

NEWSLETTER

No 5, 2011

President: **Lord Montagu of Beaulieu**
Chairman: **Chris Cunnington**
Editor: **Rosy Pugh**
Secretary: **Rosy Pugh**

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

About FBHVC

The Federation of British Historic Vehicle Clubs exists to uphold the freedom to use old vehicles on the road. It does this by representing the interests of owners of such vehicles to politicians, government officials, and legislators both in UK and (through membership of Fédération Internationale des Véhicules Anciens) in Europe. FBHVC is a company limited by guarantee, registered number 3842316, and was founded in 1988. There are nearly 500 subscriber organisations representing a total membership of over 250,000 in addition to individual and trade supporters. Details can be found at www.fbhvc.co.uk or sent on application to the secretary.

EDITORIAL

The AGM and conference form the perfect opportunity for members to have their say, and with ethanol as the conference theme we can be sure there is plenty to debate. We do look forward to meeting everyone on 15 October at the meeting. Admission will be by ticket, either for lunch or attendance only – please apply before 7 October to the secretary.

Following the AGM we will be exhibiting at the NEC again in November – a great end to the historic motoring year with, we hear, record numbers of both four and two-wheeled vehicle clubs taking part.

The December Club Expo event at Heritage Motor Centre has been postponed until 3 March 2012. Many of our members did voice criticism of the December date, and last year the first serious snow of the winter did not help to draw clubs in. The new spring date should be an excellent curtain raiser for the 2012 season. The Federation are looking forward to working with HMC to make this club event even better than before in its new place in the calendar.

WELCOME

In 1989 four heavyweights of the steam traction world (including the late Michael Oliver of Great Dorset Steam Fair fame) met for a semi-serious debate: ‘The only tangible reason for holding (steam engine) rallies is to promote brewers profits’. One wonders why they had taken so long to start looking at some strategic issues of this nature since the first rally was held at Appleford in 1954. The motion, although defeated, raised some interesting pointers for the rally scene at the time and for the future. These days steam engine events seem to be well catered for, with or without the beer tent, and owners of other classic vehicles (observing the drink driving laws, of course) have a plethora of events to attend throughout the year, only limited by the user’s loyalties, type of vehicle, enthusiasm and expertise. Long may it continue I hear you say! However it is right and proper that occasionally the old vehicle movement should take a step back and look at the long term issues that we face. The FBHVC AGM is such an opportunity to do so and I encourage all members to attend if only to tell us what we’re doing right and (perhaps) identify areas that could be improved.

LEGISLATION

David Hurley

As can be expected during the parliamentary recess period, few formal consultations have been issued and thus there is no news on the MoT test. However the increase in Red Tape Challenge items has escalated. Vetting of these is not made any easier as each government department adopts a different style of presentation.

RED TAPE CHALLENGE

The recent batch of topics includes: Environment, Employment Related Law, Children’s Services, Rail and Merchant Shipping (which includes fuel) and Energy. The timescales are quite short, the first topic ran from 1-21 September.

We would also like to point out to all our trade supporters that there may be some items of concern within the Employment Related Law section which is the next topic due in the spotlight. Other organisations may wish to check the child protection legislation in the Children's Services section.

The Manufacturing category, now closed, included export control legislation and a response has been sent concerning military vehicles and the OGEL system. The Federation also sent a response to the General Regulation, Waste section. The End of Life Vehicle Regulations included here interpret the Directives that state that historic vehicles cannot be considered as waste if they are being kept privately, for example for spares, or awaiting restoration. We also added that there are still concerns about the removal of the scrap tick box from the V5C. A very prompt reply was received from DVLA:

'I have received a copy of your consultation response to the Red Tape Challenge regarding End of Life Vehicles and thought I may be able to provide you with some advice. You may recall that the removal of the scrap box from the V5C was discussed at the last FBHVC/DVLA Meeting in October 2010 and the following written reply provided by DVLA in December 2010:

'The End of Life Vehicles Regulations 2003 implemented the requirement of the EU End of Life Vehicles Directive (2000/53).

The law states that all End of Life Vehicles must be taken to an Authorised Treatment Facility (ATF) to be destroyed and de-polluted in an environmentally friendly way. The ATF will notify DVLA that the vehicle has been destroyed and issue the person presenting the vehicle for scrapping will be issued with a Certificate of Destruction (CoD) which closes down the vehicle record at DVLA and ends the registered keepers' responsibility for the vehicle.

Because of this, vehicle keepers cannot "scrap" a vehicle themselves and so DVLA no longer accepts notifications of scrapping made on the V5C.

The removal of the scrap box on the new V5C was in accordance to the End of Life Vehicle Directive requirement, in that all vehicles must be taken to an ATF to be destroyed and issued with a CoD.

Over recent years the salvage industry has campaigned for the removal of the scrap box on the V5C. DVLA realised that the scrap box should be removed at the earliest convenience, and was therefore removed during the wider review of other changes needed to the certificate and was incorporated with the re-design of the V5C.'

With regards to the points made in your consultation response regarding the difficulty historic vehicle enthusiasts find in notifying DVLA. I hope you find the following helpful.

For vehicles outside the scope of the ELV requirement, such as historic vehicles, the V5C can still be used. If parts are delivered to an Authorised Treatment Facility (ATF) then the V5C/3 'selling or transferring your vehicle to a motor trader, insurer or dismantler' part of the V5C should be filled in with the ATF's details and sent to DVLA. Alternatively, if the ATF is reluctant to fill in the V5C/3 or a keeper is self scrapping, then the whole V5C can be sent to DVLA with a covering explanation letter, dated and signed. Within 4 weeks DVLA should confirm receipt that the person is no longer the keeper of the vehicle, and this discharges the requirement to tax or SORN each year.'

Planning – 14/28 day rule

Briefly, this long established rule enabled agricultural landowners to avoid the tortuous (and expensive) planning process where land was to be used for non-agricultural purposes for temporary short term use.

This 'call for views' by the Department for Communities and Local Government was not distributed as a formal consultation to affected organisations, but was hidden away in their website with some biased remarks about nuisance caused by 'motor sport'. The FBHVC, alongside MSA and LARA, have responded arguing that this concession should be continued unaltered, since it has worked well for many years. Our response also made the point that other non-motorsport activities could well be affected, such as ploughing matches, club rallies and camping weekends.

E-petition to restore a rolling 30 year old exemption to VED

On the face of it, this is an understandable move to eradicate the invidious gap between the VED treatment of pre-1973 vehicles and more modern classics, caused by the actions of Gordon Brown who, when Chancellor, stopped the rolling nature of the Historic VED category. The FBHVC have consistently asked for reinstatement on a thirty year basis (originally it was 25 years) but whilst Labour were in power it proved impossible.

Prior to the election last year the Conservatives acknowledged the anomaly and agreed to review it if they gained power, while warning that it would probably need to be fiscally neutral. (That's before they opened the books!) The political climate (Coalition) and economic situation have deteriorated dramatically since the change of government. With the programme of deficit reduction adversely affecting government spending, including that for vulnerable sections of society, it is, *in my personal view*, the wrong time to raise the profile of this anomaly and could prejudice any future change for many years.

The theory behind e-petitions is that if the petition gets 100,000 signatures, and gets the support of the Backbenchers' Committee, it will be debated in the Commons. It is inevitable that the coalition would be against change at this juncture since it cuts across the main government policy and would give away revenue to a minority interest. You can also imagine the reaction of the opposition; it would be perceived as giving away revenue to 'Hooray Henrys' in their expensive classics whilst at the same time cuts to expenditure on the NHS, Social Services, concessionary fares for OAPs and libraries continue. Issues raised in any debate would leave a lasting bad feeling against our movement and make it politically impossible to change the concession for many years. It is also possible that some opposition members might question the continuing existing concession. It is vitally important to retain public and political support for our movement and to avoid any accusations of being a blinkered self-interested minority. Adverse press coverage would be inevitable.

The FBHVC board will debate the merits of this petition at its next meeting on 21 September and no doubt it will also be a topic for discussion during the AGM.

FUEL NEWS

Matthew Vincent

STABILITY ADDITIVE TESTING

At the time of writing the testing of the additives is now halfway through the thirteen week programme. The results are expected in time for the AGM and Conference on 15 October – for details about tickets, see elsewhere in the newsletter.

The fuel used in the test is subjected to an ageing process at elevated temperature; it is recognised by the industry that 13 weeks' ageing is equivalent to one year at normal temperatures and this is therefore believed by the petrol industry itself to give an accurate and representative account of the products tested. Those additives that pass the test will be entitled to carry the FBHVC's endorsement – this means that they will protect against corrosion but it must be noted that there are currently no additives available that can protect against material incompatibility issues.

USE OF KEROSENE IN PETROL IN HISTORIC VEHICLES

Interest in adding kerosene to petrol for use in historic cars arose in the early 1990s after the disappearance of 'two star' leaded petrol. Some believed that higher octane four-star petrol could not be safely used in older low compression engines. This line of argument has been overturned, and in fact it is now generally accepted that while 'excessive' octane quality might be a waste of money, it is not harmful in low compression engines. The alternative view, that the greatly increased volatility of modern petrol is to blame for operating problems in older engines, is increasingly accepted. This aspect of modern fuels has been brought into focus again recently over the issue of addition of ethanol to petrol under the EU renewable fuels directive. Ethanol addition increases volatility, so any problems associated with high fuel volatility are not likely to be reduced with fuels containing ethanol.

With this in mind, there has been a renewal of interest in the addition of kerosene to petrol. Kerosene has a boiling range from about 160°C to about 250°C, whereas petrol boils over the approximate range 35°C to 195°C. Problems experienced in older engines, such as overheating, power loss, poor hot starting etc. have been attributed to the increased proportion of low boiling material added to petrol in more recent decades. This is believed to result in vapour formation in the wrong places, thereby upsetting fuel-air ratios, and in the main, causing enleanment of fuel-air mixtures reaching the combustion chamber. Addition of a high boiling material such as kerosene does not affect the 'front end' of the fuel in the sense of preventing low boiling-point hydrocarbons in the fuel from vaporising (low boiling point hydrocarbons in the fuel will boil off and form vapour long before the kerosene starts to boil), but if kerosene is added at 5% or 10% by volume for example, the proportion of the 'front end' components will be reduced by a corresponding amount, and this may be just enough in some engines to alleviate the negative effects of potentially excessive vapour formation. Some owners of historic vehicles report significant benefits from the use of kerosene in this way.

However, the main point about kerosene, which is its higher boiling range, should not be overlooked. The high 'back end' boiling temperatures associated with kerosene may result in incomplete combustion, since a fuel which has not completely evaporated will not burn. Any unburned material will find its way into the sump where it will dilute the lubricating oil. A significant amount of diluent derived from kerosene addition in the lubricating oil would run the risk of lubrication problems, with consequent increased wear of bearing surfaces. There has been some confusion over the use of kerosene blends in historic agricultural tractors, particularly as some of these used car-derived engines. However, in order for these machines to burn kerosene-blend fuels efficiently, a special vaporising inlet manifold was used on the tractor version, to ensure that complete combustion occurred, without the risk of oil dilution. The same engine in a passenger car, if operated on kerosene-blend fuels, will not be so well suited to these blends.

Kerosene addition is likely also to increase the risk of deposits in the fuel system, and may also increase the formation of sooty particulates in the exhaust gas. Overall, while it acknowledges that some historic vehicle owners have suffered from poor engine operation with modern petrol, the FBHVC does not feel able to recommend the use of kerosene in petrol in older vehicles. Instead, the Federation endorses the recommendations contained in a booklet published by the Vintage Sports Car Club, entitled 'Fuel Problems – Use of Modern Petrol in Older Engines' some years ago. These recommendations are felt to address the causes rather than the symptoms of the problem, and are still relevant today. The following suggestions are made in the report:

- adoption of local solutions to reduce heat input to the fuel system, principally from hot exhaust components
- use of insulating gaskets or other thermal breaks between fuel pump and engine and/or between carburettor(s) and inlet manifold
- use of heat shields to prevent heat being radiated from the exhaust system to the carburettor(s) and other fuel system components
- careful routing of fuel feed lines away from sources of heat en route from the tank to the carburettor(s)

These suggestions will be of most value in engines where the inlet manifold and the exhaust manifold lie on the same side of the engine. Engines where carburettors and exhaust are on opposite sides of the cylinder head tend to be much less affected by volatility related problems.

In addition, the condition of the radiator in water-cooled engines should not be overlooked. Old radiators can become really quite inefficient over time with accumulation of scale, debris and sludge on heat transfer surfaces, but the process can be slow and may not be noticed. Chemical flushing can improve cooling efficiency, but in some cases a replacement radiator core may be the best way to restore efficient operation.

DVLA

Nigel Harrison

ORIGINAL NUMBER CLAIMS (V765 SCHEME)

The identity of a vehicle starts with the chassis, or monocoque. The V765/3 Scheme Guidance Notes indicates that: 'you must be satisfied that the vehicle is genuine', and: 'you must be satisfied that the evidence linking the vehicle with the number is genuine'. Should the criteria contained in INF26 (Guidelines on how you can register kitcars and rebuilt or radically altered vehicles) Section 2, called 'Vehicles that have been rebuilt using a mixture of new/used parts' also be applied?

The reply from DVLA was:

'The INF 26 procedures are in place purely to assess the identity of vehicles which are currently registered on DVLA's system.

'The V765 scheme is intended to ensure that the vehicle being registered for the first time on DVLA's computerised system is reunited with its original identity. If, prior to applying via the V765 scheme, a historic or classic vehicle is rebuilt (rather than repaired) from parts taken from a number of donor vehicles, or where the donor vehicle may not be known, the correct course for registration would be the Reconstructed Classic route – providing the criteria are met. However, DVLA relies on the integrity and expertise of the owners club to ensure that the vehicle being registered is what it purports to be. Whether the clubs apply the INF26 principles as a guide is a matter for them.'

In practical terms, I would suggest that using the principles in Section 2 of INF26 does have a lot of merit. In particular for a chassis-based vehicle, the body does not come into the jigsaw.

There was concern expressed at the clubs' meeting held in March at DVLA's Theale office about owners who change the body type prior to a claim for that particular number. Provided that the chassis and mechanical components come from the same vehicle that used to display the registration number, the new type of body should not adversely affect your judgement on that claim.

In an ideal world the pre-1982 documentary evidence which links the vehicle to the registration number would also contain the model and chassis number. Where no chassis number is shown is it reasonably likely that these documents could relate to the physical vehicle? DVLA will take into account your decisive recommendation when deciding whether to allocate the number to the vehicle on a non-transferable basis.

SORNING REMNANTS OF VEHICLES

This is a question relating to vehicles used exclusively for historic track racing events. It is not unusual to have an historic racing vehicle paired with a second donor vehicle used for spares. It is accepted that the main vehicle needs to be SORNed. As the donor vehicle is used up, when does it technically no longer exist and so does not need to be SORNed?

DVLA have indicated the following:

'If you still have the key remnants of the vehicle, e.g. the chassis or bodyshell, and two other major components e.g. front and back suspension, both axles, transmission, steering assembly, or engine, you will need to keep declaring SORN.

A vehicle keeper must notify DVLA immediately if they rebuild or modify their vehicle. In cases where a registered vehicle is rebuilt or modified from its original specification it will be assessed under the INF26 guidelines and a physical inspection of the vehicle by a DVLA local office will be required.

If a vehicle is rebuilt using a second hand chassis or monocoque bodyshell from a donor vehicle or from an unknown source, the identity will change irrespective of how many components are retained from the original vehicle and it is advisable for anyone intending to carry out such a build to familiarise themselves with the INF26 before work begins.

In the scenario described, where a car is used for off road race or speed events, and is repaired/rebuilt from parts of another registered and SORNed vehicle, SORN must be declared on both vehicles and must continue to be until the vehicles are destroyed. Such vehicles should not be relicensed for use on the public road until DVLA has been notified of the rebuild/modifications.

REINCARNATED VEHICLES

Vehicles that have been driven by a well known personality, or have won a number of races are typically recognised by their registration numbers and/or chassis numbers. The value of these vehicles can be on the high side. However, some of these vehicles that were written off in severe crashes subsequent to their moments of fame are occasionally 'found' again in a remarkably intact condition. I would expect that the majority of specialist clubs will be wary of these 'found', formally written off vehicles, and would treat any claim for that number in the appropriate manner. Possibly an age-related number application could be more appropriate.

If specialist clubs come across cases like this, it would be helpful if they could send in the V765 form to DVLA, with the rejection box ticked, together with an explanation on how this conclusion was deduced. This could prevent DVLA accepting a later recommendation for this number from a non-specialist club, who may not be quite so knowledgeable.

The Federation is keen to maintain the reputation of the V765 scheme. If a club is aware of any such vehicles they may wish to pass this information on to the Federation, together with some background information. The Federation will then pass this information onto the appropriate section at DVLA.

EXEMPTION FROM VEHICLE TESTING

Goods vehicles over 3500kg Gross Vehicle Weight (GVW) first used before 1 January 1960, used unladen and not drawing a laden trailer are exempt from testing. This definition comes from the DVLA V112G form, called Goods Vehicle Testing – Declaration of Exemption (item 30). Some of these vehicles will have a 'Ministry plate'.

Goods vehicles irrespective of their age which are 3500kg GVW or under will be subject to MoT testing. Where a vehicle has a Ministry plate, the GVW on that plate should be used to determine the type of test for that vehicle.

Where a commercial vehicle is close to 3500kg GVW, some owners may be unclear of the vehicle's status. This is an area where specialist vehicle clubs may be able to offer assistance to owners and some publish a list of the vehicles that fall into their area of interest, indicating the GVW of each model, and if an MoT or Goods Vehicle Test is needed. As a general rule, for post-war non-military vehicles, if a vehicle has single rear wheels, its GVW is less than 3500kg, so the vehicle will be subject to an MoT.

One commonly used (or misused) testing exemption relates to breakdown vehicles. Exemption 3 on V112G reads as follows: 'Breakdown Vehicles with permanently fixed lifting gear which are only used to lift and tow casualty vehicles'. The installation of a beaver tail does not in itself make it into a recovery vehicle that is exempt from testing, there is also the usage criterion in the exemption, which implies commercial use.

Another exemption relates to fire engines. Exemption 8 reads: 'Vehicles designed and used solely for fire fighting or fire salvage purposes'. However fire engines registered before 1960 are treated as good vehicles and are exempt from testing.

REGISTERING COMMERCIAL VEHICLES

When a commercial vehicle is being registered, if the vehicle has a Gross Vehicle Weight (GVW) over 3500kg, there is a DVLA requirement to indicate the GVW on the V55/5 form (Registration of a used motor vehicle). It would be expected that specialist commercial vehicle clubs would have access to archive information which indicates GVW for each post-war model. With pre-war models, the information may not be available, and it may be necessary to resort to adding together the nominal payload of the vehicle to the unladen weight to give a GVW. VOSA have lists of design weights for goods vehicle from 1951, which is available if required. The contact is enquiries@vosa.gov.uk

ORIGINAL DOCUMENTS AND DVLA

Original vehicle documents should never be posted to DVLA. If an original document is lost in the post, it would be irreplaceable. Where the application is made at the specialist unit at Swansea, standard practice is to obtain a certified photocopy of the document from a DVLA local office.

The documentation required for an imported vehicle is contained in DVLA leaflet INF106, called 'How to import your vehicle into Great Britain'. Amongst other things, DVLA require 'a non-GB registration document or certificate for your vehicle and any other papers you have relating to the vehicle, or a dating certificate from the manufacture or other acceptable source'. It is assumed that the choices given are in order of DVLA preference. Imported vehicles are dealt with initially by DVLA local offices and past experience indicates that there can be subtle differences in working practices between offices.

Like many organisations, DVLA don't have the space to store paper documents. Typically a document would be scanned and then the original destroyed. It is reasonable that the DVLA local office will need to see the original documents. It is also possible that DVLA might be concerned that a non-GB registration document might be used later on to register a second vehicle and thus wish to endorse the original to prevent this occurring. However, that document is either the property of the vehicle owner, or the non-GB issuing authority.

With the imported historic vehicles which I have dealt with, the owners have had little or no documentation, the vehicle is so old that the original manufacturer either does not exist, or does not have the records, so looking at INF106, we gravitate to '*dating certificate (or letter) from other acceptable source*'. In practical terms means a dating letter produced by a club under the Reconstructed Classics criteria, which include a club inspection.

If you have had problems with DVLA destroying original legacy documents please contact the Federation.

TRADE & SKILLS

Tony Davies

The FBHVC's five-yearly national socio-economic survey is just about complete so I shall be resurrecting our web-based trade and skills questionnaire, to re-commence in January 2012.

The original version earlier this year was aimed at clubs but now I would like to invite and encourage you, as individuals, to respond; you are much more likely to have greater experience of vehicle restorations than clubs, per se, do. So please keep your eyes open on the Trade and Skills section of the FBHVC website early in 2012. In the next Newsletter I will provide you with the website URL and password for you to access the questionnaire.

I will present an outline of the 2011 responses at our AGM in October where I will also give you some more information on the FIVA dimension of our work.

Welcome to the following traders who have joined us: Hove MoT.com; Evans Cooling Systems UK; Straight Six Classics

HERITAGE OPEN DAYS

David Whale

Heritage Open Days is a nationwide initiative co-ordinated by English Heritage in which many historic properties open their doors to the public for free. Once a year it's a fantastic opportunity to experience stunning houses, gardens and interesting heritage locations.

Over the weekend of September 10-11 around 200 properties opened their doors free of charge and in a number of locations visitors were able to experience vehicle displays kindly arranged by member clubs of the Federation.

The copy deadline for this Newsletter is the day following that weekend so this report aims to provide just a flavour of some of the events, a more comprehensive report with photographs will appear in the next issue of Newsletter.

Heritage Open Day is extremely well established in some properties, not only was the house and parkland open at Basildon Park in West Berkshire but a display of Horrocks dresses was complimented by the Newbury Dramatic Society bringing the house to life as it would have been in September 1958. The North Hampshire Austin Enthusiasts' Club presented a display of 1930s Austins and a MGB with automatic transmission.

A display of twelve cars and a Bedford lorry appeared at the National Trust property, Batemans; a beautiful 17th century Jacobean house in East Sussex, home of the writer Rudyard Kipling. Our appreciation to Hooe's Old Motor Club and Eastbourne Historic Vehicle Club for their support.

The prospect of poor weather impacted the numbers attending the Colne Valley Postal History Museum but the 1960s F Series II Vauxhall Victor was very well received by the visitors to this small museum which comprises 100 Post Office letter boxes together with stamp vending machines, documents, uniforms and associated artefacts. Thanks to Adrian Symkiss of the South Eastern Vintage & Classic Vehicle Club for his commitment!

A Frogeye Sprite, Fiat 850 and Reliant Scimitar GTC featured amongst the cars displayed at Corfe Castle. Three Counties Vintage & Classic Car Club organised the display at one of Britain's most majestic ruins. The demolition of the castle in 1646 by the Parliamentarians marked the end of a rich history as both fortress and royal residence. With its fallen walls and secret places, it is a place to explore, a giant playground for children of all ages!

This is just a brief snapshot of some of the events but demonstrates a clear opportunity of connecting road transport to the heritage that is displayed through historic buildings and locations. Here we have the opportunity to introduce vehicles to a broader audience and make the connection with highly reputable bodies having significant political influence in promoting the preservation and accessibility of our national heritage.

ECONOMIC IMPACT – RESEARCH STUDY

The FBHVC in conjunction with Brighton University undertook a study to establish the economic benefit to the city of Brighton and Hove created by the London to Brighton Veteran Car Run.

This oldest international event for cars and tricycles made before 1905 starts from Hyde Park in London on the first Sunday in November and finishes on the outskirts of Brighton. Participants then drive through the city to the seafront where the cars are put on display.

Spectators along the route through Brighton and on the seafront for the 2010 event were questioned to establish their expenditure in the city and to understand their motivation for watching. The participants were asked to complete a questionnaire after the event to establish similar details and the organisers were asked about their expenditure in the city. The number of spectators was established by filming the crowds, counting and estimating.

The study showed that this one day event had a significant impact on the city, attracting over 20,000 spectators and generating £1.1 million additional spending for the local economy.

At the press conference held in Brighton in advance of the 2011 event, the Royal Automobile Club announced the survey results as part of their presentation. In their press release Ben Cussons, chairman of the Royal Automobile Club motoring committee, said: “The London to Brighton Veteran Car Run has long been established as the pinnacle of historic vehicle events in the UK, but the economic value of such an iconic showcase should not be underestimated.”

The research was led by Geoff Smith, FBHVC vice president, who said at the press conference: “We believe this economic impact study is the first of its kind to look at how an historic vehicle event brings economic and social benefits to the community where it takes place. The London to Brighton Veteran Car Run is a unique event, but there are many other national and local events that take place in other towns and cities throughout the country. This exercise has highlighted the value that historic vehicle activities can bring to such locations.”

In *The Argus*, a paper distributed throughout Sussex, Claire Ottewell, chair of Tourism Alliance, was quoted as saying: “With an event like this, large numbers of people are brought to the city and local businesses have the opportunity to showcase themselves. It’s great the car run generates that much revenue for the city”.

The full research report is available at www.fbhvc.co.uk

CLUB NEWS

David Davies

Very many anniversaries to note in this issue, congratulations to all. The **Lakeland and Historic Car Club** is in its 30th year, while the National Autocycle Cyclemotor club recount strenuous endeavours for their 30th anniversary; fifteen mopeds, including an NVT Easy Rider, took part in an end-to-end ride to raise funds for Help for Heroes www.thebuzzingclub.co.uk. The **Cavalier and Chevette Club** is delighted to report that it is 30 years since the launch of ‘the reps’ delight’, the Cavalier Mk 2. www.cavalierandchevetteclub.co.uk

The **Imp Club** magazine reminds us that it is 40 years since the first Clan came off the production line in County Durham www.theimpclub.co.uk. **Wessex Vehicle Preservation Group** also celebrates its 40th anniversary, www.wvpc.org.uk

The **Reliant Sabre and Scimitar Owners’ Club** is 50 year old, www.scimitarweb.com and the **Riley Motor Club** is celebrating 50 years of the Riley Elf. The **MG Car Club** reports that the Sprite celebrated 50 years in 2007 and this year it is the turn of the Midget with nearly 700 of the beasts gathered together at Burghley House on 12 June, www.mgcc.co.uk. The **Ford Anglia 105E Owners Club** reminds us that 2011 is the golden jubilee of the Anglia van www.fordanglia105ownersclub.co.uk. The **Singer Owners’ Club** informs that 2011 is the golden jubilee of the Singer Vogue. Fifty years of the Mini Cooper was celebrated at a rally at Beaulieu by the **Mini Cooper Register** and it is ten years since the introduction of the ‘new’ Mini www.minicooper.org. The **Historic Commercial Vehicle Club** celebrated the golden jubilee of the HVCS London to Brighton Run with a superb selection of photographs of participating vehicles, the oldest entry was from 1901 and the youngest was Becky Drackup in her Austin A35 van while the most impressive must have been the heavy haulage ensemble of three road locomotives and a massive transformer on a low-loader. The appearance of a Leyland Gas Turbine tractor unit was of great interest to your contributor, who was unaware that any of these escaped captivity.

The **Bond Owners’ Club** celebrated its diamond jubilee on 7 June. The **Ariel Owners’ Motor Cycle Club** will hold a 60th anniversary dinner in November at the National Motorcycle Museum and in the same issue of their newsletter quote Benjamin Franklin: ‘In wine there is wisdom, in beer there is freedom, in water there is bacteria’, www.arielownersmcc.co.uk. The **Ford Y & C Model Register** magazine reminds us that 2011 sees 100 years of Ford in Britain, Percival Perry having opened for business in Shaftesbury Avenue, London on 8 March 1911, www.fordyandcmodelregister.co.uk.

Congratulations to the **Reliant Kitten Register** on the 100th edition of their magazine, which has an interesting article on vehicle painting using Barcoat, a product which acts as a sealer between old and new paint, www.kitreg.org.uk. The 250th issue of the **TR Register** magazine has an informative article on the Goodwood race circuit www.tr-register.co.uk

Just to prove that there seems to be nothing in the automotive field that has not been tried before, the **De Dion Bouton Club** magazine features Ferdinand Porsche's hybrid car of 1900 and its reconstruction for the Stuttgart Porsche Museum www.dedionboutonclub.co.uk. There is an extended feature on this recreation in the impressive magazine of the **Porsche Club** www.porscheclubgb.com Staying with alternative fuels, there is a photograph of the Mowrite Mole, a battery powered rotavator, on the cover of the **Vintage Horticultural and Garden Machinery Club** magazine whilst inside is an informative article on magnetos www.vhgmc.co.uk. There is an interesting observation in the **Aston Martin Owners Club** AM News concerning the DB6 used by Prince William at his wedding. It seems that Prince Charles has had this car converted to run on E85 bio-ethanol – perhaps his Royal Highness might wish to participate in the ethanol debate which will take place after the Federation AGM? The subject of alternative sources of power is highlighted by an article in the magazine of the **Classic and Historic Motor Club**: the wartime conversion of a Morris Cowley by a Mr Rodgers, of Leicester and the fearsome-looking conversion of a Fordson tractor by a company in Whitby are described in detail. Does anyone remember them and, more importantly, are they still in existence? Still with steam, there is an in-depth article on the Cyclone Engine which is being developed by Harry Schoell in the **Steam Car Club of Great Britain** magazine, www.steamcar.net

I can almost rely upon the **Highland Classic Motor Club** for a photograph of dereliction and this month's 'gem of an 'elephants' graveyard' of Rovers in Glenelg is a delight www.highlandclassic.org.uk

The **NECPWA** magazine for July has an interesting and informative article on superchargers. Among other things, we learn that the Rootes supercharger was designed with blast furnaces in mind. www.necpwa.org.uk

The **Norfolk Military Vehicle Group** newsletter tells us that the 'official' Dad's Army Collection of memorabilia from the television series is in Bressingham. www.nmvg.org.uk

The **Chester Vintage Enthusiasts' Club** newsletter has an article and cover photograph of the extraordinary Chrysler Thunderbolt of 1941 - an example of which has survived and has been restored. www.chestervintage.org.uk

Congratulations to the **Riley RM Club** on winning the 'Best Stand Award' at the new North-West Classic Car Show which was held at Events City, next to the Trafford Centre in Manchester.

The magazine of the **Daimler and Lanchester Owners' Club** reminds us of the existence of magnificent Daimler PSVs with the cover photograph of a red and white double-decker of 1966 from Huddersfield. The same magazine continues the story of Her Majesty's Daimlers with some remarkable photographs. www.dloc.org.uk

The **Cornwall Vintage Vehicle Society** made the long trek into County Durham but considered it fully worthwhile in order to spend a couple of days at the **Beamish Museum**.

There are a couple of striking photographs of Victoria Beever's immaculate Rover 105S in full cry in a HRDC event at Brand's Hatch in the Bulletin of the **Rover Sports Register** The bulletin also has an illustrated article on the dark, satanic mills of John Thompson Motor Pressings of Wolverhampton from whence came most of our chassis pressings.

By means of a delightful photograph, the magazine of the **Standard Motor Club** reminds us that more than 800 Sopwith 'Pups' were built by Standard in 1917.

The **Pre-war Austin Seven Club** magazine has a feature on one of Bob Collier's special motorcycles, an Austin Seven engine expertly shoehorned into a BSA M20 frame and now fully restored by the Sammy Miller Museum. It seems that Collier built five Austin-engined specials so where are the others? www.pwa7c.co.uk

The magazine of the **Association of Singer Car Owners** has some suggestions for changing the polarity of a three brush dynamo, www.asco.org.uk.

An article in the Newsletter of **East Anglian Practical Classics** outlines the surprisingly large number projects to manufacture new examples of 'iconic' vehicles of yesteryear, www.ea-pc.co.uk.

Staying in that part of the world, the **Colne Valley Classic and Vintage Club** magazine has an article on the 9Carvairs, the DC4 conversions that were employed on cross-channel hops in the 1970s. Not for those of a nervous disposition, it would seem. www.brmmbrmm.com/cvcvc

There is an informative, if brief, biography of Lord Austin in the newsletter of the **Austin Cambridge Westminster Car Club**. There is a brief biography of S.C.H (Sammy) Davis in the **Armstrong Siddeley Owners Club** magazine www.siddeley.com

A warm welcome to new members, the **Wolseley Owners' Club**. Inside the magazine is an educational article on rebuilding an SU fuel pump. www.wolseleyownersclub.com

Minor Matters, the magazine of the **Morris Minor Owners' Club** has had a facelift – and a highly effective one it is! Inside is a feature on a restored Post Office Telephones Minor van of 1971 in the yellow livery. An interesting aside is that only 12 of the K8 telephone boxes (the successor to the much loved K6) now survive. www.mmoc.org.uk

The magazine of the **Land-Rover Series One Club** reminds of the Rights of Way Code of Conduct to be adhered to on Green Lanes where there is a known right of way. www.lrsoc.com

If you were looking for a car with fully documented and exclusive history, you might wish to contact the **Triumph Roadster Club** magazine as a remarkable 1949 example is available. The story of its discovery and eventual purchase makes interesting reading. www.triumphroadsterclub.org

In spite of all the rules and regulations, it seems that there are still a few 'proper' scrapyards out there. A photo-reportage on Balby Motor Spares, near Doncaster in the Peoples' Republic of South Yorkshire features in the magazine of the Cambridge-Oxford Owners' Club www.co-oc.org

We enquired about Michelin House some little time ago and were rewarded with details of its survival as a restaurant. Floating Power, the magazine of the **Traction Owners' Club**, remind us that 2011 sees the centenary of this remarkable building. www.traction-owners.co.uk

The magazine of the **Jaguar Enthusiasts' Club** draws our attention to Stay Up carburettor floats for SU carburettors now available from Burlen Fuel Systems. The intelligence that complete replacement of all the fuel injection hoses on a Jaguar will cost around £1100 is made without comment. www.jec.org.uk

There is a report on a fascinating conducted tour of London Road cemetery in Coventry with its many associations with the early history of the motor vehicle which is something rather different and is included in the journal of the **Midland Vehicle Preservation Society** www.themvps.co.uk

The **Alvis Owner Club** have in recent years set up an independent trust, the Alvis Archive Trust, to preserve and safeguard Alvis technical and other literature on the marque, as well as any relevant historical items and automobilia. Much of this is currently housed in the Coventry Museum archives, but they are considering the lease of premises to make it easier for members of the Alvis 12/50 Register and the Alvis Owner Club to access and research this archive material. Bearing in mind the commercial leasing costs of adequate storage and office floorspace, they wish to determine the interest of other one-make car clubs, and particularly those of Coventry origin without facilities at present. This would mean leasing a larger unit with separate sub-units that could be retained securely for each club, but with shared costs regarding square footage required, office and kitchen/toilet facilities and security and management. They would be glad to be put in contact with other club archivists who are looking to the future retention of their archival material. Please contact the Alvis Archive Trust, Steve Horne 01799 586237, stephendhorne@gmail.com

OBITUARY

John Castle

It is with great sadness that we report the passing of John Castle at the age of 83. Amongst his qualities he was a fine artist whose subjects included cars, motorcycles, aircraft and native Americans. His contributions to the FIVA Driver's Code in the form of amusing but very accurate sketches that obviated the requirement for translation contributed greatly to that publication's success. Our condolences are extended to his wife Joan and his family.

TALKING AND USING HISTORIC VEHICLES

Geoff Smith

Greg Knight, chairman of the All Party Parliamentary Historic Vehicle Group (APPHVG), organised a day of historic vehicle activity on 5 September. Members of the APPHVG together with the chairman and vice president of FBHVC and members of the press met at Heritage Motor Centre in their historic vehicles. After parking the cars at the entrance to the museum Stephen Laing, museum curator, took the party on a tour of the museum exhibits followed by a buffet lunch. In the afternoon the party travelled to London by a non-motorway route of about two hours duration. Most kept to the route defined but there were some unintentional deviations. On arrival the cars parked in New Palace Yard opposite the houses of Parliament for photos and press interviews. In the evening the group were joined by more politicians and guests to a dinner hosted by the Society of Motor Manufacturers and Traders.

FIVA WORLD MOTORCYCLE MEETING

Andy Steers, British Two Stroke Club

The dust has settled after the FIVA World Motorcycle Meeting held at the beginning of June. We were extremely lucky with the weather, for our runs to Brooklands and Bexhill on Friday and Saturday we had beautiful sunshine which really did justice to the routes over which Alan Abrahams had spent so much effort.

On Sunday there was some rain on our return from visiting the Dickens Festival in Rochester. We arranged this so that our overseas friends were sure they were actually in England and making space for the new rain gear before leaving was justified after all!

There were 73 machines and 97 participants from nine countries including Canada and including the UK. I was particularly pleased that many people brought machines from their own countries and quite a few two-strokes as the event was organised under the auspices of the British Two-Stoke Club founded in 1929 and members of the FHBVC.

There was the Norwegian Tempo Team who rode their Tempo two-stroke tricycles to the event and tackled the Test Hill at Brooklands! Patrik and Peter Meierhans rode from Switzerland on a Tornax and a very rare 1952 Condor 200 with Villiers 6E engine. Patrik broke down already some distance from home on the way to the event. They returned home and Patrik brought a more modern BMW whilst his son did the whole journey again on the little Condor. My kind of people!

That's the spirit of a FIVA Motorcycle event. We had Andy Middleton repairing his Brough Superior clutch in the hotel car park late into the night by torchlight helped by four or five other participants and our security guard. A truly fantastic array of machines and some very nice people; I think a lot of new contacts and friendships were made.

Rick Parkington was on hand at Brooklands and Bexhill to record the whole sorry tale for Classic Bike. Chris Cunnington, FBHVC chairman, kindly came to the Saturday Gala Dinner to present the prizes, some of which were kindly donated by the FBHVC.

I would like to thank him and all our participants, many of whom made a very long journey taking days to be with us. I hope they will come back again now they have seen what we can offer.

MEMBER ORGANISATIONS

All of our member organisations are listed by club name on our website, but it is down to the individual clubs to add or amend their own details – see www.fbhvc.co.uk

Welcome to the following clubs who have recently joined: Talbot Owners Club; Forest Hill & District Car Club

ARE YOU ORGANISING AN EVENT IN JULY OR AUGUST 2012?

The Olympic Games will be held from Friday 27 July through to Sunday 12 August. The Paralympics' Games follow from 29 August to 9 September. The athlete villages open on July 15 and close three days after the closing ceremony. Tickets or not, it has become impossible not to become swept up in the enthusiasm that is out there for the 2012 Olympic Games. However, as is inevitable with the movement of large numbers of people focussed on a particular venue, traffic delays and congestion will be experienced. The Olympic Committee have made great efforts to ensure that their recommended routes to events are made known to ticket holders while trying to ensure that UK PLC can go about its normal business.

Nevertheless they do recommend that any club planning an event between 15 July and 15 August within 10 miles of the competition venues of Weymouth, Windsor, Broxbourne and Leigh on Sea and between 22 July and 12 August near the non-competition venues of Ebbsfleet, Lakeside and Herts. County Showground and the Paralympics' venue near Windsor on Friday 31 August – Sunday 2 September 2012 should consider what else is going on in their area at the time and the likely traffic impact this will present..

In addition the Director of Transport for the London Delivery Authority draws our attention to the cycle road races scheduled for 28-29 July 2012 from the Mall to Surrey, via the A3050, B 367 A25, A204 including some laps of Box Hill where access will be restricted. There will be road closures and bus cancellations and diversions.

Drive it Day in the area around the City of Coventry Stadium could also be affected in April 2012 for the football Olympic qualifying events although this has to be confirmed.

Possible other hot spots include:

London Area

Volleyball: Earls Court Saturday 28 July – Sunday 12 August

Equestrian: Greenwich Park Thursday 2 August – Thursday 9 August

Saturday 28 July – Tuesday 31 July, Saturday 4 – Wednesday 8 August

Gymnastics: North Greenwich Arena Saturday 28 July – Tuesday 7 August, Thursday 9 – Sunday 12 August, Friday 3 – Saturday 4 August

Beach Volleyball: Horse Guards Parade Saturday 28 July – Thursday 9 August

Triathlon: Hyde Park Saturday 4 and Tuesday 7 August

Canoe: Lee Valley White Water Centre Sunday 29 July – Thursday 2 August
Archery: Lord's Cricket Ground Friday 27 July – Friday 3 August
Shooting: The Royal Artillery Barracks Saturday 28 July – Monday 6 August
Tennis: Wimbledon Saturday 28 July – Sunday 5 August

Other Areas

Football: City of Coventry Stadium,(Coventry); Hampden Park (Glasgow); Millennium Stadium (Cardiff); Old Trafford(Manchester); St James' Park (Newcastle); Wembley Stadium. Wednesday 25 July – Saturday 11 August
Rowing : Eton Dorney Saturday 28 July – Saturday 4 August
Sailing: Weymouth and Portland Sunday 29 July – Saturday 11 August
Paralympics' Cycling: Brands Hatch Wednesday 5 September - Saturday 8 September 2012

DO YOU WANT TO BE A MOTORING WRITER?

This is the title of a conference being organised by the Trustees of the Michael Sedgwick Memorial Trust (MSMT), to be held at the National Motor Museum, Beaulieu on Saturday 19 November 2011.

Back in 1990 the National Motor Museum held a conference with a similar title and in 1996 followed it up with one that concentrated on writing and publishing books. Both seem to have been well received and over 100 people attended each one. The Trustees of the MSMT believe that with so many changes having taken place more recently in the magazine and book publishing world with the addition of the electronic media, another conference is needed.

The conference is aimed at the enthusiastic motor club member interested in particular in veteran, vintage or classic cars (though speakers will be in the main talking about cars, the same advice applies to writers on motor cycles or commercial vehicles). There will be question sessions at intervals so that you can join in, ask questions or express opinions.

The Conference fee, to include tea/coffee and biscuits, morning and afternoon, and buffet lunch is £60 per person. Members of the Friends of the National Motor Museum and Society of Automotive Historians in Britain £54. The organisers reserve the right to cancel or postpone the conference if less than 50 people book. Closing date for applications will be Saturday 5 November 2011. Any queries to: meware@oakenbrow.demon.co.uk Tel: 02380 87980.

FBHVC AGM and CONFERENCE TWELFTH ANNUAL GENERAL MEETING

The twelfth Annual General Meeting of the Federation of British Historic Vehicle Clubs Limited will take place at 1100 in the C S Rolls Wing of the Hunt House, Paulerspury, near Towcester, NN12 7NA on Saturday, 15 October 2011 for the following purposes:

1. To consider and approve the minutes of the Annual General Meeting held on Saturday, 16 October 2010 as made available to members in November 2010. *[Copies available on request]*
2. To receive the Financial Statements for the year ending 31 May 2011.
3. Election of Directors. *[See note below]*
4. To receive the Report of the Directors.

Nominations for directors to fill the posts of heritage, legislation, international relations, relations with event organisers and participants and relations with traders were required by 2 September 2011.

CONFERENCE

Saturday, 15 October 2011, 1400

ETHANOL IN FUEL: CORROSION, COMPATIBILITY AND COMBUSTION

Chairman, David Davies

Speakers

Matthew Vincent, *FBHVC Legislation team, fuel specialist*

Stephen McArragher, *Independent industry fuel expert and classic car enthusiast*

David Hurley, *FBHVC Director for Legislation*

COST AND REFRESHMENTS

Attendance only tickets are free to delegates from FBHVC subscriber clubs and to FBHVC supporters but are £5 to others. Please do still apply in advance in order to secure a seat.

Attendance & Refreshment tickets include morning coffee, buffet lunch and afternoon tea and are available at **£13.00** each to delegates from FBHVC subscriber clubs and to FBHVC supporters but are £18.00 to others. Tickets should be ordered from FBHVC secretary by **Friday, 7 October**.

The address is Stonewold, Berrick Salome, Wallingford OX10 6JR. A SAE would be appreciated. Fax: 01865 400845. E-mail: secretary@fbhvc.co.uk Payment may be by cheque payable to FBHVC or by card. If paying by card, please quote expiry date and security number. We are now unable to process card payments without the three-digit security number.