the good weather never materialised (apart from a few hours on days towards the end of the event) and I'm sure that, hidden in the clouds, there were indeed many scenic moments to do justice to Julie Andrews. Nevertheless, the Rally Round organisation is to be welcomed as another UK organising team to join ERA and HERO as providers of top-flight events. Not difficult to predict really as names such as Heidi Winterbourne, Fred Bent as clerk of the course, Paul Wignall as his deputy, Tony and Christine Newman, George and Liz Mullins, Lee and Sue Vincent, Peter Rushforth, John Bayliss, David and Suzie Astle and David and Wendy Brown have all joined the usual Rally Round team under the effective direction of Liz Wenman.

The rally, for cars up to 1973 (the oldest being a 1905 Bianchi Speedster 50 HP), started just south of Paris at the Chateau du Bourron near Fontainebleau on 14 June and ended a week later at Baden bei Wien just south of Vienna. The format was similar to other events of its type with a tulip road book containing four or five regularities (mostly self-starts) per day together with a fair sprinkling of the usual tests on private ground. A large-scale map book with the route pre-marked was also provided in case we got lost or needed to cut and run.

The first day, from Fontainebleau to Gerardmer, introduced us gently to the competition with a practice regularity (always a good idea to relax the nerves) near Fleurigny. The afternoon started with the Crepan Regularity, with the first of several LWR triangles, followed by a navigation link section with a route check question to be answered *en route* (so no going to sleep). The Bois de Montavoire regularity followed, with the event's first section of gravel, and after a short tea stop the second of Fred's navigation section with several multi-choice questions to answer as we wound our way further eastwards via the Col du Mont le Fourche regularity with four ITPs to the Beau Rivage Hotel in Gerardmer. A welcome sight I'm sure to those in cars with no weather protection!

Overnight results showed that David Royds and Natasha Newman in their 1917 Rolls Royce Silver Ghost were leading the veteran category; Keith Graham and Sue Hoffman in their 1935 Bentley Derby VDP were leading the vintageant category whilst yours truly with Irvine Laidlaw had somehow managed to keep the classic pack at bay.

Yes it was raining again on Wednesday morning as we left for Lindau on Lake Konstanz. At the end of the day some were looking forward to sampling the delights of a Zeppelin flight from its Friedrichshafen base on the shores of the lake. The day kicked off with a short test on an old go-kart track at Xonrupt. Slippery, yes, so discretion and valour sprang to mind although inevitably some overdid the enthusiasm with the resulting seconds added to their times. An old favourite, the Col de Bramont, was the first regularity of the day, quickly followed by a coffee stop in the Vue des Alpes restaurant at the top of the Ballon with the promise of splendid alpine views. Suffice to say 'null points' for the views during our visit. Freudenstein was our next reg before another splendid lunch in Badenweiler. After lunch a variation on a theme was provided by the Black Forest reg which ran at a constant 47kph throughout and Fred had, as well as the usual landmarks, very kindly provided an average speed table: very useful, as the first ITP was 7.56 kms after the start with no intervening landmarks.

The afternoon consisted of a navigational section only, via a very nice apple strudel café, to enable everyone to get to Friedrichshafen in time for the Zeppelin flight. Unfortunately no-one had told the weather gods and the flight was sadly cancelled; very disappointing for those who were due to fly. So a rather busy road section to the Bayerischer Hof Hotel in Lindau was the anticlimax.

Thursday was wet again for a morning in Bavaria starting with the Gestraz reg before coffee and a TC at Missem-Wilhams. Another of Fred's navigation sections followed close to Augsburg and then the first of the John Brown type 'descriptive' Jogularities, Olberger Weiher, before lunch at Bad Bayersoien.

Immediately after lunch the Bayersoier See reg started the afternoon competition. Tea in Wornsmuhl preceded the Nikalatreuth reg where David and Wendy Brown were manning the only ITP on a seat near the finish: such comfort and caring for the marshals. The Tatzelwurmstrasse was to be the final reg of the day but roadworks on the main road meant that this was used as an 'Umleitung' causing cancellation of the section; very wise. We were all looking forward to the first visit to one of the Austrian OAMTC driver training facilities for a couple of tests at the end of the day. We weren't disappointed with the first containing a couple of blind brows and the second a section on the skid pan surface towards the end. All seemed to enjoy the experience although a suicidal photographer towards the end of the second test was rather distracting. Organisers please note!

The results declared in the Hotel Gut Brandhof at Saalfelden confirmed that David and Natasha, on 499, had retained their lead in the veteran category; Keith and Sue, on 206, were still leading the vintageant category with no change at the top of the classic category.

Day Four started damp again as we made our way to the Dientner Sattel for the day's first reg. A 50kph reg with one RC at the top and a table to help maintain the required speed was on the menu. Fred was starting to turn the screws a little now as ITPs were no longer necessarily at landmarks on the Tulips. Flachau was our coffee stop before tackling the Flauchauwinkl reg, another descriptive challenge with a speed change just before the ITP. Sneaky Fred! The third reg of the day was the Nokalmstrasse, one of Austria's famous toll roads, 48kph average for 21kms with one RC and ITPs not necessarily at landmarks (table or landmarks, or both – your choice) was the challenge and, with no rain, good views as well. Spoilt we were!

A LWR about two-thirds through caught a few out but most made it without too many penalties. A super lunch followed in the Glockenhutte at the top.

Another navigation section followed lunch before the Wobringer reg with a sneaky LWR between a few houses caused a problem for some. A quick cup of tea at the Hotel Ferners Rosenhof in Murau followed before the last reg of the day over the Solk Pass at 1788 metres. Steeper down than up in our direction of travel so sensibly the ITP was at the top. After a PC at the Hotel Spanberger next up were two tests up the Stoderzinken toll road. Each was about 3.5kms long so time for the drivers to have a fling. Not too wild mind you as there are some big drops! Apparently I was the only navigator to have a smile on their face when we reached the top. All that was left was a return down the hill and make our way to the Schloss Pichlarn, the overnight hotel.

End of day results showed that Peter Roberts and Colin Beasley in their 1905 Bianchi Speedster had crept into the lead in the veteran category on 3341 whilst Robert and Jane Abrey in their 1929 Bentley 6.5 on 588 had moved into the lead in the vintageant category. There was no significant change in the classic category with David Alderson and Dennis Greenslade in their 1967 Volvo 123GT consolidating their second place.

The last day was a little brighter after some overnight rain. The first reg of the day was a manned start – there's a novelty. Another navigation section followed with a series of nine tunnels where the length of each tunnel had to be recorded as route checks before the second reg at Greifsteiner. The final timing point was located in a wood yard that caused the loss of a few seconds for most crews. The Hotel Schwarzer Adler hotel in Mariazell was our coffee stop and parking in the town square had been kindly agreed by the Mayor of Mariazell. The next reg, Gasthof Kalte Kuchl, was so named as the second ITP turned out to be in the middle of the outbuildings after slotting left off the road. No wonder Fred said that we would become better acquainted with the Gasthof!

One more descriptive reg followed lunch, Grabenweg, with a couple of ITPs in gravel lay-bys, before we visited another OAMTC centre at Teesdorf for the final two tests. Both were high-speed ventures driving the tracks on sight.

All that remained was the ceremonial finish in the Kurpark at Baden bei Wein before the evening celebrations in the Schloss Weikersdorf Hotel. A great end to a very enjoyable event and an organisation to look out for if you are looking for an event that is a little different. And yes I admire greatly those hardy souls in veteran and vintageant cars but don't envy them in bad weather.

Final positions

Veteran Category: Peter Roberts and Colin Beasley; 1905 Bianchi Speedster, 8721 points.

Vintageant section: Robert and Jane Abrey - 1929 Bentley 6.5, 1300 points, first overall and winners of the the Charles Jarrott Trophy.

Classic section: Irvine Laidlaw and Tony Davies – 1969 Jaguar Eagle E-Type Roadster, 980 points

NEWS

CLUBS INSURANCE MEETING

The background to the meeting is that Aston Scott, who have supplied the FBHVC club insurance policy for many years were unable to provide a critical parts insurance policy to suit some clubs' needs. Peter James Insurance stepped in and both Aston Scott and Peter James Insurance are now recommended suppliers for FBHVC club insurance. Following a number of enquiries from member clubs and a discussion at the AGM and conference in October 2015 it became apparent that a meeting between clubs and Peter James to discuss parts liability insurance would be beneficial. The parts survey carried out by FBHVC indicated that 60-70 clubs are directly affected by these problems, but no clubs had paid staff to administer their schemes. Twelve clubs attended the meeting on 23 May at the Sir Henry Royce memorial Foundation premises

Peter began by explaining that following changes to the Insurance Act and Financial Conduct Authority this type of insurance is now more complex than ever, and thus costly to administer, but it is possible even for North America. Regarding 'critical' parts cover – are there any parts that aren't ultimately critical? Insurance companies are no longer allowed to make block exclusions on policies which did benefit clubs.

Participants all shared their particular problems with parts and a number of strong themes developed.

Many clubs try to use disclaimers e.g. 'not for use in North America'. This is unlikely to deter a good lawyer. Even where parts are not sold to the USA or Canada, the vehicle may end up there, or the parts could be bought on behalf on someone else. Even if the insurance claim is unjustified, the defence costs of such a law suit would be enough to close a club down. There are instances where a claim would be paid out by the reciprocal agreement with the USA for Lloyds registered underwriters, but those underwriters would then pursue the club for the money.

It is generally thought that it isn't worth suing if there are no assets to recover. However, company law is complex and club directors could be liable in some instances. Some clubs have formed a separate company to sell parts, but this may not protect them either.

In many cases the original manufacturer has long ceased to exist, leading again to law suits to determine ultimate liability.

Parts supply fell into distinct categories.

- Large clubs, supplying parts from major supplier – all liabilities in place.
- Club has original drawings – where does liability lie if the manufacturer is out of business.
- Reverse engineered parts. Where does liability stop if the original manufacturer is out of business.
- Newly designed parts to replace an old, not particularly good design. A certificate of compliance will help here. Similar to this are compatible parts from other vehicles/manufacturers.

- Clubs that commission parts no longer available from reputable manufacturers and provide seed funding. If the funding, or the technical input is significant, there may be liability for the club.
- Second hand parts from scrapped vehicles. Generally buyers have lower expectations of the quality, but some insurers will not cover this type of sale.
- Parts that need to be fitted by a skilled mechanic. They should be labelled as such.
- 3D printing may be the answer in the future.

Some clubs have opted not to supply North America as it would add £3 per subscription for the whole membership in order to supply a very few members in the USA. Other clubs do spread the insurance cost over the whole membership.

The value of parts supplied by clubs is generally small, and the claims record is excellent – however that is no excuse for the majority of clubs to have their heads in the sand regarding possible liabilities. Larger clubs with larger membership are often well catered for by manufacturers as it is economic to do so.

Peter summed up: the risks must be managed as this is a ticking time bomb. Clubs should be incorporated; diligent procurement and record keeping are essential. In spite of all precautions a club may still face legal expenses to defend a case where they are innocent.

A further meeting has taken place between FBHVC and Peter James to discuss action points raised at the meeting, the legal issues, risk management etc. and perhaps find the means to provide a block policy for FBHVC clubs (similar to the Aston Scott arrangement for small clubs business insurance). FBHVC will report on this at the AGM in October.

CLUB NEWS

David Davies

Starting with celebrations. The **Fire Service Preservation Group** has just published their 100th journal. The **Bentley Drivers' Club** are celebrating 80 years of the club in 2016 and this year will see their 67th consecutive year at Silverstone in August. **NECPWA** is celebrating its golden jubilee this year. The latest edition of their magazine has an illustrated feature on Tatra cars and their designer Hans Ledwinka. The **Wolseley Register** reminds us that we are celebrating 120 years of Wolseley cars and 50 years of the club. The magazine of the **National Traction Engine Trust** tells us that 2016 is the golden jubilee of the **Steam Plough Club** and that as part of the jollifications there will be a serious presence at the World Ploughing manifestation at Crockey Hill, York, YO19 4SR 8-11 September.

The impressive magazine of the **Jaguar Enthusiasts' Club** has an extended feature on the XK40 which is celebrating its 30th anniversary. There is also an article on Insigniaville Jaguars - bespoke versions built to special order. How many were built and, more interestingly, how many survive? Staying with Jaguars, there is an impressive photo-report on the International Gathering of Mk VII to Mk IX beasts in Holland.

The outstanding artwork that was characteristic of American car manufacturers' publicity is a feature of the **Pre-1950 American Automobile Club** magazine. The June issue gives us an illustrated history of high and low points in Canadian Automobile history from 1920 to the closure of the St Therese, Quebec, plant in 2002.

The May issue of the magazine of the **Armstrong-Siddeley Owners Club** has a very impressive list of the club's activities planned for 2016 and an equally impressive centre spread photograph of a Vanden Plas Special Six. As a tail-piece, the statement: 'Frequent naps prevent old age - especially if taken while driving'.

The **Historic Commercial Vehicle Society** has a comprehensive photo feature on their 2016 London to Brighton Run. It is disappointing that the national press and television seem to ignore this colourful and entertaining event.

The magazine of the **Midget and Sprite Club** reminds us of the de-rusting power of vinegar as applied to ferrous components in need of TLC.

An interesting question is raised in the **Morgan Three Wheeler Club** magazine; has anyone using a vintage magneto tried inserting, internally or externally, a modern disc magnet or magnets and to what effect?

A hi-tech solution to clutch grab is suggested in the journal of the **Vincent HRD Owners' Club**. After a thorough clean with MEK rinse the clutch plates in a one per cent solution of Archoil AR400 dry film lubricant, which consists of nanoparticles of tungsten disulphide in a volatile solvent.

The front cover of the **Aston Martin Owners Club** News depicts two icons at the De Havilland Aircraft Museum. A DB6 posed in front of a Mosquito. A visit to the museum, the oldest aviation museum in the UK, is highly recommended.

The **Jowett Car Club** magazine reminds of the Lost Causes Rally at Beaulieu. Has this curious event fallen out of the annual calendar?

The **Imp Club** magazine has an article on an Imp-powered sidecar outfit which was supported by the Rootes Group for an attempt on the world record for the standing quarter mile for a sidecar outfit. Anyone out there who can tell us more?

The front cover of the journal of the **Midland Vehicle Preservation Society** shows the somewhat cramped and seemingly chaotic Jaguar assembly line for Mk 2 s. Inside is a detailed description of the starting from cold procedure for a Stanley Steamer – just over the hour to hitting the road.

There is an interesting article in the **Fairthorpe Sports Car Club** newsletter from a former employee who worked in the Proving Laboratory at Lucas. He gave examples of the testing regimes which included engaging the Police. It was said that if the Police could not break a component then it was OK for production.

The **Crossley Register** newsletter has a very interesting article on the involvement of the company with pre-revolutionary Russia. Did any vehicles arrive in Russia prior to the 1917 revolution and do any survive? The outstanding restoration of a 1946 DD42/3 over an eight year period is also covered in great detail.

The newsletter of the **Historic Caravan Club** tells us of the contribution made by Eccles of Birmingham towards solving the post-war housing crisis with the introduction of the Enterprise caravan. Do any of these examples of the austerity years survive? There is also a report on their National Rally. It is quite remarkable how many historic caravans have survived: a testimony to the standards of workmanship in days gone by?

The cover photograph on the magazine of the **Swansea Historic Vehicle Register** is of Parry Thomas' Babs chuntering along the sands at Pendine during a re-enactment day held recently.

The **Bean Car Club** magazine informs us that the archive of Bean material is now housed in the Smethwick Library in Staffordshire. The writer also tells us that back copies of Autocar and of The Motor are held at the Chancery Lane offices of the Patent Office.

The **H & H CVC** magazine reminds us of the 50th anniversary of the introduction of the Routemaster bus; work on the design started in 1947 but production did not commence until five years later. The designer, Douglas Scott, was also responsible for the AGA cooker... which must tell us something. There is also all you really need to know about the Amphicar including an account of a cross-channel expedition in 1965.

There is a closely argued polemic on the iniquities of stripping registration marks from historic vehicles in the journal of the **AJS and Matchless Owners' Club**. The writer also deplores the practice of breaking down machines with a proven history and by using period/replica components, building up three 'fakes'. The article was prompted by the stripping of the mark AJS 6 from the ex-ISDT AJS ridden by Hugh Viney.

There is an article in the magazine of the **Standard Motor Club** on the Beaverette, an armoured car produced by the Standard Motor Company with the Home Guard in mind. By the look of it, the company had anticipated Dad's Army by some 50 years. There is also a feature on the restoration of 1934 Standard 12 in Lucknow, India which looks like a remarkably successful achievement.

The formative years of taxi preservation are outlined in the magazine of the **London Vintage Taxi Association**, including the inaugural (informal) meeting in the 'Sherlock Holmes' pub in Northumberland Avenue (is it still there?).

The newsletter of the **Tame Valley Vintage and Classic Car Club** lists eleven manufacturers of motor vehicles who used 'Standard' as their trade names - there must be more...

The magazine of the **Austin A30-A35 Owners' Club** reminds us that 2016 marks the 60th anniversary of the transformation of the A30 into the A35.

A curious and somewhat worrying story in the magazine of the **South Hants Vehicle Preservation Society** concerning larceny involving modern cars which involves the drilling of a (very) small hole adjacent to the door lock on the passenger side door through which the thief inserts a piece of wire to actuate the lock.

When was the last Morris Minor built? 1971? 1972? Wrong, it was 1974. The magazine of the **Morris Minor Owners' Club** has the full story. GHR 800N is just that little bit special.

The magazine of the **Morgan Sports Car Club** tells us that a 1960 Plus 4 from Norway was entered in this year's Peking- Paris. How did it fare?

The cover of the **Land-Rover Series One Club** magazine is a striking photograph of George Rodger, photographer, writer and member of Magnum who travelled more than 75,000 miles on photographic expeditions in Africa in the 1950s.

An informative and very detailed account of the (successful) procedures to reclaim a petrol tank from the effects of sealant failure can be found in the magazine of the **Morris Register**.

A mournful image on the cover of the **Triumph Razoredge Owners' Club** magazine: a vehicle well beyond hope - or is it? Inside the magazine is a reminder that sleeve clamps must be used when replacing cylinder head gaskets to prevent the wet liners from moving.

The **Rover Sports Register** includes an illustrated press release from Land Rover which was issued as part of the cessation of Defender production after 68 years.

The journal of the **Ford Sidevalve Owners' Club** has a photo-feature on progress with the restoration of a E83W van which looks like a very challenging project.

The attenuated link between the Austin Motor Company and the Jeep are explained in the magazine of the **Southern Daimler and Lanchester Club**.

Brexit notwithstanding, the **Velocette Owners' Club** will be invading Normandy on 2 September for a Gallic weekend. The club's magazine also features the fastest single cylinder motorcycle on earth – the 193.061 mph Velocette (naturally) and finally, the concluding article on girder forks – the reassembly: the really tricky and safety critical bit is included.

The **Morris Commercial Club** has another striking piece of artwork from 1927 depicting a Morris-Martell Tankette gracing the back cover. It looks about as convincing as a chocolate fire guard...

The **Sentinel Drivers Club** Transport News reports on the presence of locomotive 7109 at Midsomer Norton as part of the 50th anniversary of the closure of the Somerset and Dorset Railway. A project to repatriate a narrow gauge steam railcar from Sri Lanka is also described.

A delightful little story in the **Allard Owners Club** News. Mary Ellis, an ATA pilot who flew more than 1,000 aircraft as a delivery pilot in WW2, took to the wheel of Dave Haley's K1 Allard for a run up the hill at Valence, Westerham, Kent. Mary successfully rallied a K1 after the war and at the age of 99 was back behind the wheel.

Tongue firmly in cheek, the **Traditional Car Club** has published a list of the top ten poverty spec. cars. The specifications make hilarious reading.

There is a very interesting and information account of the restoration of a Royal Flying Corps Light Tender in the magazine of the **Model T Ford Register**.

Club Peugeot magazine recommends the Reims Autojumble – especially if your weakness is for French cars (obviously) but it is a grand weekend away anyway. There is also an account of an 18,000 mile trip from Australia to Paris in a 403 estate.

The **Crash Box and Classic Car Club** magazine tell us that a blue plaque has been affixed to Clyde House, Exeter, the home of Harry Westlake during his teenage years.

Congratulations to Ian McGill on his election as president of the **Sunbeam Motor Cycle Club**.

The sad tale of the 9X is recounted by the **Mini Cooper Register**. A survivor resides in Gaydon, apparently.

Staying with Gaydon, did you know that trees have been planted in memory of Donald, Geoff and Bic. Healey at the Heritage Centre? The **Austin Healey Club** tells us that a copper beech has now been planted in the lawns outside the conference centre in memory of Margot Healey.

The **Triumph Roadster Club** newsletter features a rather unsettling car which is for sale in Belgium. Apart from a very odd-looking interior, it boasts a turbo-charged 2800 cc Nissan engine, automatic transmission, disc brakes and cast aluminium wheels.

Yet another account of one of those epic journeys in the vintage era is included in the bulletin of the **Alvis Owner Club**. In 1932 a 12/50 Alvis took two months to travel from Darwin to Adelaide - a distance of some 1,800 miles.

There is a striking photograph of a WW1 Dennis Subsidy lorry on the cover of the magazine of the **Military Vehicle Trust**. Staying on this theme, there is a series of magnificent photographs of French Subsidy lorries of the same period. If you ever visit Malta, the magazine recommends a visit to Fort Rinella and the sole surviving 100 ton gun which was installed in 1878.

There is an informative article on dynamos and their funny little ways in the **Riley Register** bulletin. Staying with dynamos, the **Rapier Register** tells us that you should never use a sealed battery with a three-brush dynamo.

There are some pessimistic speculations concerning computer controlled aids to safer motoring in the magazine of the **Reliant Sabre and Scimitar Owners' Club** – which have particular relevance in view of the accident in the United States recently.

There is an appreciation of the much underrated Landcrabs in the **Gay Classic Car Club** magazine.

The **Eastbourne Historic Vehicle Club** tells us that the Coventry Transport Museum is dedicating 2016 to the celebration of the tractor 'From Factory to Field', until September - remember, entry to the museum is still free! We are also reminded of Silver City Airways which operated out of Lydd, which peaked in 1960 with 40,000 cross-channel flights transporting 220,000 passengers and 90,000 vehicles.

The magazine of the **Humber Register** tells all about the predecessor to the satnav: the InterAvto of 1930 Has anyone out there got one?

The **Morris Marina Owners' Club** reminds us of the 45th anniversary of these cars and the BL Autumn Rally for Leyland's Unsung Heroes which will take place at the Milton Keynes Museum on 25 September.

The 2016 swap meet of the **National Street Rod Association** held at the Arena in Essex looks to have been a grand day out - going on the photo-reportage in their journal.

An interesting little tale from the newsletter of the **Colchester Vintage Motor Club**. WW2 Lithuania: the Japanese Ambassador, a compassionate and noble person, disagreed with the Nazi crimes and was concerned with the future of European Jewry. He used his status and provided them with visas to Japan. From Japan they emigrated to America. Thus he saved the lives of thousands of Jews. When the Germans found out, they demanded that the Ambassador be removed. The Japanese allies of the Nazis agreed to the request. But he still had two weeks until his recall, and he used those two weeks, working around the clock, and recruited people to help him issue more visas. The lives of many more Jews were saved this way. This was a very dangerous act, deserving of admiration. Prior to his departure, a mission of Jews from the Vilnia Synagogue came to thank him: "What you have done for the Jewish People will never be forgotten, and we will pray to God to bless you and your descendants". He returned to Japan and, surprisingly, his punishment was merely that he was fired and lost his pension. In order to support his family, he started a small workshop. His name was Mitsubishi.

The magazine of the **Rover P5 Club** has an in-depth feature on Georg Mayr-Harting's re-creation of Jet 1, the Rover turbine powered car – including driving impressions.

The **Chiltern Vehicle Preservation Group** magazine has an invaluable article giving advice on what you should do in the event of a blow-out.

A poignant photograph graces the cover of the journal of the **BSA Owner's Club** of motorcyclists riding along the run-down Armoury Road, the site of the BSA factory. Inside, is an in-depth article on BSA Dandy restoration. You remember the beasts: the machine which required you to dismantle the engine to adjust the contact breaker points.

Reading the **Panther Owners' Club** magazine does give the impression that beards are a valuable asset to Panther ownership.

The **Wolseley Owners Club** WOCfest in June at Tatton Park had a record attendance of 66 Wolseleys and 120 members on their stand over the weekend including Harris Mann, the club patron and designer of the Wolseley 18-22. The club won seven awards, including best club stand.

East Yorkshire MP Sir Greg Knight has been re-elected unopposed as chair of the **All-Party Parliamentary Historic Vehicle Group** at Westminster. The Group was founded by Sir Greg in 1994 to support the interests of historic vehicle owners, promote the use and enjoyment of classic vehicles and to lobby government over forthcoming legislation affecting older cars. The Group's achievements include successfully lobbying Ministers to bring back the historic vehicle 'rollover', which exempts classic cars over 40 years old from paying Vehicle Excise Duty and in maintaining the exemption for classic cars to undertake wedding-hire without needing a taxi licence.

The **Western Desert Recce Group** attended was a WW1 event at the Black Watch Museum, Balhousie Castle, Perth in May with their Ford Model T of the WW1 Light Car Patrol (LCP) used in the Western Desert 1916-1919. The group are a Scottish Charitable Incorporated Organisation who raise money for other services charities and veteran groups. The photo shows members of WDRG (some who are serving Reservists) L to R: Sgt Iain Dargie, Cpl Neil Lennon (sitting at rear) Major Gary Wallace, Peter Gorrie and Mitchell Curr.

All of the vehicles in the Magic Wheels of Pressed Steel cavalcade on 9 June had their body panels pressed at the town's former Pressed Steel site, now a BMW MINI plant, which celebrates its 60th anniversary this year.

WELCOME

New Club Members

A warm welcome to the Mercedes Benz Club.

New Trade Supporters

Welcome to our new trade supporters

TR North Essex

E-Type UK

SEVENTEENTH ANNUAL GENERAL MEETING
Saturday, 15 October 2016

Note: The annual conference will precede the AGM this year. Please note that there is a new venue and a different starting time for the AGM this year.

The seventeenth Annual General Meeting of the Federation of British Historic Vehicle Clubs Limited will take place at 1400 in the British Motor Museum, Banbury Road, Gaydon CV35 0BJ on Saturday, 15 October 2016 for the following purposes:

1. To consider and approve the minutes of the Annual General Meeting held on Saturday, 17 October 2015 as made available to members in November 2015. *[Copies available on request]*
2. To receive the Financial Statements for the year ending 31 May 2016.
3. Election of Directors. *[See notes 2 below]*
4. Special Resolution.
To approve revised and updated Articles for the Company by way of the following special resolution to be proposed at the meeting:
‘That the Articles of Association produced to the meeting and initialled by the chairman of the meeting for the purpose of identification be adopted as the Articles of Association of the Company in substitution for, and to the exclusion of, the existing Articles of Association of the Company.’
A copy of these Articles is available on the FBHVC website www.fbhvc.co.uk or available from the secretary on request. *[See note 3 below]*
5. To receive the Report of the Directors.

Notes

1. *Changes to the Articles of Association were necessary in order to comply with the Companies Act 2006. For the purposes of the Companies Act the member organisations that are incorporated can vote on resolutions at the meeting as a legal entity. An unincorporated organisation does not have a legal persona and, in the eyes of the law, is not able to hold a position of member - but only the person given as the ‘nominated contact’ on the FBHVC database may vote. Any organisation may appoint a proxy other than the FBHVC nominated contact if they so wish, though for an unincorporated organisations the Form will have to be signed by the ‘nominated contact’. The financial statements, directors’ reports and the proxy form will all be distributed to club nominated contacts in September.*
2. *Nominations for directors to fill the posts of Chairman, Deputy Chairman, Finance, and Communications are required by 3 September 2015.*
3. *In matters of corporate governance where appropriate to our organisation and as a limited liability company, FBHVC strives to adhere to current best practice. Whilst the role of president does not exist in British limited companies it is fair to say that the role as it exists within FBHVC is analogous to that of non-executive chairman in a company. The fact that this role is separate from the executive board implies a degree of independence and makes this individual an impartial guardian of, shareholder interests (in our case member’s interests), good governance practice, prudent use of member’s subscriptions and corporate social responsibility.*

The Board therefore is of the view that prior to the appointment of a new president following the death in post of Lord Montagu of Beaulieu, it would be appropriate to amend the Articles of Association such that the role of president be changed in line with best practice and becomes a non-executive appointment.

CONFERENCE

Saturday, 15 October 2015, 11.00
Chairman, David Davies

Lloyd Grossman CBE FSA, chairman of The Heritage Alliance
The Heritage Agenda

Paul Chasney, FBHVC Research Director
2016 National Historic Vehicle Survey - Results Launch

COST AND REFRESHMENTS

Attendance only tickets are free to nominated delegates from FBHVC subscriber organisations and supporters but are £10 to others.

Attendance & Refreshment tickets include morning coffee, buffet lunch and afternoon tea and are available at **£12.00** each to nominated delegates from FBHVC subscriber organisations and to FBHVC supporters but are £17.00 to others.

Tickets should be ordered from FBHVC secretary by **Friday, 7 October**.

The address is Stonewold, Berrick Salome, Wallingford OX10 6JR. A SAE would be appreciated. E-mail: secretary@fbhvc.co.uk. Payment may be by cheque payable to FBHVC, or by card.

If paying by card, please quote expiry date and security number.

SITUATION VACANT

Administration Professional

An exciting opportunity for an Administration Professional will be created when the existing, long serving, Secretary to the Federation retires in mid-2017.

The Federation was formed in 1988 and exists to uphold the freedom to use yesterday's vehicles on tomorrow's roads. We represent over 540 historic vehicle clubs with approximately 250,000 enthusiasts owning not only cars but motor cycles, commercial, agricultural, military and steam vehicles plus passenger service vehicles such as buses and coaches all of which are more than 30 years old.

The successful candidate will work closely with the Chairman, Finance Director, Legislation Director and other board members.

The role requires:

- An ability to maintain daily contact by telephone and email with the Board, member clubs, individual members, trade and museum supporters.
- The ability to research government and other relevant websites to identify potential legislation that could impact our movement.
- An ability to interact effectively with members, media and commercial partners at shows and conferences.
- General office administration including maintenance of membership records, accounting records and preparation in draft of the monthly trial balance.
- A high degree of IT literacy and familiarity with web-based communication tools that facilitate user interaction.

But equally importantly we seek applications from individuals who truly believe they could contribute to the future development of the Federation.

The Federation follows a clearly defined strategy focusing on key areas of legislation, research, trade & skills, heritage & culture, technical & events and international relations.

Over the past four years as well as focusing on our primary objective of lobbying government, their agencies and other NGOs; the Federation has created the only Ofqual accredited Apprenticeship Course in Historic Vehicle Restoration and developed our focus on the cultural impact of historic vehicles to the extent that Mr Lloyd Grossman, chairman of The Heritage Alliance will speak at our AGM and Conference later this year.