

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

We make no apology in this issue of FBHVC News for featuring a comprehensive report on the findings of the 2016 National Historic Vehicle Survey. It is quite simply the most comprehensive survey of attitudes, opinions and activity surrounding the historic vehicle community ever, and it makes fascinating reading. Having seen drafts of the full 72 page report, due out at the end of November, I can promise you that that here is a whole lot more to come. In particular if your business is connected to this particular sector I can predict that your sales and marketing people will be dissecting the data which holds many valuable insights into where the market is, and where it is likely to go in the future.

One of the characteristics of this hobby of ours that has always attracted me is its inclusiveness. Everyone is catered for and everyone is welcome. The common bond is a shared interest in old vehicles and their place in our national heritage. You don't have to own an expensive exotic, the survey testifies to the thousands of enthusiasts who cherish and preserve vehicles whose fate would otherwise be the scrap yard or demolition derby!

The diversity of our hobby is such that these stalwarts have a special sector of the media that champions their cause in Practical Classics magazine and of course others in the other vehicle sectors. Three cheers therefore for the enterprising Hagerty insurance people who spotted this (I was going to say 'niche') but that would be to grossly underestimate their numbers. A few years ago they created the Festival of the Unexceptional. At first glance a field of Allegros, Vivas and suchlike would seem well described as unexceptional. The remarkable aspect of this unique show, however, is that hundreds of people turn up to look at nicely preserved examples of the cars they grew up with and maybe their Mums took them to school in. And the other remarkable thing is that many of these seemingly mundane vehicles are rare... very rare! In some cases there will be fewer survivors than there are Ferrari GTOs. Now there's a thought. Moreover you don't have to rob a bank to own one.

This is the last newsletter of 2016 and we wish all our members a very happy Christmas and New Year.

LEGISLATION

Bob Owen

Roadworthiness Testing

We really got caught out in our last Newsletter. Having written our input, we correctly reported not too much activity: but before the Newsletter got to press, the Department for Transport issued two consultations on 22 September. Both related to the EU Directive on Roadworthiness testing and how it should be applied in the United Kingdom. One was obviously relevant, being on the implications for vehicles of historic interest. The second appeared primarily to relate to fast tractors, but actually contained some significant changes to the MoT.

So when the Newsletter dropped through your letterboxes it was totally out of date. By the time the Newsletter arrived the Federation was already working to put together a reasoned response to everything in the Consultations.

The Department offered a number of options as to how they would proceed, but it is clear they wish to exempt vehicles of historic interest more than 40 years old from a compulsory MoT, though owners will remain free to put their vehicles through a voluntary test. But it is not all historic vehicles, as we have regarded them in the past. The Department wishes to confine the exemption to those vehicles which could pass a test of being of 'historic interest', which, in line with the definition in the Directive, excludes vehicles which have been 'substantially modified'.

The Department is proposing that this test should conform to the current '8 point rule' applied by DVLA to decide whether to grant registrations to Reconstructed Classics.

There are other details in the Consultation, including the possibility of there being a mileage limit on eligible vehicles. They also floated the possibility of extending the exemption to 30 year old vehicles.

Both the consultations and our responses to them are on the website.

In the required timescale there was no chance of consulting all of our members and so we chose to ask a number of member organisations who we thought would provide a wide range of views on the historic vehicles consultation. Thanks are due to those who responded to our request.

It is only possible here to provide the briefest of summaries of what we have said, but here are the main threads.

1. The whole question of exemption is a difficult one. Most organisations, if asked, do not favour exemptions. But the data on the existing exemption of pre-1960 vehicles shows both that less than 10% of exempt vehicles take the test voluntarily and also that there is no measurable road safety effect of the absence of testing. So we have chosen to confirm that the Federation will accept the Department's favoured position of exempting vehicles over 40 years old from the MoT, and pointed out that if one followed the recognised international standards the exemption would be granted to 30 year old vehicles. We have however counselled that close attention should be paid to accident data in case a real risk appears to be developing.

We have taken this view on the basis that the Department's proposals to replace the existing pre-1960 exemption completely, and that notwithstanding the continuation of voluntary testing, the actual testing procedures and the training of MoT testers will render it ever more difficult to find a wide geographical spread of MoT test stations that are able to apply the test with the level of sensitivity and recognition of standards at the time of build that will prevent wrongful MoT failures and possible damage, particularly to older vehicles.

2. The Federation has objected strongly both to the creation of a new class of 'Vehicles of Historic Interest' (VHIs) and to the proposed application of the 8 point rule. We have pointed out the risks of eliminating vehicles which are clearly recognised as being historic by the application of an insensitive technical rule. We are concerned that, in the future, we will be divided into 'sheep' and 'goats' on the basis of criteria which we could not have imagined in advance. We have done this in the knowledge that at least two other countries in the EU have chosen to argue that it is not practical to apply any formal technical qualification to all their historic vehicles.

3. We objected to the assumption in the Consultation that in some way those whose vehicles have been modified look after them less well than the owners of totally original vehicles.

4. The Federation has disagreed with the concept of mileage limits which would either be too constraining on the majority of historic vehicles or else affect only those who use their vehicles for such things as historic rallies, who can be assumed to be among those who maintain their vehicles best.

5. We have pointed out that PSVs and goods vehicles, if used commercially, are subject to an inspection regime which should render their being excluded from an MoT exemption unnecessary.

6. We have argued that steam powered vehicles and very old lorries should remain excluded from testing as they always have been.

On the 'Fast Tractors' consultation, the Federation has pointed out possible issues arising from changes to rules on sealing of bodies from incoming fumes, testing of speedometers and possible changes on the rules about 'clocking' of odometers.

If you wish to know more about what we have said do visit the website and read the responses in full. Our responses do, we think, mean that there will have to be further dialogue with the Department. We will keep you abreast of developments as they occur.

Low Emission Zones

We have good news on this subject.

London had been proposing that an 'old car surcharge' on the Congestion Charge should apply to historic vehicles. This was primarily of concern as it was feared that this position might be taken forward into the whole Ultra Low Emissions Zone, which it is now proposed will be wider than originally intended (out to the North and South Circular Roads) and be brought forward in time. But the Office of the Mayor has now decided that historic vehicles will not be subject to the surcharge nor will the exemption from the ULEZ be removed. The argument they have accepted is the sound one that the charging process in London is intended to affect behaviour by encouraging people to acquire newer vehicles with less emissions, which is clearly not applicable to historic vehicles which are being preserved in small numbers for the future.

At the same time a DEFRA consultation, Implementation of Clean Air Zones in England, has proposed that historic vehicles be exempted from LEZ requirements for the same reason.

It thus appears as if for the moment at least our special position as keepers of part of Britain's heritage is being protected.

DVLA Policy

Thanks to the involvement of Sir Greg Knight, the chairman of the All Party Parliamentary Historic Vehicles Group, on 26 October our chairman, David Whale, and I were able to meet with John Hayes MP, the Minister of State at the Department for Transport. He has historic vehicle matters among his responsibilities. The meeting was attended by two senior representatives of DVLA. It was a friendly meeting, on the basis of which I have hopes of sorting out a number of the matters on which we have been failing to agree over the past few months. We got a better understanding of their position and we trust they will have recognised ours. We have a regular liaison meeting coming up and I would hope to have some news in the next edition.

DVLA

Ian Edmunds

As you will be aware, although our contacts with DVLA continue there has been little to report in recent months. Prior to this edition going to print I have been on holiday for an extended period and the result of all this is that I have nothing new for this Newsletter.

However I expect normal service to be resumed for the next edition when, amongst other things, I should be able to report on a further meeting with DVLA.

NATIONAL HISTORIC VEHICLE SURVEY 2016

We are pleased to announce that a summary report on the 2016 National Historic Vehicle Survey has now been published. Formal presentations have been made to Members of Parliament at Westminster and to those attending the Federation's conference at the British Motor Museum, Gaydon. The report has been well received and provides an interesting insight into developments in the world of historic vehicles.

The 2016 Survey is the fourth such survey completed by the Federation and is the most comprehensive to date, involving over 14,000 individuals and over 400 clubs and traders connected to the industry. The core features of this research continue to be surveys completed by enthusiasts, traders involved in all aspects of the historic vehicle market and historic vehicle clubs. In 2016 we have however included two new elements that have not been incorporated previously; a summary of DVLA data and a national survey of attitudes and behaviour towards historic vehicles.

For the first time we have had access to a summary of the DVLA records for vehicles registered before 1985. Whilst the date of registration is only a proxy for the date of manufacture the data gives a clear indication of the spread of different types of vehicles. Few will be surprised to know that cars represent 49% of the vehicle parc and motorcycles 29% but some may find it surprising that 10% of the vehicles on the database are agricultural, primarily tractors. Whilst there will be older vehicles imported and therefore registered at a later date and a number of 'barn finds' the DVLA records give a good picture of the size and constituent parts of the historic vehicle parc.

The second new element is the introduction of a national survey which was designed to test the attitudes and behaviours of the British public towards historic vehicles. The results have been illuminating and encouraging for the movement. We all 'know' that the public at large are interested in historic vehicles but without the national survey we do not have the evidence. However we are now able to state with confidence that, through our research, that almost half (48%) of the British adult population believe that historic vehicles should be preserved for people to enjoy in the future and 23 million people believe that historic vehicles are an important part of Britain's heritage. Importantly, 11 million people or 22% of the population believe owners should be encouraged to use their vehicles on the road. These results demonstrate a strong interest and support within the population for historic vehicle world.

It is also particularly interesting that 16% of the population, 8.2 million people, have an interest in historic vehicles and 5 million people own or aspire to owning one. We believe this is the first time that these attitudes and behaviours have been researched methodically. The results should be seen as enormously encouraging to all of us with an interest in the historic vehicle movement.

The survey of individual enthusiasts was on this occasion carried out substantially online but towards the end of the survey period, our friends at Classic Car Weekly published a physical copy of the survey to be completed by those less familiar with technology. To ensure we covered the full range of enthusiasts the survey was promoted in a wide variety of historic vehicle publications and through our member clubs. However to ensure that the profile of the vehicle parc has been properly represented, the results from the individual enthusiast surveys have been moderated to ensure that the populations of different types of vehicle are fairly represented based on the DVLA database.

There are two key statistics that have been highlighted in previous surveys, the economic value of the historic vehicle movement and the number of people employed in the industry. It is very encouraging to see that the annual economic value of the sector has risen by 28% over the past 5 years from £4.3 billion to £5.5 billion. In terms of employment, the numbers have risen by 25% from 28,000 to 34,900: a clear demonstration of the importance of the sector to the economy. The annual expenditure also includes over £660 million of parts and restoration services sold to overseas historic vehicle enthusiasts as part of the nation's exports.

If you would like to read more about the results of the survey you can download a copy of the summary report from the Federation's website. www.fbhvc.co.uk/research. A more detailed full report will be published at the end of November. This will also be available to download from the website.

Part of the survey process was our club survey which was designed to investigate changes in the club scene. There does not seem to be any reduction in numbers of enthusiasts joining clubs but the nature of clubs is perhaps changing in this age of technology and the ability to exchange and publicise images with the minimum of effort. Later in the year we will be publishing the results of the club survey which will touch on some key challenges clubs are having to face.

The results of the survey, in all its parts, show a very positive outlook for the historic vehicle movement. However it would be wrong to ignore some notes of caution. Importantly while 54% of businesses involved in the sector anticipate growing their businesses, traders have expressed concern at the availability of qualified and skilled staff. This clearly supports the emphasis that the Federation has been placing on apprentice training in recent years. In addition, 61% of employers have expressed concern that the level of regulation affecting historic vehicles will present a problem for their businesses in the future.

On behalf of the Federation I would like to thank all those who have taken time to complete our surveys. We know that some enthusiasts experienced technological problems when trying to take part. We apologise to them that their voice may not have been heard. However we are particularly pleased that so many enthusiasts have signed up to help us with future research projects. The value of hard evidence when it comes to dealing with Government cannot be overstated. The 2016 National Historic Vehicle Survey gives us that hard evidence and with a body of volunteers ready to respond to particular research questions, the Federation is in a strong position to represent all historic vehicle owners and to ensure we are all able to continue to use 'yesterday's vehicles on tomorrow's roads'.

Footnote: As part of the enthusiast's survey, almost 5,000 people have signed up to help with future research projects. If you would like to join the research group please send an email to FBHVCReseach@hotmail.com. We will add you to our research panel. Our commitment is that we will not allow others to use our email listings and we will only use the addresses to further Federation research or to distribute the results of that research.

AGM AND CONFERENCE 2016

Geoff Lancaster

The Conference

Changes were in the air at the Annual General Meeting (AGM) and Conference. Firstly, after many years enjoying the hospitality of the Rolls-Royce Enthusiasts' Club splendid facilities at Paulerspury, the popularity of this meeting necessitated a change of venue this year to the rather more modern and more to the point, spacious, environs of the recently re-named British Motor Museum. It was with some regret that we decided on this move but demand for tickets was such that it became inevitable. We thank RREC for hosting us over the years and it was particularly gratifying to see Philip Hall at this year's meeting taking an active role in the proceedings.

The second change from tradition was to move the Conference to the morning from its usual post-lunch position and the formal proceedings of the AGM to the afternoon. Members' views on this change are welcomed but our fears that members might drift away after the morning's more exciting proceedings were unfounded. You all hung on gamefully and the number and quality of questions to the directors demonstrated what a well informed and engaged membership we are fortunate to have.

We were indeed fortunate to have as our keynote speaker the chairman of the Heritage Alliance, Loyd Grossman. Though not seen on television anything like as frequently as in the past, when he was the first presenter of the blockbuster Masterchef series, he is still probably most publicly known for this role and indeed his eponymous range of pasta (pronounced paaaaasta) sauces. Behind this lurks a man of great sophistication and taste, who has, despite his North American origins embraced the British culture in a way that few natives can. He has held a string of appointments in the heritage firmament culminating with his current role heading the organisation which embraces all the groups in the UK concerned with the celebration and preservation of our heritage. As Mr Grossman pointed out in an eloquent and entertaining speech, when challenged to define heritage - the man in the street thinks of 'old buildings' when in fact the modern view of artefacts worthy of preservation is far more encompassing. In our own case he characterises historic vehicles

as being within the category of 'moving heritage' into which are placed, ships, canal boats, aircraft and steam railways. There are preservation organisations for all these categories and they are all members, with ourselves, of the Heritage Alliance. In a fascinating speech he demonstrated a breadth and depth of intellectual prowess which was entirely accessible and never condescending. He also let slip a more than passing knowledge of our own cherished heritage interest and his personal choice of the Gordon Keeble must have brought a glow from the members of that club seated in the audience.

A most enjoyable presentation which left an overriding impression that we have a very safe pair of hands in Loyd Grossman and a true ally who understands the value in preserving historic vehicles and moreover the need for them to be used and be seen to be used.

Our second conference presentation was in effect the national premiere of the results of the National Historic Vehicle Survey 2016. A short preview presentation had been made the previous Tuesday to invited MPs and Lords at the Houses of Parliament and although some press were present the event was embargoed until today as we thought it important that our members, who after all put in most of the effort completing questionnaires, heard it here first. Research director, Paul Chasney, made the presentation as was entirely appropriate; this project having been a large part of his life for the last nine months. The results Paul presented are comprehensively covered elsewhere in this edition of FBHVC News and anyone wishing to access the Summary Report may do so through the website www.fbhvc.co.uk/research. Also, purely, as an experiment we streamed the presentation live on Facebook and the results can still be viewed on our Facebook pages. Please forgive the rather primitive production values but bear in mind it was videoed on a hand held smartphone! Regardless, you have to marvel at the technology that permits such access and at no cost. No doubt we will have improved it next year.

I referred to the 'Summary Report' above and it is important to point out that it doesn't end here. So comprehensive was this research programme and so wide ranging was the information gleaned that the current report, whilst covering all the big headline numbers is but the tip of an enormous iceberg! The full report will be published at the end of November and looks as though it will extend to 72 pages. It will be launched online through the website and will contain a wealth of information to inform clubs, trade and museum members, events organisers and indeed any other stakeholders who participated in the data capture. The Parliamentarians have already commented that this is a most powerful data set when it comes to presenting our case to government.

The 17th General Meeting of the Federation of British Historic Vehicle Clubs

It is not the purpose of this report to either record minutes nor indeed to paraphrase the official minutes. Members needing to view these are invited to apply to the secretary or look at the website. This article merely attempts to reflect the key matters of interest to members.

Regarding the constitution of the Board we are pleased to report that following the usual periodic constitutional election of directors, all the candidates were re-elected for a further two year term unopposed and the Board therefore continues in its current form.

Members will be aware that our long serving secretary, Rosy Pugh, plans to retire next year and we are therefore advertising for a replacement. A number of candidates have put themselves forward for this salaried role and applications close shortly.

Finally on the Human Resources front, members will be aware of the vacancy arising from the passing of our much valued and respected president, Lord Montagu. Lord M, as we affectionately referred to him, remained deeply involved with the Federation despite considerable handicaps through declining health in his latter years. We have not hurried the near impossible task of appointing his successor. We have taken the opportunity to review the role of president, and drawing the analogy of the chairman role within joint stock companies, we have come to the view that the role of president, like that of chairman in a company, should have a certain independence from the board and its decisions, such that the president can perform the role of senior representative of the members and thus the prime guardian of their interests in all decisions of the board. We therefore put before the meeting of members at the AGM a resolution changing the role of president from an executive position on the board to a non-executive and thus more independent role. This

aligns us with current best corporate practice. This was carried unanimously. We hope to make an appointment shortly.

NEWS

WHY YOU NEED PUBLIC LIABILITY INSURANCE AND DIRECTORS AND OFFICERS INSURANCE

Aston Scott

Public liability insurance is not usually a subject brought up in everyday conversation over mid-morning cup of coffee. But it's a topic that can be crucial when it comes to protecting yourself against compensation claims or legal action costs if a third party suffers an injury or damage to their own property when they come into contact with your club.

Businesses and groups or clubs of any size, from one man bands to large organisation should consider public liability cover as their safety net when out in the public arena. So if your organisation interacts with the public in anyway then don't leave it to chance as even the smallest of things like tripping over a guide rope or tearing clothing on a bumper can end up costing a large amount of money if insurance cover is not in place.

All businesses and organisations need people at the top. So if you're a director or officer of a company or even a committee member or trustee of a charity or classic car club, then knowing your legal requirement within that role is vital. Directors need to ensure they act in good faith, with care, within the law and in the best interests of the company or organisation. Failing to do so can incur some serious consequences like, fines, compensation pay-outs and even imprisonment. And as a director or officer personal liabilities are unlimited.

Not sure if you're a director? Usually companies will 'appoint' directors and their positions are usually obvious however, the Companies Act provides a wider definition namely 'any person occupying the position of director by whatever name called'. Officers however can be seen as anyone holding a managerial or supervisory role. So whatever your position within an organisation, insurance cover such as a Directors and Officers (D&O) policy can help provide protection against an action or civil damages claim due to a wrongful action.

At Aston Scott, we have a real passion for helping people who collect and work with classic and historic vehicles to get the right cover they need.

HERITAGE

Keith Gibbins

First a big thank you to Loyd Grossman, Heritage Alliance chairman, for his excellent talk at Gaydon prior to the AGM. For those that missed it a version can be seen here: <https://goo.gl/wZNPZ7>.

My fellow director, Bob Owen, referred in his AGM legislation Q&A session to 'blue plaques' and the fact that we have no plans to issue any for historic vehicles. Interestingly, what neither of us realised at the time was Loyd was chairman of English Heritage Blue Plaques between 1998 and 2002 and has said that during this time he was often asked how one could get one. The answer was that first you must be dead. So, I guess that confirms Bob's answer!

I was lent a copy of the Souvenir Catalogue for the Concours of Elegance held at Windsor Castle in September. The entry included George Harrison's 1966 Radford Mini, restored to its 'Tantric Art' finish as seen in *Magical Mystery Tour*. George also had a wall of his house painted in the same style.

Another entry was a 1932 Frazer-Nash, built originally for Frazer-Nash MD 'Aldy' Aldington to compete in the International Alpine Trial. The whole magnificent entry can be seen at <https://goo.gl/qlvjSb> and the Fraser-Nash can be viewed approximately four minutes in. The passenger is no less than Tim Jarrett our webmaster!

The Frazer-Nash was displayed adjacent to the Queen's modern Mulliner Bentley State saloon (Bentley No. 1). Next to that was the 1900 Daimler Mail Phaeton. The significance of this vehicle is that it was the first royal car. The catalogue entry says, 'The future King Edward VII, then Prince of Wales, took delivery in June 1900... Edward's decision... was influenced by the great motoring enthusiast Lord Montagu of Beaulieu – but the man who ultimately convinced the Prince was... his cycling tutor, Oliver Stanton.'

I mention this partly because we have been discussing vehicles/people/locations of cultural significance in the FIVA Culture Commission, with a view to the possibility of some form of recognition (though not a 'blue plaque'!).

The Daimler would seem to be an excellent example because early in the catalogue we read, 'This is one of the most influential single cars in British motoring history, Edward VII's enthusiasm for it quelled hostility towards cars from landowners and the gentry. Before, mass upper-crust opinion was that they were noisy and dangerous affronts to the horse-drawn world. But the moment the King adopted the new motor car, the mind set rapidly switched.'

In October, we had a meeting with Steve Castle (head of events) at Brooklands to discuss how we could further work together. I was reminded that 17 June 2017 is the 110th anniversary, so keep an eye on the website for detail of the plans www.brooklandsmuseum.com/index.html which could include replicating the original 1907 ceremonial parade.

Finally, 2017 is also the anniversary of when a 16 year old John Lennon met a 15 year old Paul McCartney. We are looking at a possible cultural celebration. Specifically, John was on the back of a flat-bed lorry with the Quarrymen, driving to a garden fete at Woolton Parish Church. Can anyone identify the lorry and an owner of a similar vehicle today?

CLUB NEWS

David Davies

Following the sad tale of the 9X by the Mini Cooper Register the **Atwell Wilson Motor Museum** in Wiltshire have added that they have a Gearless 9X registration number SOL 258H which was registered to Sir Alec Issigonis on display. This car was given to them a few years ago by Gaydon and a small band of our volunteers have managed to get it running.

The **Land-Rover Series One Club** magazine contains an impressive series of photo-reportages covering the extensive series of events both here and in Europe during 2016. A little article on the 'fettling' of a tired starter button is a poignant reminder of the days when components such as these could be dismantled and repaired.

The **Talbot Owners' Club** magazine recounts the sad story of the fate of the photographic archive from the Talbot works. It would seem that the entire glass-plate collection was sold to a member of one of the ruling families in one of the Gulf States. Where are they now?

The journal of the **Austin Healey Club** has a reprint of the 1960 report on the Liege-Rome-Liege Rally which, of course, was won by Pat Moss and Ann Wisdom in a Healey 3000. This would appear to have been a gruelling undertaking, for example, of the 68 cars that entered the Yugoslavian leg of the event, only 28 emerged. There is also a reprint the road test of John Gott's ex-works car. SMO 746 – where is it now?

A delightful wedding photograph graces the cover of the newsletter of the **Triumph Roadster Club**. Inside is a most useful buyer's guide and checklist to employ when contemplating investing in a Roadster.

NECPWA News tells us how the **Beamish Museum** came into being and the connections with the club. There is also a progress report on the **Austin 7 Clubs Association** Archive Project. The work is being undertaken by Hampshire County Council archives.

Staying with Austin Sevens for a moment, the **Austin Seven Owners' Club (London)** magazine has some examples of motorcycles powered by Austin 7 engines - including one 'fitted' to a bicycle! A supercharged Austin 7 engined OEC was raced at Brooklands by one Freddie Clarke, it would seem.

A nice thought from the **Tame Valley Vintage and Classic Car Club**, 'One of the advantages of being disorderly is that one is constantly making exciting discoveries'.

The fascinating story behind Everoak helmets is recounted in the **Dellow Register** Gazette. Why would this be included? Well, Bill Vero, proprietor of the Everoak company competed in a Dellow.

There is a thought-provoking article in the **AJS & Matchless Owners' Club** journal. There is a national initiative to reduce motorcycle accidents which goes under the title 'Biker Down'. In addition to first line first aid, there were some revelations about hi-viz clothing. It seems that the fluorescent tabards commonly in use can make you invisible to other road users.

There is a report on the 30th Scottish Jaguar Day in the **Jaguar Enthusiasts' Club** magazine. Some 150 cars enjoyed fabulous weather over the weekend which was based in Doune. There is also an interesting comparison between an Aston Martin DB2 and an XK 120.

There is a report on the excellent Manchester to Blackpool Car Run in the bulletin of the **Lancashire Automobile Club (1902)**. This event has been held every year since 1962 and is well supported - but not well reported, it would seem.

The **Morris Minor Owners' Club** magazine informs us that the last production saloon has been tracked down. Look for it at the Classic Restoration Show at the NEC in March. A feature in the September issue is certain to raise the blood pressure of some enthusiasts and delight others: superbly conceived and crafted custom Morris Minors.

And, staying with Morris for the moment, the magazine of the **Pre-1940 Morris Register** tells the tale of the 1935 Morris Oxford that faithfully served the embryonic preservation movement on the Kent & East Sussex Railway as a sort of platelayer's trolley - and for those of you who simply cannot leave things alone there is a well-illustrated article on the molestation of trafficators.

The journal of the **Daimler and Lanchester Owners' Club** tells the story of the BSA/Daimler Scout car and reminds us that one of these vehicles was chosen by Field-Marshal Rommel to escape after the defeat of the Afrika Korps at El Alamein. Did you know that two standard sized barrels of petrol contained sufficient fuel for a Daimler engine to accomplish as much work as would be done in a day by 216 horses who would require a whole haystack to feed them.

An interesting little tip in the **Bristol Austin Seven Club** Newsletter: 'tinning' a taper plug petrol tap with tin/lead solder has provided the necessary degree of lubrication to restore the free movement of the tap.

Plenty of advance notice for the 2017 'Founders Weekend' to be held at the Petwood Hotel, Woodhall Spa on 19-22 May in the **Octagon Car Club** Bulletin. The bulletin also has an informative article on fire safety that should be essential reading for all historic car owners.

The intriguing story of the Lynton - a 500cc racing motor cycle based on a Hillman Imp engine cut in half is related in the magazine of the **Imp Club** It has been restored and is now up for sale, apparently.

They are *still* out there - if you look hard enough. There is a photograph of a barn find Black Knight last taxed in 1978 in the Journal of the **Vincent HRD Owners' Club**.

The splendid magazine of the **Routemaster Association** has an article that should be of great interest to the Mayor of London. Sir Peter Hendy's RM100S has been fitted with a Cummins ISB4.5 diesel engine which will meet the standards set for the ULEZ zone.

The **TR Register** magazine there is a detailed and well-illustrated article on the overhaul of a Smiths angle-drive for the speedometer for those of you who enjoy a bit of a challenge. The full story of TR victory at the Sebring 12's fifty years ago is reported. After the event, the cars were returned to civilian trim and sold off where did they finish up, I wonder?

There is an interesting article on the Drewgard Roadster in the magazine of the **Citroen Specials Club**.

The **Southern Daimler and Lanchester Club** informs us that the 1957 BMW 507 roadster used by Elvis Presley during his time in the US Army in Germany has been traced and restored. The newsletter also relates the curious story of a Daimler DS420 Limousine which has been festering away in a hotel car park in Bucharest since 2001. And a unique Pininfarina XK120 has been found (was it ever lost?) and was the subject of a live restoration at the Classic and Sports Car Show.

The **Standard Motor Club** Review has an interesting article on the Beaverette, the armoured car produced by the Standard Motor Company at Canley. Very few of the 3,800 produced seem to have survived (unless *you* know better).

Wolseley World, from the **Wolseley Register** gives us the story of the connections between the cars and the current Wolseley company - a company with something like 15% of the global business in plumbing and heating products.

The **Morgan Sports Car Club** magazine reminds us that 2016 is the 80th anniversary of the introduction of the 4/4.

The bulletin of the **Rover Sports Register** reminds us that 2017 is the 50th anniversary of the introduction of the V8 engine. This is to be celebrated at Wroxall Abbey over the weekend 11-13 August 2017. There is also a photograph of a hydraulic chain-saw driven by the power take-off on a series 2 Land-Rover. Has anyone out there got one?

There is an in-depth article on the development and history of the MG 6R4 in the magazine of the **MG Car Club**.

The Nostalgia Nationals of the **National Street Rod Association** at the Shakespeare County Raceway are fully covered by excellent photography in their October journal.

The **Mini Cooper Register** magazine reminds us of the golden jubilee of the Stewart & Arden Minisprint and Minisprint GT. How many were made and how many survive?

The **Traditional Car Club** has a report on the VCC Hull-Scarborough Rally of 1962 and a reminder for the golden jubilee weekend in Hull on 12-14 May 2017.

A thought-provoking article on 'originality' in the Bulletin of the **Alvis Owner Club** has stimulated some debate

The 39th Annual Power Meet, held in Vasteras, Sweden is reported on in depth in the magazine of the **Pre-50s American Car Club**.

A report on the Etretat Hillclimb in France in the magazine of the **Pre-war Austin Seven Club** ought to stimulate more interest from drivers in this country.

A bit difficult to believe, but there is a report in the magazine of the **Chiltern Vehicle Preservation Group** that researchers in America have developed a process that uses pig manure as a low-cost replacement for petroleum in the production of road asphalt.

A remarkably comprehensive history of Riley Lynx KV 5212 and its equally remarkable owner Mr A P McGowran features in the **Riley Register** Bulletin. We are also informed that there were three Rileys entered in this year's Mille Miglia.

The journal of the **Buckler Register** informs us that there will be an invasion of the Isle of Man in April 2017 to coincide with the Manx Classic.

There is a striking photograph on the cover of the **Riley RM Club** magazine of the RM Circle at the National Rally in Warwick.

The **Bristol Owners' Club** bulletin have published the results of their very detailed and comprehensive survey of members' views on the club's events - which will be of interest and of value - not only to the Bristol Club but to many other organisations.

Last, but certainly not least, the **Sentinel Drivers' Club** magazine has an interesting article on the substitution of flexible braided hose for copper tubing.

The **Online Austin 7 Club** End of Season Run, in September through south Derbyshire had an attendance of 41 people, and as well as Austin 7s included an early Mini saloon. The day was not blessed with good weather sadly.

MISSION ACCOMPLISHED

At a few minutes past four, on 1 October 2016, the **Morris Minor Owners Club** 40th Anniversary Charity Marathon car rolled over the finish line at Land's End to complete its epic journey.

Setting off from John O'Groats on 2 September, and taking 30 days to travel to Land's End, the car visited all 65 branches of the MMOC during the run as well as calling in on a number of trade partners and significant locations relevant to the car and its history. These included a visit to the Cowley complex where the car was built in 1963 and a courtesy visit to the previous owners of the car who donated the vehicle to the MMOC for charity fundraising purposes.

Throughout the run, the car and the MMOC branches were raising money for Marie Curie. In addition to the stops mentioned above, the car also visited the nine Marie Curie hospices across the UK.

Speaking at the completion of the run MMOC secretary, well known author and Morris Minor historian Ray Newell welcomed the overwhelming success of the marathon drive, "We are really proud of what our Morris Minor marathon car has achieved. Everywhere the car has gone over the last 30 days, the interest in the run has been huge. We've been greeted by mayors and civic dignitaries, we've had slots on local TV and radio and a huge amount of coverage in the local press. We couldn't be more pleased".

Speaking specifically about the visits to the 65 local branches, Ray continued, "The Charity Marathon was conceived to enable us to recognise the efforts that our members have made, over the last 40 years, to make this club what it is today. The spirit of the club in the regions has been recharged by the marathon and across the UK the overwhelming sense coming through, even at this early stage, is - what's next?"

Welcoming the successful completion of the marathon, Mark Winton, Head of Community Fundraising UK at Marie Curie said, "We want to send our warmest congratulations to the MMOC on the successful completion of their amazing fundraising efforts this September, the money raised will help provide care and support to people living with terminal illness and their families. Everywhere the car has visited, our local volunteers, area fundraising managers and hospice managers have all been heavily involved in supporting the MMOC in planning and delivering the event and we have enjoyed every minute of working with them".

The task of organising the marathon itself and ensuring the car completed the run, was the responsibility of Bruce Kelsey, a member of the club for over 30 years. Speaking moments after the car arrived at the finish line at Land's End, Bruce said, "We're so pleased to be here and to have successfully completed the challenge

we set ourselves. Some may have doubted our sanity when we explained what we were going to do but the car has performed brilliantly throughout and we have had no breakdowns to deal with. Over the thirty days, the car has only been late to its scheduled stop on two or three occasions and this has been down to traffic conditions slowing us down. No matter where we have gone, the car has been like a magnet attracting great attention from the public. It's been a privilege to have been part of this amazing historic event".

Commenting further upon the broader success of the event, Bruce said, "As with any event of this size and complexity, we have relied upon many to ensure success. Our members, the local Marie Curie volunteers and staff, our event sponsors - Footman James & Morris Minor Centre Birmingham – all have played a major part in this wonderful venture. In the longer term, the interest that the run has generated has increased awareness of the club and what we do, in some areas, new members have joined their local branch as a direct result of the car being seen in their area. We're really pleased about that and look forward to building upon that interest over the next few years".

It is not too late to donate to this worthy cause. The Just Giving page is on www.mmoc.org.uk – follow Features, and Charity Marathon, or text MMHA63 and the amount you wish to donate to 70070, by cheque payable to MMOC to Rosie Hamilton, Blacks Farm, Eastville, Boston, Lincs. PE22 8LJ.

VINTAGE CAR FOR LOAN

Bob Wilkinson, vice chairman of the **Ford Model A Club of Great Britain** asks if you know anyone who may be interested.

A vintage (pre-1930) car enthusiast, being keen to encourage the next generation into the old car scene, is offering a pre-1930 car for loan. This is a genuine offer and an exciting prospect for a younger enthusiast. Ideally the car owner is looking for a younger enthusiast (but not a rigid condition) with storage facilities and support from family/friends to have the car on loan for a year initially, with option to renew. The running and maintenance of the car would be at the borrower's expense.

Naturally the borrower would need to agree to various points regarding insurance and usage. (A foremost classic car insurance broker has indicated that there are no difficulties with this arrangement.)

This generous offer is a golden opportunity for a younger enthusiast to experience older style motoring without any huge capital outlay. Members may have younger family members or friends keen to find out more.

Anyone interested should contact Bob, with no obligation, to discuss details. bobwilkinson49@hotmail.co.uk.

Michael Sedgwick Award for 2016

The Society of Automotive Historians in Britain is delighted to announce the winner of the Michael Sedgwick Award for 2016.

From a final shortlist of three very strong entries, the clear winner was Mike Harvey, for his book: *Skinner's Union – A History of the Skinner family and the SU Company*. This is a comprehensive history of the SU Company and the members of the Skinner family involved. One of the judges said of the book, "It's outstandingly good value and should be very useful to anyone who uses one of these excellent carbs., and in particular to restorers. It takes a broad view, aero as well as car, and is historically sound on the background and history of SU I strongly recommend it for an award: it's not a work of literature but is packed with solid facts, which probably sets it apart. My own copy seems to have borrowed rather often, which is a strong recommendation."

Peter Card, chairman of Michael Sedgwick Memorial Trust, received the award on behalf of Mike Harvey (who sadly could not be there on the day) from the chairman of the Judging Panel, Guy Loveridge. The author will receive a plaque and a cheque for £250.

The SAHB acknowledges the generous support of the Michael Sedgwick Memorial Trust in making this award.

Charity fund raiser

We all get great pleasure from our hobby and showing our varied historic vehicles. In the **Suffolk Vehicle Enthusiasts Club** (SVEC) they take that a step further with one major event each year with the aim of supporting the East Anglia Children's Hospice (EACH). Since 2002 they have been involved in the Festival of Classic and Sports Cars at Helmingham Hall in Suffolk and have raised almost £60,000 for this charity. This year they were able to present a cheque for £6,000 to EACH. Lord Tollemache and his staff allow the use of the grounds for this event which brings in almost 1,000 historic vehicles for this annual one day show. The photo shows Lord Tollemache (centre) and Hannah Walker from EACH (to his left) with SVEC secretary Colin Whitmore (to his right) alongside committee and members at the presentation in October.

WELCOME

Welcome to the following clubs that have just joined:

Deva & Wirral Motor Club

Maestro Montego Owner Club

And the following trader:

Fertan UK

A complete list of all clubs, museums and trade supporters can be found on the website www.fbhvc.co.uk