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About FBHVC

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

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

There are over 530 subscriber organisations representing a total membership of over 255,000 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

As I write this the memory is fresh of some 619 veteran vehicles (I would say cars but that would not be strictly accurate as some entrants are more accurately described as tricycles) leaving London for their annual pilgrimage to Brighton in commemoration of the repeal of legislation restricting use of the new-fangled motor car at the end of the 19th century. It's a wonderful spectacle and even torrential rain of biblical proportions couldn't dampen the spirits of the enthusiasts, though I daresay Sir Ben Ainsley felt the most at home of all the competitors! This event is indeed the oldest motoring event in the world and has been run continuously for 118 years! Only World Wars and petrol rationing have stopped it and it continues today to be the most world famous event that symbolises motoring enthusiasts exercising their rights of access to the public highway.

Would it therefore not be ironic if this British cultural icon were to be finally scuppered by an over-zealous or even careless application of a piece of legislation not even originating from the Parliament building so often featured in the background of news reporting of the event?

I don't think for one moment that the Department for Transport has this in mind as they begin the process of enacting the EU Roadworthiness Directive. They are quite rightly focussed on the road safety benefits, but we must not underestimate the difficulty of their task having to fit a very prescriptive European directive into a legal framework which both complies with European law yet respects British heritage and culture.

Yes of course there are exemptions from the new testing regime (that too has to be thrashed out prior to introduction in 2018) but the definition of 'historic' in the directive which prohibits 'substantial modification' could make life very tricky indeed for many vehicles which to our culture appear self-evidently 'historic'.

FBHVC is on the case, as you will discover when you read Bob Owen's report in this issue.

UK LEGISLATION

Bob Owen

Roadworthiness Testing

To remind everyone, the EU Directive is adopted and is binding on all Member States including the UK. Our Government is now working on the problems of how the Directive is to be applied, including whether, and to what extent, there should be exemptions.

Interestingly, that means two separate exercises, one in Great Britain (England, Scotland and Wales) and one in Northern Ireland, where the testing regime is devolved. Our own Department for Transport (DfT) is not involved in the Northern Ireland process. We are not clear how the two Governments are going to co-ordinate on this, as they surely must, but we will be keeping a watching brief on the Northern Ireland situation under the guidance of the Association of Old Vehicle Clubs in Northern Ireland.

We are disappointed that the meeting with DfT and DVSA on 2 July, at which several stakeholders were represented and which was most useful but far too short, has not to date been followed up. We are still hoping.

We do hope many of you contributed to the discussion on the DfT 'Classic' website. The website was announced as running till the end of October. In the event, as it was not a formal consultation and as it had received around 550 comments, it closed slightly early on 24 October. Its presentation was a bit of a disappointment. It didn't really explain the situation and implied the exercise was merely a tidying up of the existing MoT regime, which we think is a bit of a simplification. In particular it was in error in not mentioning that motorcycles are not to be covered until 2021 and even then there will be much more national discretion. And the site did not really allow for discussion on the subject of 'substantial change' which is for us the most important issue.

DfT say they are proceeding towards a formal consultation during next year, but the Federation is now commencing serious briefing activities on the matters which we have considered and raised here, and which have been put to us by members. We will be able to tell you a lot more on this in the next Newsletter when our briefing activities will be further advanced.

REACH Regulations

Asbestos

As I explained in the last Newsletter, there is an ongoing exercise in the Department of the Environment Food and Rural Affairs (DEFRA), and the Health and Safety Executive (HSE) to regularise limitations in dealing with asbestos under the EU REACH Regulations. They have started with sales and transfers by museums, after which they will proceed to other 'artefacts' which will include vehicles.

Progress has not been as quick as we would have expected, but we are promised further news soon. We will, as always, keep you posted.

Chrome plating

Again as reported in the last Newsletter, there are concerns regarding the use of chromium trioxide, used in chrome plating, which has become what is known as a 'candidate substance' for inclusion in REACH.

Our understanding now is that these concerns are likely to be subsumed into broader discussions, which will have been a little delayed by the appointment of the new EU Commission, on how substances are considered generally. There is a view among manufacturers, including the motor industry, that the views of the producers of the substances were being more carefully considered than those of industrial users. They are working to rectify this imbalance, which grows in importance as more substances, of less obvious hazard, are included. In particular, they are keen that a principle be established known as 'repair as produced', which will allow the continuation of existing processes on both replacement and refurbished existing parts where that is appropriate.

In respect of chromium trioxide, there are major industrial concerns, including from the suppliers of turbines, particularly regarding the use of chrome plating for hardening purposes on bearing surfaces. These are being dealt with through such bodies as the European Vehicle Manufacturers Association (ACEA) in Brussels, supported by FIVA.

So we are somewhat more relaxed on this, but are ensuring that the All Party Parliamentary Historic Vehicles Group are kept aware of the issue and are on hand to support us if we need them to.

Discontinuance of the Tax Disc

The tax disc is no more.

Several of the issues we raised became clearer as the project progressed, but we remain concerned at how difficult it was to establish exactly what was planned until it actually happened. The DVLA made great play of how many people knew that the tax disc was going, but were strangely silent on how much private sellers and buyers knew about the fact that unexpired tax would no longer be able to be handed on by the buyer to the seller. We still have questions about this change, which we believe to have been put through with inadequate notice to citizens and little care for their interests. We are unclear as to exactly when the pre-existing licence is legally required to come to an end.

One thing we think everyone should be clear upon is that there has been no change to the process of establishing a new Registered Keeper. Nor has the V5C been replaced by new technology. It is still a paper document. It is still the job of the existing Registered Keeper when he sells or transfers a vehicle, to send the completed V5C, less the V5C/2 Tear Off which he has given to the 'new keeper, by post to DVLA in Swansea. Only when DVLA have processed the V5C is there a new Registered Keeper.

And we think it important also to remind everyone that a seller should never part with the V5C/2 tear off until the sale is complete and he has the buyer's money.

Another unsatisfactory aspect was that we were not able to see the online taxing process before it was introduced. Now it has appeared, our concern that the printable document resulting from online taxation would not satisfy overseas law enforcement officers as evidence that the vehicle is in fact taxed has proved correct. We will continue to press for a more convincing final output of the online process.

For those taxing at a Post Office the situation seems worse as we understand that all the keeper will have is a Post Office till receipt, and in the case of a Historic Class taxation there will be no receipt at all, as the tax is Nil Rate. The solution here is less clear but a printable final step to the Post Office process should not be beyond the wit of man.

And the double taxation row, whereby the licence becomes invalid immediately on sale, but the old keeper only gets a rebate in respect of full months, so loses some of his paid tax, is rumbling on. We have not given up on that either, though we do recognise that it only applies to newer vehicles, as for Historic class, and thus nil rate vehicles, there is obviously no rebate.

VED Exemptions

No doubt the next extension, to the end of 1974 in April, will go smoothly as we are aware of no planned new processes. Don't forget, anyone with a 1974 built vehicle, first licensed in 1975, doesn't need to wait until April to have the DVLA record date changed. And if you have a vehicle which you know crosses a later line (1975/1976 etc.) you could go ahead any time with the date change. In fact DVLA would rather you did as it spreads their workload.

FUEL NEWS

Matthew Vincent

Ethanol-free petrol: what are the prospects?

For those who aspire to an ethanol-free life (as far as their historic vehicles are concerned, that is) and wish to use exclusively petrol which does not contain ethanol in their historic vehicles, some recent developments may be of interest. Firstly, British Motor Heritage (BMH), a company more commonly associated with accurate replicas of 1960s British car body-shells, has launched a UK supply of petrol guaranteed to be ethanol-free. This initiative has been fairly widely publicised in the media in recent weeks, but to summarise: BMH will offer two grades of 100 octane quality petrol, i.e. with or without lead. The fuels will be offered in two different volume containers, the smaller of just under 19 litres, or just over four imperial gallons, while the larger container is the industry standard drum of 205 litres nominal volume (45 imperial gallons).

The announcement about the products offered by BMH raises some interesting issues. Firstly, some owners of historic vehicles may be wary of using 100 octane petrol in their historic vehicles. For almost 25 years, the well-worn myth that high octane petrol is not suitable for low compression engines has become currency in some quarters, despite not being based on any scientific evidence. In fact, the appliance of science will easily refute this view, yet still it persists. Assuming owners are prepared to overcome their reservations, the ethanol free petrol could well be taken up with enthusiasm by many. This then raises the second issue: how to achieve a satisfactory vehicle range? It is clearly unsatisfactory to have to restrict the use of a historic vehicle to the range which can be achieved using a single tank of ethanol-free petrol. Longer journeys could become fraught if there are concerns about running out of the precious liquid, since the product is unlikely to be sold at normal filling stations. One solution might be to go back to the days of early motoring, when in effect the same problem existed, and motorists would carry one or possibly more two-gallon cans strapped to the running boards of their cars, to avoid the embarrassment of running out of petrol.

This takes us on to the final issue: how much petrol can be stored at home? This used to be a bit of a thorny issue, with cases of people hoarding petrol during supply difficulties resulting in a successful prosecution on at least one occasion. Fortunately however, new petrol regulations have just been published under the heading of 'The Petroleum (Consolidation) Regulations 2014 (PCR)'. The PCR came into effect on 1 October 2014, which dovetails neatly with the announcement by BMH of their new offering. For full chapter and verse on the legal issues and requirements it is best to seek out details of the PCR on the internet. However, a brief inspection reveals an approach which might be regarded as surprisingly helpful to those desiring to avoid ethanol in their petrol. In brief, up to 30 litres of petrol may be stored in either suitable containers, or a demountable petrol tank, without the need to notify the authorities, provided the total volume of petrol stored does not exceed 30 litres. The reference to a 30 litre demountable petrol tank covers the limitation on the volume of additional fuel which may be carried on or in a historic vehicle, over and above the fuel contained in a full petrol tank, to increase its range.

If it is desired to store a greater volume, up to 275 litres can be stored provided certain requirements are complied with. To store a drum (205 litres) of ethanol-free petrol for example, would require an individual to notify the local Petroleum Enforcement Agency (PEA) in writing. Storage requirements do not appear to be unduly restrictive, but would need to be clarified formally with the PEA. It would appear therefore that in principle, the bare bones of a strategy which could allow owners of historic vehicles to run them on ethanol-free petrol, and to overcome the range-limiting difficulties which this might imply, are at hand. As ever though, the devil is in the detail, and all those wishing to store ethanol-free petrol at home should check out the relevant regulatory documents to ensure both compliance with the law, and common-sense safe practice. The new regulations may be found on the following link.
www.hse.gov.uk/fireandexplosion/petroleum-regulations-2014.

DVLA

Ian Edmunds

DVLA Operations

Firstly for this edition a few words about the operation of DVLA. It is an enormous operation employing around 5500 people on a large site and the total number of items of mail they receive is quite mind boggling. One of the methods used to assist in the sorting and distribution of this mail is to allocate different postcodes to different sections. Obviously it is in everybody's interest to use the correct address and postcode, so I am again grateful to DVLA for providing these details of the sections that most concern us.

- First registration applications for an age related number (imported vehicle, or 'found vehicle'. No known previous GB registration number): **First Registration Team, DVLA, Swansea, SA99 1BE**
- V765 applications: **Kits and Rebuilds, DVLA, Swansea, SA99 1ZZ**
- Late conversions: **Kits and Rebuilds, DVLA, Swansea, SA99 1ZZ**
- Reconstructed classic applications: **Kits and Rebuilds, DVLA, Swansea, SA99 1ZZ**
- Changes to a registered vehicle (including date of manufacture): **Central Capture Unit, DVLA, Swansea, SA99 1BA**

Continuing on the theme of DVLA and our interaction with them I would like to offer a few suggestions regarding the documents that are sent to them. Whatever our opinion of DVLA as a whole we should always remember that the person receiving the submissions is an individual just like the rest of us and subject to the same stresses and pressures. Pause and consider which will make the best impression on them, an untidy selection of unidentified bits of paper all of different sizes which spill out all over their desk or a neatly arranged file of matching sheets clipped together in a logical sequence?

Some may by now be thinking of a phrase concerning grandmothers and eggs but I offer no apology. I see some applications that have failed for various reasons and whilst some are good others are less so. We all spend vast amounts of time and effort, not to mention money, on our vehicles to ensure that everything is just so but all too often the same efforts are not put into the all-important documentation. Every case is different and every document pack will be different but I would like to offer the following suggestions.

Handwriting: All documents should be typed wherever possible, this will not only look neater and be easier to read but will avoid any misunderstandings over legibility. The proliferation of home computers has made this task very easy but if for any reason you have not joined the computer age the younger generation will be able to do it for you in moments! Try your grandchildren, or failing that, someone else's grandchildren. A small inducement may be in order but it will be a small fraction of what you have spent on the vehicle!

Photographs: Photographs are a very valuable tool in this process but they must be clear, sharp and correctly exposed (not too light or too dark). This probably means taking them with a camera not a phone. Studio standard shots are not necessary but if the vehicle is in a very cluttered building then dust sheets or similar should be used to cover the background so that the subject is clear. If you don't own a camera of a reasonable standard you could consider contacting a local camera club; one of their members might assist for a small remuneration. If you, or the aforementioned grandchildren, have access to a colour printer digital photos can easily be printed but photo paper is preferable. More advanced grandchildren may be able to print several photos on to one A4 sheet which makes a very neat presentation. Failing that, smaller prints can be glued to A4 sheets.

Presentation: Put yourself in the position of the person receiving the package, a heading page telling them what it is about can only be helpful, a list of contents will help them find what they are looking for and if the case is anything other than very simple a *concise* explanation of the documents you are enclosing and why you are providing them may be worthwhile. As far as possible all documents should be of the same size and presented the same way up. Finally clip the package together in some way so the recipient receives it as it left you!

EU LEGISLATION

The following is an extract from the bimonthly report from FIVA's lobbying service, EPPA

European Commission seeks views on small and medium sized enterprises

The European Commission has just opened a consultation to seek views on how to revise the Small Business Act for Europe in order to 'to continue a strong European policy to support Small and Medium-sized enterprises (SMEs) and entrepreneurs in 2015-2020'. This is welcome in light of the findings of FIVA's recent research which has shown that that a lack of skilled and knowledgeable labour is a concern for businesses servicing the historic vehicle movement.

FIVA will make a submission to the consultation which will highlight the need for a better understanding of the scale and value of the small businesses supporting the historic vehicle movement and to stress the concerns highlighted by FIVA's recent research that businesses find it hard to find the necessary skilled labour.

European Parliament Historic Vehicle Group reception

A reception for MEPs, EU officials and interested parties took place on 14 October in the European Parliament when the 2014 FIVA research was presented. The event was also designed to promote the Historic vehicle Group. Bernd Lange MEP is to continue to chair the group and a number of new members attended at the invitation of each ANF.

TECHNICAL AND EVENTS

Tony Davies

In October I was the FIVA Steward on La Festa Mille Miglia, the Japanese version of the Italian Classic. This event was exceedingly well organised and supported by circa 120 superb historic vehicles ranging from 1920s Bugattis and Bentleys through to 1950s Jaguars. All were very well presented and crewed, in the vast majority of cases, by Japanese enthusiasts. The attention to detail by the organisers and required obedience of national driving rules and regulations ensured a very successful and safe event. The Veteran Car Club of Tokyo and Haruo Masuda, the event director, are to be congratulated for organising one of the best events for historic cars I have ever had the good fortune to experience.

Looking at events nearer to home for 2015 you might want to consider the excellent series of Clayton Classics Scenic Tours. Indeed why not visit the HRCR Open Day at Gaydon on 10 January. Here you will find most, if not all, of the organisers of the UK's top events for classic vehicles. A visit to the website www.hrcr.co.uk will provide you with further information.

If you fancy a weekend in Belgium in March the Poppy Rally based in Ypres is certainly one to consider. Not an event for beginners I would suggest but the details are on www.heroevents.eu.

A similar event in the UK from the Vintage & Classic Rally Register is also on offer; the three day Tour of Wessex in February. Details are on www.vcrr.eu.

A little further afield and Bart Rietbergen's Winter Trial to Norway springs to mind. This has a Trial class and a less difficult Club class (daylight driving only). Having done a few of Bart's events I can recommend them so why not have a look at www.thetrial.nl.

HERO's Icelandic Saga in late April is another different event to consider. In my opinion it is ideal for beginners and novices and could be described as a holiday with some relaxed road sections combined with some mild competition. Again www.heroevents.eu is the place to look where you will also find details of the 1000 Mile Trial. This is an event for vintageant vehicles only and is along similar lines to the Flying Scotsman that I understand is now already fully subscribed.

Now if you really want an enjoyable event look no further than the Irish Classic Retro. Late April is the time to visit the Kilkenny area of Eire for an event, again not for beginners I suggest, organised by the Trial Drivers Club of Ireland. You will not be disappointed; I've done it several times and it is great fun as well as being a competitive event. As the promo quite rightly says a 'guaranteed craic' and www.tdcireland.com is the place to look.

Finally, the new event on the calendar for next April is the Principality Automobile Club's new Classic Trial & Traditional Tour through Wales from 27 April - 1 May 2015. Starting from the prestigious Vale Resort near Cardiff the event will use many new and innovative venues in the Cardiff – Aberystwyth – Llandudno – Llandrindod Wells – Cardiff route for regularity sections and auto tests. The event has both competitive and touring assembly classes so why not have a look at www.principality-automobile-club.co.uk for further details.

Turning to technical issues and FIVA again I am pleased to report that the FIVA Technical Commission has produced a draft of their new Technical Code for discussion. This draft will have been discussed at FIVA's General Assembly in November so I hope to be able to report in our next issue what transpired. This new version of the Technical Code will have a direct bearing on the issuing of FIVA ID Cards so something to keep our eye on for the future

Social Runs

Following the long-term discussions with the MSA about Certificates of Exemption, MSA have recently announced that a non-competitive run for like-minded participants, where there is no other purpose than the camaraderie of motoring in company to a predetermined point and which is not within the jurisdiction of the MSA will not require a COE.

HRCR AUTUMN LEAVES, 25-26 October 2014

Paul Loveridge

To celebrate the 30th anniversary of the Historic Rally Car Register, the team closed the HRCR 2014 Scenic Tour Series with a two-day tour, visiting many of the iconic venues that have life-long connections with the world of rallying, joining together by some of the best roads that Wales has to offer.

The Metropole Hotel in Llandrindod Wells had been chosen as the host hotel with very good facilities and large car park to accommodate the 50 entrants: a venue that has lived and breathed motorsport from the heady days of 1960s road rallies and RAC events. The tour attracted entries from many of the regular tour cars and a number of original HRCR members.

The proceedings started on Friday night with signing-on available for the crews from 18.00 hours. The weather was not at its best for the start of Day 1: this was Wales after all! At 10.31 hours, the first MG TD left the main control for the opening 56.97 miles of the tour. The route circled the very pretty town lake, complete with a monster reminiscent of the Scottish Nessie, leading onto the main A483. This was followed by a beautiful scenic road to Howey and then to the showground at Builth Wells - another well-known motorsport venue. There were some very nice distant views to be had passing through Upper and Lower Chapel and, motoring on through Cradoc, Aberyscir, and the very pretty village of Aberbran, arriving at the famous but now derelict motel that sits on the side of the A40 and the traditional entry point to that most iconic rallying venues in Wales – Epynt. Steeped in motoring history and still a place that is much-used and spoken of in awe by rally folk the route turned right here, signposted Llywel, and headed up the infamous dual carriageway on to the MOD Mynydd Epynt Ranges, known to all who have rallying in their blood. Continuing on via Tirabad and then the descent through Cefn-gorwydd gave some superb views of the autumn colours. There was now just a short run to the Trout Inn at Beulah for the first break of Day 1 and a welcome bowl of hot soup.

From Beulah, the route headed to Abergwesyn and then a climb of the famous Devil's Staircase (did we really use this road in 850cc Minis with drum brakes on 1960s road rallies?) and the Tywi Forest was a delight with the colours and small waterfalls - what a picture! En route to Trisant, we passed by the massive working waterwheel at Tynycraig and then motored on to the next rest halt at Devil's Bridge, where the preserved Vale of Rheidol steam railway car park was used for the 60-minute break that allowed crews the time to look at the engine in steam and the waterfalls that were only a short walk from the car park. This section had added another 39.09 miles to the Tour

Refreshed with cakes and drinks, steam power changed back to horse power for the last 38.28 mile section of the day. As with other rest halts, the cars were released at one-minute intervals to avoid convoys. After passing through Cwmystwyth, with stunning views of more autumn colours and waterfalls as we passed along the valley road which gave way to wonderful lake views. Crossing back over the Powys border brought us to Elan Village and the reservoirs that supply Birmingham's water supply. The road round the reservoirs can only be described as outstanding, the dam itself, very old wild trees and the road surface carpeted with pine needles: one could almost hear the bellowing exhaust tones of the rally cars (Austin Healey 3000s, etc.), as they thrashed their way towards the end of yet another 1960s event in the heart of Welsh rallying. After all this beauty, we arrived at Nant-glas and a link section to take us back to the Metropole Hotel.

Day 2, Sunday, and the weather was looking much better with the local forecast giving Wales a good day for once. The very efficient marshalling team released the cars from the hotel car park at one-minute intervals for the first leg that would account for another 45.65 miles of touring. Leaving Llandrindod in a north-westerly direction, the route passed by Crossgates, Fron and to Abbey-cwm-hir, another 'name' from rallying past. Once again, the autumn colours here were a delight. Next came the Coed Sarnau Forest, followed by Bwlch-y-sarnau and Llidiartywaun which brought us to the town of Llanidloes. A crossing of Afon Clywedog brought the route to the dam viewing point, where a short break was built into the tour to allow a look at the breathtaking views of this eerie expanse of black water. The moorland roads now provided the tour route around Hafren Forest (with all its rally history) to Dylife. This was then followed by a real

driver's mountain road, a section of some 10 plus miles, that gave some amazing 360 degree views on the descent into Machynlleth. With the cars all parked up in the town car park, the 60-minute rest halt was at the Wynnstay Hotel with all its memories of RAC time controls.

Then the last 61.25 miles of the tour - leaving Machynlleth behind we soon turned off the main A487 for a very steep climb on a real moss-covered rally road, using a number of intricate junctions to the hamlet of Glaspwll, a tricky right junction then taking the route through the forest along the Llyfnant Valley before rejoining the main road. A short run of main to Tre'r-ddol before again turning left for more exciting and testing yellow roads. The climb to the top at Cwm-slaid gave some wonderful views across the Dovey estuary to Aberdovey. After skirting Tal-y-bont, the route headed east on a very interesting mountain road to the Nant-y-moch Reservoir - the marshal at the passage control here commenting that the local name for this area was Artists' Valley and one could understand how such a wonderful place could get this name.

After crossing the dam the mountain road now turned due south to join the main A44 at Ponterwyd, this 14-mile section was one of the favourite pieces of road of the whole weekend. On the outskirts of Llangurig, the road book instruction was to turn right by Kevin Jones Cars. This was another gem of a gated yellow road that followed the course of the River Wye with the main A470 on the opposite bank then emerging to turn left in the direction of Rhayader and continued through the town centre to join the main A44.

Leaving the best to last is a very fitting summary of this final part of the tour, the leg from Machynlleth having contained some of the most enjoyable roads we have driven on this year. On the A44, we passed through Gaufron, Nantmel and Gwystre to arrive back in Llandrindod Wells. To round a splendid second day, the hotel put on another first-class meal that was an appropriate finale to a memorable weekend of touring.

The team did an outstanding job of manning many controls and placing copious code boards out along the tour route. For all those crews who completed the route, the finishers' awards were action photographs of them taken en route. As part of the tour fun, a request had been made for period dress to be worn during the tour.

For a full selection of photographs taken during the tour log onto www.kpbphotography.co.uk. For further information on scenic tours log onto www.hrcr.co.uk and www.classictourdiary.co.uk

AROUND MAINLAND UK ON A 50p, 90 YEAR OLD, BROUGH SUPERIOR

John Wallis

My father, Albert, gave me MR 403, my 1924 SS 80 Brough Superior, in 1972. He had dug it up from an allotment and paid ten shillings (50p) in 1961 before restoring it over a number of years.

To celebrate my turning 65 and MR being 90 I decided to go around the coast and raise funds for Comic Relief. I did what I could to prepare for the trip including a new big end and main shafts, the makers of which told me that the flywheel was cracked and so new ones were made by them.

I left on my three and a half weeks, 4,000 mile journey from Milton Keynes Museum on 25 June on what was to be a ride of a lifetime. I rode mostly alone about 200 miles a day and, except for 4 nights, stayed with friends. The circumnavigation started at Holbeach, near the Wash, and I went clockwise.

Not once was I let down beside the road by my faithful Brough but as expected there were 'adjustments' to be made. The main ones being after 1,000 miles I replaced a cush drive bolt; at 2,000 miles replaced four rear wheel spoke nipples; at 2,500 miles replaced a missing rear carrier bolt; 2,800 miles tightened valve caps. There were other times when it was necessary to just tighten a few bolts that were not as tight as they should be but overall there was nothing alarming. The only mishap was when waving goodbye to someone at about two mph when I fell off, breaking my handlebar mirror and bending my footrest.

Along my journey I visited the pirate radio lightship in Harwich where many of those 1960s DJs pay homage; was frightened out of my skin by a hay trailer tyre bursting as I was overtaking it; saw the most amazing pier in Eastbourne (before the fire); photographed MR against the Warrior, Britain's first iron-hulled, armoured warship launched in 1860 in Portsmouth; visited the Seaton Tramway; I also lost a bag off the back of the Brough with a tablet, helmet camera cards, etc. and was caught speeding in Wales (£100); I came across some steam traction engines in Wales; lost my wallet (returned after I got home) and had amazing luck by twice running out of petrol coasting to a halt next to a petrol pump.

There were some fantastic coastal roads in Dorset, north Cornwall, St. David's to Aberystwyth, North Anglesey, Cumbria, Ayrshire, from Campbeltown to the tip of Scotland at John o'Groats via Durness.

The best day's ride was from Campbeltown, Kintyre and finishing with a photo opportunity with a steam Black Five as a back drop in Mallaig. The most disappointing was the next day after Lochcarron to Gairloch, via Applecross where the weather was atrocious. It is in Applecross where George Brough's ashes were spread. On a good day the ride over the pass is amazing but not on this day.

I took nine ferries varying from the Swanage, Torpoint and the Black Isle to the Ardrossan to Campbeltown 2½ hour crossing.

The Weather varied from warm and sunny to very wet and misty and windy. I was also in the middle of a thunderstorm with storm chasers at the Humber Bridge.

For photographic opportunities, the highlights, apart from the obvious at Land's End and John o'Groats were looking at Snowdon from Anglesey; top of pass of the Cattle; Firth of Forth Bridge where George Brough was photographed; against the Paddle Steamer Wingfield Castle in Hartlepool.

The three and half weeks were just amazing and something that will live with me for as long as I live. In many ways it was joining up all my seaside holidays as if I was joining up the dots like you get as a child to make the shape of an object or animal. As far as MR goes it will always be known as the first (it surely won't be the last) Brough to go around the mainland coast. I feel that my ride was a tribute to George Brough, J.A.P. (the engine maker), and my father who brought MR back to life. My trip could not have happened without them.

If you want to know more or would like to donate go to my website <http://www.bs90thcoastride.com>
Donations are currently over £5,560.

ANNUAL GENERAL MEETING AND CONFERENCE 2014

Geoff Lancaster

Our AGM and Conference took place on 11 October once again at the excellent facilities of the Rolls Royce Enthusiast's Club and Sir Henry Royce Memorial Foundation in Paulersbury, Oxfordshire. The format is now tried and tested so the formal business took place in the morning followed by lunch with the Conference taking place in the afternoon. As a departure from the usual agenda and a welcome interlude for about 50 enthusiasts, Dave Wilking, of the 154 Preservation Trust, brought along a 1947 Daimler CVG6, six cylinder diesel double-decker bus, and after lunch gave a scenic and stately tour of the surrounding countryside. This was most appropriate to the occasion and much appreciated by all. Fittingly the lovely bus, which was restored some 25 years ago graces the cover of this issue of 'the News'.

Around 70 clubs from the membership attended plus a smattering of trade supporters who were very welcome and members of the press including David Simister of Classic Car Weekly, formerly clubs editor and now news editor, Chris Hope, editor of the rival Classic Car Buyer and a welcome newcomer in Keith Moody from the popular 'Honest John' website. All the FBHVC directors due for re-election stood unopposed for their current posts and were duly re-elected by the members. This means that after last year's shufflings we go forward in 2014/15 with the current team. This is particularly welcome given that there are important ongoing issues particularly in the Legislation, and Trade and Skills portfolios. More of this later.

The Director's reports were made available prior to the meeting in the printed Directors' Reports and Accounts as this gives clubs the opportunity to formulate any questions that might arise, and each director presented himself for questions from the floor. There were lively discussions on two of the topics to be covered in the afternoon's sessions, namely social media and the new apprentice qualification. If you didn't get to see a printed copy of the Report it is available online at <http://www.fbhvc.co.uk/members-pages/members-area/>. To conclude the formalities of the meeting a vote was taken on recent amendments to the Articles of Association in order to comply with the companies Act 2006 in respect of voting arrangements for incorporated and non-incorporated member clubs. The new Articles are reproduced on the website at <http://www.fbhvc.co.uk/members-pages/members-area/>. Any member clubs wishing to gain clarification on this point as it affects them, can do so through the Federation without incurring additional legal fees.

Following a modest, though nonetheless splendid lunch, we re-assembled in the excellent lecture hall for the afternoon's presentations and debate. This year's topics seemed well chosen, with something to interest everyone and a balance of speakers from within the Federation, supporters, a prominent trend setting club member and the Police.

Our youngest speaker and first up was Claire Serrell. She was introduced by FBHVC Director of Trade and Skills, Karl Carter. Claire is rapidly becoming our apprenticeship ambassador, and she is an inspiring presenter on the value of apprentice training in the modern world. She chose this path as a school leaver despite pressure from her school to take a University route. She is clearly an extremely determined and self-motivated individual and having completed her training now works in the prestigious Jaguar Land Rover Development Department. In her spare time she restores her own collection of historic vehicles. We are fortunate to have Claire to relate her real world experience and she has been very generous with her free time talking to potential apprentices at our launch event at Bicester Heritage and at the NEC Classic Motor Show. She will be joining us again at Birmingham this year. Karl Carter then took up the story reporting on the latest developments from the two colleges which will be running courses this year. Looking ahead Karl sees his role as promoting the course to as many colleges as possible to achieve a broad geographical spread.

Our second presentation proved equally compelling and interesting. There has been much media comment recently about dwindling membership of clubs, indeed our own vice chairman, David Davies, who chaired the afternoon sessions had earlier referred to this phenomenon. In addition there has been speculation that one of the dynamics operating here is the preference, particularly from the younger generation for on-line or virtual associations rather than physical clubs. It was therefore very enlightening to hear from Tony Lake and Jules Gallagher of the Stag Owners Club. This club has confronted the rise of the

'Forum' head on and embraced social media in all its various forms. After a quick introduction from Tony and an explanation of how the various channels operate and the need they fulfil, Julie took the stage and outline how the Stag Owners Club had harnessed the power of modern interactive media. This was a fascinating insight into one club's journey into the unknown and with an audience whose average age looked to me to be somewhat on the wrong side of fifty, you could have heard a pin drop so intently were they listening. Let's hope it inspired some of you to dip a toe in the water. There is probably no single thing that a club could do that would appeal more to the next generation of historic vehicle enthusiasts.

Our final presentation was yet another hot topic, historic vehicle theft. Simon Barrett from the Crime Reduction Team of West Midlands Police is an authority on prevention of historic vehicle theft and apart from presenting us with a shocking picture of a fast growing crime (historic vehicle values are rising faster than the value of gold!), he put forward a number of very simple and practical strategies designed to ensure that we don't end up as a crime statistic. This is a subject that our own Alan Colman covered in some detail in FBHVC News earlier in the year, so if you missed Simon's presentation at the AGM you can always check out Alan's article from Issue 3, 2014 on the website <http://www.fbhvc.co.uk/members-pages/newsletter-archive/>. Vehicle security will be one of our themes at the Classic Motor Show and we have teamed up with West Midlands Police to use the show as a platform to give members advice and tips on securing their prized vehicle.

TRADE AND SKILLS

Karl Carter

Vehicle Restoration Apprenticeship Needs Your Help!

With Banbury & Bicester and S&B Automotive Academy in Bristol launching the FBHVC Vehicle Restoration Apprenticeship this month, we now need to focus on encouraging other colleges to take up the scheme. This is where we could do with some help from those that have connections with their local college. The scheme is designed to be run in conjunction with the modern light vehicle apprenticeship and our target is to encourage colleges running the modern scheme to think about possibly running our vehicle restoration apprenticeship. With only Bicester and Bristol presently covered there is plenty of scope for other colleges to come on board. There is a particular need for a college on the south coast where we have had contact from a number of would-be students who are keen to sign up to the course. If you do have any contact with your local college and they already do vehicle apprenticeships, please let us know and we will follow-up to see whether we can encourage them to run our new course.

Insurance

You will be aware that the Federation has organised club insurance through Aston Scott. As this will require renewal next year we have gone to competitive tender to ensure that all clubs get the best possible price for their basic cover. A number of clubs have had issues with insurance for product liability and this has ended up being a difficult area for insurers. Product liability insurance is particularly difficult for clubs who sell spares into the United States. Nevertheless we will still be trying to negotiate for the lowest cost cover for all clubs and I will cover this in more detail in the next newsletter.

Welcome

Welcome to the following new trade supporters
Poppyseed Media Ltd
AC Classical Car Accessories

HERITAGE

Keith Gibbins

Drive It Day will be on 26 April 2015

Heritage Open Days will be 10-13 September. As usual the details of the participants will follow later. The HOD website is at <http://www.heritageopendays.org.uk/>

Wanted - A Bus Restoration Case

We are working with the FIVA Culture Commission on the production of a handbook for the Charter of Turin. This will contain a number of examples of restorations, with documentation on the original, current status or after completion stages. Please contact the FBHVC Secretary if you are in a position to help.

CLUB NEWS

David Davies

Congratulations to all the clubs celebrating anniversaries: the Talbot Owners' Club are celebrating their 80th; the **Sunbeam Motor Cycle Club** on celebrating 90 years; the Talbot Owners' Club was formed in June 1934. The **Sunbeam Talbot Alpine Register** intend to celebrate the 60th anniversary of a Sunbeam Talbot win in the Monte Carlo Rally by organising a tour which will follow some of the route used in 1955 and will take a fortnight there will be *no* competitive stages. The **MG Car Club** magazine has a comprehensive report on the 40th anniversary celebrations of the MG Car Club Italy which would appear to have been conducted in the style that only the Italians can achieve. The **National Traction Engine Trust** is celebrating its diamond Jubilee and their magazine contains a couple of evocative photographs of steam fairs of years gone by; could something like Wigfield's Edwardian Steam Fairs or the Crich Transport Extravaganza ever be recreated? There is an impressive centre spread in the **Naylor Car Club** magazine showing their 20th birthday celebrations at the Heritage Motor Centre at Gaydon. The **Vanden Plas Owners' Club** magazine tells us that it is the golden jubilee of the 'Princess 4 Litre 'R' and the 40th anniversary of the Vanden Plas 1500: both of these milestones have been celebrated by the production of a run of limited edition commemorative mugs. The **National Traction Engine Trust** is marked its 60th anniversary this year and part of those celebrations include a road run on public roads, starting and finishing at Old Warden Park, in September: this was the largest gathering of traction engines ever seen on public roads and a world record. There is a comprehensive photo-reportage on the 60th anniversary Race for Aces in the **AC Owners Club** magazine which would appear to have been both wet and enjoyable.

The October newsletter of the **Greeves Riders Association** is a valedictory tribute to the late Dave Bickers, that larger-than-life character who will always be associated with the marque.

The **Vintage Austin Register** magazine outlines the extraordinary journey undertaken in 1952 by Ludwig and Norah Cartwright-Lobel to Australia *and back again* in a 1930 Austin Taxi.

There is a report on the successful Steam Apprentice and Driving Day held in conjunction with the Otley Vintage Vehicle Extravaganza in September in the Newsletter of the **Leeds and District Traction Engine Club**.

Rumcar News from the **Register of Unusual Microcars** never fails to disappoint. The latest issue tells us how the Ducati company became involved in motorcycles: it took over the manufacture of the Cucciolo, a motorised attachment for the pedal cycle, from the designer Aldo Farinelli, with financial support from the Vatican! Production soon built up to more than 15,000 a year and the production of conventional motorcycles soon followed. There is also a brief article on Granville Bradshaw's swansong, the Lancing-Bagnall light car of 1955. Thankfully, it never went into production – any survivors of the pre-production models?

There is another chapter in the history of the Al Capone Cadillac in the magazine of the **Preston and District Vintage Car Club**. It was brought out of storage in the US Treasury, where it had remained after being seized in 1931, to transport the president, Franklin D Roosevelt to Capitol Hill where he made the historic declaration of war following the Japanese attack on Pearl Harbour. This car sold for \$341,000 in 2012, a far cry from the £175 it made when auctioned in Blackpool in the 1950s.

There is a helpful article in the magazine of the **Morgan Three-Wheeler Club** on making a charcoal burner's stool.

There is an excellent and contemplative article in the magazine of the **Deux Chevaux Club of GB** on environmentalism and energy efficiency as applied to cars.

A list of some of the more outlandish traffic laws from around the world appears in the magazine of the **Steam Car Club of GB** (we have not heard anything about the steam-powered Land-Rover recently...)

The centre spread of the newsletter of the **Vauxhall Owners Club** is a reproduction of the front cover of 'The Vauxhall Motorist' for May 1935 - they don't do publicity like that anymore.

A brief article in the **Ford Sidevalve Owners' Club** magazine highlights the tremendous changes in agriculture in fifty years. The Ford 10hp combine harvester made by Marshalls of Gainsborough had a six foot cut and required two men to operate it. Now, the damn things are about 30ft wide and are satellite and computer controlled.

The **Morris Marina Owners' Club and Morris Ital Register** takes us behind the scenes of the production of James May's Cars of the People television programme.

The magazine of the **Reliant Sabre and Scimitar Owners' Club** has a review of Jon Pressnell's book 'Morris – the Cars and the Company' which included not only the successes of the company but its failures. It seems that an Empire Model, introduced in 1927 was easily eclipsed by the Ford Model A. All was not lost as the chassis were shipped back to England – to become the basis of the Type G International Taxi.

The **TR Register** magazine tells us that there is a factory in Estonia still manufacturing grey Ferguson tractors and that the factory also possesses the tooling for the TR2. There is also an illustrated report on racing at the Zolder circuit in Belgium.

The magazine of the **Midget and Sprite Club** has a useful article on car wiring and especially earthing.

A useful recommendation for hose clip pliers to avoid the frustration and physical damage that can be occasioned when wrestling with hydraulic and other hoses appears in the magazine of the **Citroen Car Club** along with the news that in Holland no HGV is allowed to travel within 50 metres of the one in front on any single or two-lane road. Seems like a good idea, but how do you enforce it? An interesting solution to the problem of 'yellowing' headlight lenses is also outlined.

The **BSA Owners' Club** magazine draws our attention to the risks of cracking in some replacement wheel rims in stainless steel and recommends that users pay careful attention to, and make regular inspection of, any such items. A member of the club is trying to fill in details of the history of his Gold Star: he has traced it back as far as 1960 but would like to know more of its earlier years Did ONN 434 pass through your hands?

There is an interesting article on the Burney Streamline in the magazine of the **Armstrong Siddeley Club**. The handling of one of these beasts must have been quite exciting with a straight-eight Lycoming engine hanging out of the back of the car. There is also a reference to DC3s fitted with Armstrong Siddeley Mamba gas turbine engines, thus producing the world's first turboprop passenger aircraft. And the journal of the **Traditional Car Club** informs us that the production run of DC3/ C-47 aircraft ran to 10,692 with 2,000 of them entering service with the RAF.

Yet another disassembling of the myths surrounding hybrid and electrically powered cars appears in the magazine of the **Dormobile Owners' Club**.

A few nuggets from the magazine of the **Model T Ford Register**: firstly, an article by the late John Brama of Dunlop on Beaded Edge Tyres in the Modern World and secondly a piece about Dorothy Levitt – a formidable lady driver of the Edwardian era who also wrote a guide for lady motorists which included the recommendation that women travelling alone should carry a revolver!

The Bulletin of the **BSA FWD Club** tells us that the BSA group were still toying with the idea of re-entering the car market and purchased a Panhard X87 'Roadster' in 1953 for evaluation.

If you have ever wondered what went on in there, the magazine of **Club Triumph** has reproduced the operating and maintenance handbook for the Laycock de Normanville overdrive. There is also a reprint of an article from the Autocar of 1960 featuring a Herald coupé which had been re-engined with a 1,220 cc Coventry Climax motor by Jack Brabham Motors. How many were made and do any survive?

The journal of the **AJS & Matchless Owners' Club** has an encouraging update on progress with the new crankshafts.

The **Ford Y and C Model Register** is celebrating 80 years of the Model C and includes in the latest edition of their magazine an appreciation of Leslie Hore-Belisha who was responsible for not only the Belisha crossing but also the introduction of the driving test.

The **Military Vehicle Trust** have been at the heart of many of the commemorations to mark the centenary of the outbreak of World War One and the 70th anniversary of the Normandy Landings and these are recorded in a series of impressive photographs in their excellent magazine.

The magazine of the **Bean Car Club** tells us that the last Model T Ford rolled off the production line on 31 May 1927. A peculiarity of the Model T (amongst others) was that there was no fuel pump and if one was faced with a steep hill when the petrol level was low it was necessary to drive up the hill in reverse.

The **Bullnose Morris Club** magazine has an informative article on white metal, or Babbit Metal, and an article aimed at the owner who seeks perfection - the quest for Morris embossed Shell two-gallon petrol cans. We also learn that more than half a million Hotchkiss/Morris engines were built between 1919 and 1951 to be installed in all manner of vehicles from, of course, Morris Cowleys and Oxfords right through to taxicabs, commercials, boats, road rollers and generators.

The magazine of the **Ariel Owners' Motorcycle Club** has an informative article on case hardening for the home workshop.

The magazine of the **Association of Singer Car Owners** has a brief, but entertaining and illustrated, account of a journey across America on Route 66.

The journal of the **Vincent HRD Owners' Club** continues its investigations into competition magnetos as fitted to their machines.

The **Triumph Roadster Club** Review asks the question: where does the name 'dicky seat' come from?

The magazine of the **Mini Cooper Register** reports that a circa 1966 Mk 1 Cooper has been rescued from a French scrap yard after some 20 years at the bottom of a pile of cars. Photographs suggest that this will be a character-building restoration project.

Did you know that William Riley, joint owner of Riley Cars, sponsored a new lifeboat in 1909? Remarkably, this rowing-only lifeboat has survived and has survived and has been restored. The **Colchester Vintage Motor Club** newsletter tells us that it was on display at Waldringfield on the river Deben on 14 September.

I can rely upon the magazine of the **Traction Owners Club** for some outstanding photography and the latest issue does not disappoint. Inside, there is an article celebrating 80 years since the introduction of these radical front-wheel-drive icons of French culture and 60 years since the introduction of the hydraulic suspension systems with which the marque will always be associated.

There is a striking photograph on the back cover of the magazine of the **Triumph Razoredge Owners' Club** of members' cars parked under the wing of a Nimrod aircraft at the Cosford Museum. We also learn that production of the Hindustan 'Ambassador' ceased on 25 May 2014.

There is an obituary for Sir Nick Scheele, chairman and CEO of Jaguar Cars in the 1990's in the journal of the **Daimler and Lanchester Owners' Club**.

There is a brief but useful biography of the Mini - including some useful information on identifying Coopers in the **Wirral Classic Car Club** magazine.

The magazine of the **Ford Classic and Capri Owners' Club** has an article on the Aveley Hush Hush unit of the Ford Motor Company. It seems that Fords purchased a Mini and took it apart to cost it – being curious as to how BMC could produce it so cheaply. They soon discovered that every Mini was losing money for BMC!

There is an interesting article on the invention of safety glass as used in automobiles in the magazine of the **British Made Car Club**.

There is an interesting article in the **British Two Stroke Club** magazine on the history of Wipac its tussles with Lucas and its legendary 3s-6d sparking plug of fond memory.

There is photo reportage in the **DAF Owners' Club** magazine on the extraordinary showroom built in the grounds of the DAF factory in Eindhoven. It survives, intact, as a Ford dealership.

The **Morris Commercial Club** magazine has a photograph of the statue of Viscount Nuffield which stands outside Guy's Hospital, in London. Unveiled in 1949, it one of very few statues in London to be erected whilst the subject was still alive. There is also a report on progress in the restoration of GPO 3, the only surviving travelling post office, unless *you* know better!

There is an interesting article on the **MG Octagon Car Club** magazine suggesting a temporary solution for a faulty regulator as a get-you-home or short term fix.

The inventory of long-forgotten Scottish-built cars is continued in the magazine of the **Scottish Austin Seven Club**. Ailsa – both car and bus - Atholl, Cassell (or Chassele), Girastro and Murchie. Is there one of these at the back of your motor barn?

Did you notice that August 2014 contained 5 Fridays, 5 Saturdays and 5 Sundays? This phenomenon occurs only once in every 823 years. The newsletter of the **Allard Owners' Club** tells us that the last time was 1191 and the next time will be 2827.

Did you know that before metallic paint was widely available, one technique for achieving iridescent finishes was to cover a vehicle with fish scales under a coat of clear varnish? This little story appears in the **H&H Classic Vehicle Club** magazine.

The Journal of the **Cumbria Steam and Vintage Vehicle Society** has an interesting short history of the Diamond T and its appearance in the UK. Did you know that the 'T' stands for 'Tilt'? Charles Tilt was the owner and founder of the company in Chicago in the early years of the last century.

The magazine of the **Fairford Classic Car Club** tells the tale of the Dalek built by the apprentices at the Pressed Steel works at Cowley in 1965 for the works Gala. Where is it now?

The **Austin Big Seven Register** enlightens us to the peculiarities of some of the latest designs of car batteries - so-called calcium batteries. It would seem that a special charger is required should these devices go flat on you and a period of 48 hours with a charger costing upwards of £70 is called for – is this progress?

A comprehensive article in the impressive magazine of the **Land-Rover Series One Club** on the famous Grand Prix circuit at Reims. Did you know that it was at Reims that the tradition of presenting the winner with a jeroboam of Champagne was started in the 1930's? In those days it was Moet et Chandon.

Among the photographs of A30s and A35s lovingly restored to originality, or better, in Spotlight, the magazine of the **Austin A30 and A35 Owners' Club** is a feature on an uncompromising and beautifully prepared example with a blown V6 engine and radically modified running gear.

'They' are still out there, ready to be found. The story of the tracking down and acquisition of two remarkable caches of pre-war BMW's is related in the magazine of the **BMW Historic Motor Club**.

An entertaining little story in the magazine of the **National Autocycle and Cyclemotor Club** which came to light during the VMCC Cyclemotor Welsh Run in the Welsh Borders. One of the locations visited was Vowchurch Common which was the location of one of WW2's more unlikely stories. On Christmas day 1944 an American B24 was badly shot up over Germany and turned back, the pilot, co-pilot and engineer baling out immediately as an engine was on fire. The rest of the crew didn't and stayed on board until the aircraft was over France before jumping, thus avoiding becoming prisoners of war. The crewless plane continued to fly in a north-easterly direction on autopilot until it eventually ran out of fuel near Vowchurch, crashing on to the common and killing three cows. Much to everybody's disgust the wreck-recovery crew got to the fags and the chocolate before the locals did but the remaining fuel vanished and the three cows disappeared, never to feature in anybody's ration book.

An article describing the manufacture and fitting of flashing amber warning lights on a pre-war car appears in the **NECPWA** magazine.

Several pages of wonderfully atmospheric photographs of Foden Steamers grace the pages of the **Foden Society** newsletter.

There is a full and illustrated report in the **Alvis Owner Club** bulletin of an initiative aimed at stimulating interest in our cars among a new generation of motorists which involved making classic cars available to be driven, under close supervision of course, on private grounds which included talks and demonstrations about the cars and driving and maintenance techniques.

The **Austin Healey Club** journal has an article on the drivers' parade at the 2014 Montreal F1 GP where the drivers are paraded around the circuit, each driver in a Big Healey.

The increasing level of interest in vintage garden tools and machinery is illustrated on the magazine of the **Vintage Horticultural & Garden Machinery Club**, The Cultivator. More and more country shows include displays, not only of the fearsome hand-controlled cultivators but the tools that were in common use in days gone by.

The magazine of the **Pre-1950 American Car Club** not only contains atmospheric photographs of what some people consider was the golden age of the automobile in the USA but has illustrated features on the Nash Metropolitan and the Pontiac marque. There is also an illustrated article on the rise and fall of America's Motor City, Detroit, and Jordan Oliver's Junkyard in Oklahoma which still has some 250 vehicles, most of which are pre-war, in residence.

The magazine of the **Morris Minor Club** reminds us that the **Heritage Motor Centre** at Gaydon has come of age and the celebrations were used to announce the building of the new Museum Collection Centre which will accommodate an education wing and a new workshop with a public viewing gallery as well as providing display space for the 200 or so vehicles in the reserve collection.

The **Keighley Bus Museum** news reports on the celebrations to commemorate the first 40 years of Metro in West Yorkshire which were held in conjunction with First West Yorkshire.

The newsletter of the **Norfolk Military Vehicle Group** newsletter has an article on another of Barnes Wallis' designs in WW2, the Grand Slam bomb. This ten-ton monster was only tested once before being put into service – in the New Forest, of all places! (Just a thought from the compiler: does anyone collect deactivated bombs, necessarily deactivated of course?).

A quote from the late Bill Boddy defining a sports car in the newsletter of the **Lakeland Historic Car Club**: "Any car which delivers me to the end of a journey in a better frame of mind than when I set out".

WELCOME

Welcome to the following clubs who have recently joined the Federation

Alton Bus Rally and Running Day

Northants MG Owners' Club

North Manchester Classic Mini Club

The Old Bike Register

The Old Italian Bike Register

The Register of Old Japanese Bikes

Museum

Yeldham Transport Collection

Diary Dates

2015

- 28 February Club Expo, HMC, Gaydon
- 28-29 March Practical Classics Restoration Show, NEC, Birmingham
- 26 April Drive It Day
- 5-6 September International Autojumble, Beaulieu
- 17 October FBHVC AGM, Paulerspury