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About FBHVC

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

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

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

ERRATUM

The front cover picture caption for the hard copy version of FBHVC News 3-2015 is incorrect. It should read 'Drive it Day at Bicester Heritage'. We apologise for this mistake.

EDITORIAL

When you read this the election will have been and gone and we will all know whether the country is governable or not and whether we are likely to have to endure an early return to the electorate. I'm not sure I could stand a re-run of what we have all had to put up with over the last six weeks. It's the first election campaign I've experienced since starting work with the Federation and it's been quite surreal. I guess we have all heard about the politicians going into 'purdah' in the run up to an election but working for such a politically engaged organisation as FBHVC you see the profound nature of this curious state of suspended animation. It really is just like groundhog day... everything, but everything, stops. That is except the endless pontificating and bickering of the prospective candidates. And it isn't just parliament that suspends all activity outside campaigning, civil servants and administrative government agencies also seize up. Many of the most important issues on the Federation agenda rely on our access to politicians and officials so quite simply being temporarily robbed of this access it has not been possible to progress the agenda.

The flipside of this strange political phenomenon has been that we have been able to focus on other matters. It was therefore fortuitous that the election was called at a time that coincided with the traditional start of the historic vehicle 'season', Drive It Day. It seems this event continues to grow every year. This year I decided to spend the day at Bicester Heritage, and what a day. BH took a thousand bookings prior to the event and on the day even more people arrived on foot! All the businesses on the airfield were open and demonstrating their specialisms and several clubs had organised meets, including MG, TR, Austin Healey, Porsche and Bristol. Aviation heritage was also celebrated with an excellent flightline display of vintage aircraft. There is more on Drive It Day in this issue.

UK LEGISLATION

Bob Owen

There is very little new to report this time, not least because of the general election, which will happily be a memory when you read this!

Not everyone realises that from the point a Parliament is dissolved until the election it becomes impossible to discuss anything which might affect legislation with the Civil Service. They call this state 'purdah' and especially this year are taking it very seriously. They are quite right to do so. Firstly, talking to organisations like ours might be seen as party political and the Civil Service must never be party political. Also, in a tight and confusing election campaign such as we

have just had, they are keen not inadvertently to commit incoming Ministers to any aspects of policy to which they may not agree. So that accounts for the paucity of new information. Sorry!

Purdah is also affecting the discussions we urgently need to have with DVLA on their evident intent to tighten up on their rules on age related registrations, of which some members are becoming aware as they encounter difficulties. These changes encompass both tightening of the actual rules for what is acceptable and the forms of evidence to support claims of age and authenticity. Ian goes into the issues in more detail in the DVLA section but it is important to assure members that we have booked our next meeting with DVLA on the subject and will do all in our power to restore what we thought were underlying principles which it now appears we did not share with DVLA.

Roadworthiness Testing

We have not, for the reasons set out above, been able to talk to DfT since we reported to you. Our focus now must be twofold.

Firstly, we must monitor the re-formation of the All Party Parliamentary Historic Vehicles Group following the General Election. We need to encourage the APPHVG as soon as possible to confirm its continuing agreement to and support for the joint paper presented to the Minister, Claire Perry, on 3 March.

Secondly, we will be trying to get our original briefing discussion with DfT reopened; it was, as we advised at the time, severely truncated. This is important to ensure that all of our concerns are properly aired and understood at the working level before formal consultations commence. Formal consultations tend to be designed to achieve agreement to preliminary decisions already made in Departments. We need to be talking to the DfT before these decisions are made.

REACH Regulations, Asbestos

Just before the commencement of purdah, on 23 March, David Hurley, Jacqueline Bickerstaff and I attended a meeting with the Health and Safety Executive on the proposed Certificate of Exemption for Vehicles which will permit legal sale of old vehicles containing asbestos. They had a number of questions which we, and the experts from transport museums and the traction engine movement who were with us, did our best to explain.

It became pretty clear that we have a fairly vague idea of where asbestos is to be found in vehicles and, perhaps more importantly, whether any of the much more dangerous blue and brown forms are to be found anywhere in vehicles.

We are now researching the matter. If anyone has specialist knowledge on this, we, and in particular our research manager Paul Chasney, would welcome hearing from you.

Following completion of that research the Federation will make a formal application, in the required HSE format, for issue of a Certificate of Exemption.

We will keep you posted on progress.

Consequences of Discontinuance of the Tax Disc

The issues around the tax disc rumble on, not the fact of its removal, but some of the consequences.

As some of you will have seen, some unexpected consequences have reached the national media, not least a claimed increase in clamping. We are watching that to see if it has any specific relevance to historic vehicles.

But there is one point of clarification of which we think we ought to remind members. It is clear in the explanation of the actual legislative basis we provided in the last Newsletter, but its practical effect might not be obvious.

DVLA, accurately in the vast majority of cases, has been referring to the tax ending on 'sale'. But actually the tax ends on change of keeper. Not all changes of keeper are the result of a sale.

To take one instance, if you pass on your treasured historic vehicle to your son or daughter you probably will not think of that as a sale. You will more likely think of it as a gift. But to make it work you will have to complete the relevant parts of the V5C to provide notification of change of keeper to DVLA. When you do that, the tax ceases. It is automatic so there are no exceptions. So don't be caught out. Simply, whenever you change the keeper you need to renew the tax.

Vehicle Enquiry Service

In the DVLA section of this Newsletter Ian Edmunds provides a detailed update on the DVLA Vehicle Enquiry Service (VES). The Federation continues to be of the view that, now there is no tax disc, it is important that the VES works smoothly for every vehicle, from wherever it is accessed.

Currently that cannot be guaranteed for all historic vehicles. There are still cases where an enquiry using the obvious 'Make' results in a 'no details held' return. Perhaps more seriously, it does not explain why.

The Federation recognises that the problem affects a small number of almost entirely historic vehicles, but we think it simply has to be corrected. We are sure most of the problem arose from early data entry issues at the time that local authority entries were centralised into what was then DVLC. Indeed some may date from a time when no-one had even thought of computers, and local authority entries might themselves not have been as precise as is now required for modern systems use.

We have promised that, if DVLA should wish, we would be only too happy to try to provide a glossary of names on which DVLA could rely to solve most of these identity problems.

We are not quite sure the significance of this problem has been fully taken on board by DVLA. Nor have we yet been able to persuade them that, if our members are going to be required to take actual steps to ensure VES works for their vehicle, there will be an onus on DVLA to make those steps as simple and painless as possible. Bear with us, as this problem might take a little while before we can find a way to make it go away completely.

Car Cruising Injunctions

In the last Edition we told you of the position on the Black Country High Court Injunction obtained by Wolverhampton, Walsall, Dudley and Sandwell. We advised that Wolverhampton City Council had sent us what seemed to be sufficient assurances.

The National Association of Wedding Car Professionals has now told us that they have received assurances from Walsall Borough Council that "common sense will prevail" in respect of the injunction and that their members are not at risk.

Given this further assurance, while we still believe the drafting of the Injunction was unreasonably wide and we ought not have had to ask for these clarifications, we are encouraged that our decision to keep a watching brief, on the basis that there is little real risk, was correct.

But as we said before do let us know if anything happens to anyone from a member club to put the assurances in doubt.

DVLA

Ian Edmunds

Although the FBHVC team members are all active with their own interests in the historic vehicle world we are nevertheless very dependent on, and very grateful for, information from our member clubs. Nowhere is this more true than with the activities of DVLA.

I have noted before that DVLA is tightening up its procedures, presumably following the closure of the Local Offices, and recent feedback suggests that these changes in the DVLA approach are leading to particular difficulties in three areas:

- Age-related registration of vehicles with new bodies
- Data obtained from internet sources
- Expertise of clubs

FBHVC are in the early stages of discussion on these points with DVLA. Although DVLA stated a willingness to enter into those discussions, they were very restricted in what they were permitted to discuss in the period leading up to a General Election, in common with all of the Civil Service.

The lead time for this Newsletter is such that it is not possible to report any progress in this edition but please be reassured that, as always, FBHVC is actively promoting the interests of its member clubs. I hope to have an update for the next edition of the Newsletter. The normal metaphor is the serenely gliding swan, but perhaps in our world a better one would be the smoothly proceeding vehicle – with an awful lots of bits going up and down and round and round under the surface!

The Federation did however attend a meeting with representatives from the DVLA department responsible for the development of the Vehicle Enquiry Service (<https://www.vehicleenquiry.service.gov.uk>). DVLA agreed to this on the strict understanding that it was to be a progress report on the development of VES and that if any policy matters arose from the discussions they would have to be deferred to a post-election date. Despite this restriction the meeting was useful, DVLA confirmed that some of the concerns we had raised previously had been addressed and that work on developing the system is ongoing. Points of particular interest are:

- On the base system from which VES draws its data the 'vehicle make' field has a limited number of spaces and therefore names comprising of two, or more, words (eg Gordon Keeble, Francis Barnett, Seddon Atkinson, etc.) are often entered without spaces or hyphens. So, if the first attempt to check on such a vehicle returns a 'not found' response it could be worth trying entering the name as one word. According to DVLA if the *exact* term as shown in the 'make' box on the V5C is used (that is D1 in the 'Vehicle Details' Section) VES ought always to work.
- Because it is considered important that the service is readily accessible on hand-held devices there are no plans to extend the drop-down makes lists as they would then be too big for small screens. However, as noted before, the absence of a make from the drop-down list does not prevent it being manually entered; known, I believe, as a free text field.
- The 'V5C document reference number (optional)' box on the VES screen is an additional item of data, it is not a substitute for either the registration number or vehicle make.
- For the foreseeable future DVLA are dependent on data input from DVSA (the agency responsible for the MoT) to provide information regarding MoT status. Thus VES will only provide this information for vehicles which have been tested under the computerised regime.

There was one topic which I know is of great interest to many historic vehicle owners but did, nevertheless, have to be deferred to a later date, that of correcting the make and model descriptions on the data file and in consequence on the V5C - more information to follow as soon as we have it.

Finally for this edition I must pass on some information from DVLA of which, I must admit, I was unaware. Clubs do not have to be on the V765/1 list of owners clubs to issue dating certificates. Anyone with the relevant knowledge, expertise and information can perform this function. This has always been the case. I trust that all such submissions are subjected to the same level of scrutiny as those submitted by the established specialist clubs.

DRIVE IT DAY

Was it the best Drive It Day yet; we think so! There were 1000 vehicles, plus aircraft, surrounding the FBHVC display stand at Bicester Heritage, and that was just one of the very many events held on 26 April. At least the weather was better down south; the Scottish reports show terrible driving conditions with hail and snow, but fortunately everyone made it home safely.

There isn't space to show all the variety of vehicles at Bicester here but the pictures give a flavour of the assortment on offer.

A total of 51 historic vehicles, the great majority from the **East Anglian Practical Classics**, made their way to the Norfolk and Suffolk Aviation Museum at Flixton. Despite the dismal weather forecast and a grey start, it remained dry and conditions gradually improved throughout the day. The museum's many visitors were delighted at the variety of the immaculately presented vehicles, for the most part cars but with a few military vehicles too, parked in and amongst the static aircraft. The day was pronounced a resounding success by attending fans of both wings *and* wheels!

The very determined Scottish representatives of the **Cavalier and Chevette Club** decided to organise a run for all local classic enthusiasts to Logie Stading via Aviemore. Deteriorating weather conditions and an accident which blocked the road meant a 70 mile detour to get home, but all arrived back safely.

Ten TRs from the **TR Register** Kennet Valley Group took to the roads and met up at Bicester Heritage Centre for the Breakfast Scramble. The return journey was a tulip run through the Oxfordshire countryside, organised by members John and Jackie Edmonds, which included a lunch stop near Abingdon.

Cars driven by members of **Torbay Old Wheels Club** and the **Crashbox and Classic Car Club** on display at the Den on Teignmouth seafront, Devon.

The **Scottish Military Vehicle Groups'** Central Area road run started with breakfast at the Black Watch Museum at Balhousie Castle in Perth. The plan was to follow a scenic route up to Little Glenshee but they met hailstones and flurries of snow at the top of the glen. The only way to keep dry in an open topped Willys Jeep is to put the pedal to the metal and keep driving! Finally they had lunch in the dry at the Perthshire visitor centre in Bankfoot.

The **Sunbeam Talbot Darracq Register** outing included a 1923 Sunbeam, a 4½ Litre Bentley lorry, a Type 44 Bugatti and a 1953 Frazer Nash/Bristol coupé.

The South Cheshire Collectors Car Club went to the RAF Air Museum at Cosford, Shropshire, (pictured in front of the Cold War hanger). On at the same time was the 2015 Bike Fest with about 6,000 plus motorcyclists. After looking at the planes and bikes, it was off to the Red Lion at Wistanswick for an excellent Sunday lunch.

Brooklands was another regular and popular venue with a great variety of vehicles: three British icons on a row here.

AN INVITATION TO THE 76TH PIONEER RUN

Keith Gibbins

The FBHVC were pleased to receive an invitation from the Sunbeam Motorcycle Club to the 2015 Pioneer Run. This is for pre-1915 motorcycles and three wheelers and currently runs from Tattenham Corner in Epsom to Madeira Drive in Brighton.

The Run has a long history, with the first event taking place in 1930 from Croydon airport. The inspiration was the Old Crocks' Trial organised in 1914 by the Streatham and District Motor Cycle Club, plus a desire to show the machines from the early years in action.

Background

The motorcycle industry started during the second half of the 19th century, first with steam then with petrol power. The first of the latter is believed to be the Butler petrol cycle built in Greenwich in 1888. The first series production machine was the 1894 Hildebrand & Wolfmüller.

Seeing a prospective business opportunity, many pedal bicycle makers added a power unit to make a motor-cycle. In the UK, partly due to severe speed restrictions, development was hampered, so engines were often sourced from the continent.

From a global perspective, the American industry was quite advanced, the Indian company developed a number of leading technical features including swinging arm and leaf sprung rear suspension, electric lights and starter and had the largest volume of production for the time, with 32,000 machines produced in 1913. Another successful US company was Excelsior, whose X series V-twin 61 cubic inch machines, laid claim to being the first 100 mph motorcycle.

Many manufacturers still had pedals on their machines and were prone to add LPA to their advertising, which translated as Light Pedal Assistance which might be necessary for uphill progress!

It is worth remembering that UK car production did not overtake motorcycle production until 1924, so early motorcycles had some importance.

Riding a Veteran

What were these pioneer machines like to ride? The first thing to notice is a plethora of seemingly randomly placed controls since, despite the Romans and Napoleon's best attempts in the past, absolutely no euro standards existed, so it was up to the maker as to which lever did what. Driving tests would not be required until decades in the future. The best the new owner might expect would be some guidance from the seller plus a handbook on how the controls functioned.

Classic Bike magazines technical guru, Rick Parkington, rode on a borrowed BSA and gives a description of what the early bikes were like to ride on his excellent blog, remember clutches were not standard and oiling was total loss so typically the rider had to remember to push a pump at regular intervals. If you were lucky sparks came from a quality German magneto.

'Compared to my 1920s machines, veterans are a whole different ball-game - especially the early ones. Even the comparatively modern 1914 BSA takes a lot of effort. It's like a bike jammed in top gear; you more or less have to bump start it - pedalling off is impractical with the pull-back handlebars; being tall, my knees hit them and in any case to pedal hard you need to counterbrace your body and you want straights for that, not wheelbarrow bars. So once underway, you're naturally anxious to keep going. When you see traffic lights or obstructions ahead, you slow to a crawl, trying to keep moving until the lights or the situation changes. Of course, you can't just close the throttle - do so and the engine will stall with a vicious spit back. You need to do it slowly using the tank-mounted ignition lever to take the sting out of the spark. If you give it enough retard, it almost goes into a state of suspended animation, thumping like a slow heart beat beneath you. If the light stays stubbornly red as you reach the waiting traffic, you have to find a gap and filter through to the front of the queue. Hopefully you will have scrubbed off enough time that the light will change as you hit the line and you can gently awaken the old engine and coax it back into pulling you away; your rolling start carrying you cleanly away with the traffic. But if the light is still red you have no choice but to pull the valve lifter and kill the engine. Inevitably the lights will change a second later and you'll have to push off and attempt a run and jump start, much to the annoyance of all the people you've just filtered past.'

Notable Past Entries

Entry No. 1 in 1930 was no less than George Brough, whose Superior machines are currently valued at five figures or more!

A quick snapshot shows, Graham Walker and son Murray, VMCC founder Titch Allen, World Champions Geoff Duke, Phil Read and John Surtees, FBHVC president Lord Montagu and son Ralph, the actor Jon Pertwee, the author Leslie Thomas, motocross and scrambles rider Dave Bickers, former Bank of England Governor John Leigh Pemberton, David Macpherson, second Baron Strathcarron and Prince Michael of Kent were among many notable past entries. So the right social environment then!

This Year's Entry

For 2015, 350 riders were entered, 290 started and 264 finished, and 32 were from outside the Empire and Dominions including Peter Young from the United States who rode the VMCC's 1904 Dreadnought.

The Dutch contingent were strong and thanks to the Vetereraan Motoren Club of Holland offered the Dutch Horsepower Team award, for teams of three with the winner being the team with the greatest total age of riders and machines.

Entry No. 1 was Professor Michael Lowe from Imperial Colleges Faculty of Engineering on an 1855 143cc Clément. James Lansdowne Norton built Clément bicycle frames under license, and used the Clément clip-on engine for his first Norton motorcycles.

Though it is not a race, the first to arrive in Brighton, was Adrian Goding on his 1913 992cc Excelsior, he rode down without stopping at Handcross for coffee and, though I doubt he hit the ton, he was certainly riding a superbike of the era.

Not far behind, the second arrival was John Taylor, on a 1914 Ariel 3.5hp, maintaining the honour of the English single, which was to be dominant in the 1920's/30's.

Showing maturity was no handicap, 15 of the riders were in their 80s, including regular entry Sammy Miller, a past trials maestro, on his 1914 Allday's Matchless.

Len Perry (1913 Sunbeam outfit) at 92 years was the senior entrant or 'father of the run' and he took the Dutch team award, along with Dereck Light aged 89 (1910 AC Sociable) and at a mere 74 years, Dave Pittuck who made up for his youth by driving an 1896 Léon Bollée Tricycle. Dave's was the first three-wheeler to arrive in Brighton. The combined age of the group of three was 581 years!

The FBHVC's legislation team member, Jacqueline Bickerstaff (1909 Triumph) won the award for the best lady rider.

Awards were presented by the Mayor of Brighton and Hove City, Councillor Brian Fitch together with the Mayor of Epsom and Ewell, Councillor Robert Foote.

FBHVC museum member, Chris Booth, first entered the Pioneer Run in 1968 with a 1904 Humber Tri-car. By 1972 he had the 1914 Morgan restoration finished and has used it ever since. Except in 2009 when, to celebrate the 100th anniversary of the Morgan Motor Company, he was allowed to take part with the reconstruction of the original Peugeot Frères engined prototype three-wheeler. This can still be seen in his museum at Rolvenden.

Many thanks to the Sunbeam MCC's Ian D McGill for the invitation to their premier event, which has rightly been described as, 'An amazing moving museum of early transport in its varied forms of power, gearing and inventiveness'.

Why not visit next year, either early for the 08.00 start at Epsom or from about 10.30 to see the arrivals in Madeira Drive?

References

Sunbeam MCC: <http://www.sunbeam-mcc.co.uk/>

Though starting as a one make club, the SMCC became, in 1925, a club welcoming members with any make of machine and has remained so to this day. Club magazines can be downloaded. Note: Baz Staples' book, The Story of the Pioneer Run® 1930 – 2014, which courtesy of official John Waghorn, I have used to help compile this article, is currently sold out. Expressions of interest can be left on website for purchase of the third edition.

Rick Parkington's blog: <http://www.rickparkington.co.uk/the-weekends-start-here/> Scroll below Kempton for the Pioneer.

Chris Booth's Museum <http://www.morganmuseum.org.uk/>

Excellent photos of the start (Richard Cerrig1):

https://www.flickr.com/photos/cerrig_photography/16751500008/in/photostream/

TRADE AND SKILLS

Karl Carter

Vehicle Restoration Apprenticeship Scheme

The last two months have seen significant progress in the development of our apprenticeship scheme and we had a lot of interest in the scheme during the Practical Classics Restoration Show at the NEC at the end of March. We were extremely pleased to have the Banbury and Bicester College on our stand during the show and they received a lot of interest from both businesses and would-be apprentices. We also all enjoyed having the six apprentices on the stand with us and they were a credit to the college. Dhugal Hunt, who is the main lecturer for the course, which is held at Bicester College, brought along the MG Midget that the students are currently working on and he gave them the task of re-building the engine during the show. The course also has a Morris Minor and is working on a Triumph GT6.

There are a total of 11 students on the course, of which eight have already found employment with local businesses, and are therefore classified already as apprentices. In addition, there are three full-timers who are aged over 19 and therefore not able to get the normal government funding but are attending the course by paying themselves. All three full-timers will be looking for employers to take them on and we certainly hope that their individual commitment to get the training will put them in a good place for an employer to take them on.

We were also able to support Bicester College at Drive It Day when we had the FBHVC stand at Bicester Heritage, together with a stand from the college. It was a very well attended event, with over 1000 classics and a number of historic aircraft making it a very memorable day.

The news on expanding the scheme is encouraging, with Leeds City College offering the course from September this year and Emtec College at Nottingham already offering the course. IMI (Institute for the Motor Industry) are also marketing the course at all the colleges that they are involved in and the results of this will be reviewed in the next few weeks to see whether we can give them any further support. We are also looking to increase the marketing of the course and we hope to be able to report on this in the next newsletter.

CHINA TO DISCUSS IMPORTING CLASSICS

David Simister

Why the world's biggest car market wants to join the historic vehicle movement

China will discuss lifting a longstanding ban on importing historic vehicles – opening up the world's biggest car market to classic cars – this September, writes David Simister. The Classic Vehicle Union of China said it will hold meetings with representatives of the Chinese government to discuss revoking regulations preventing the imports of older vehicles.

Guian Zong, executive president, said: "The impact could be huge, because the appetite for historic vehicles in China is dramatic. There is a huge demand, so allowing cars to be imported would definitely have a global influence on prices.

As we all know, China is a very big market – there are currently 0.14 billion cars on the country's roads, and that number increases by 24 million every year. The popularity and awareness of historic vehicles has increased dramatically over the past decades, but while the interest has grown, at the moment the law still prohibits these vehicles being imported."

He added that wealthy Chinese enthusiasts currently use the few classic vehicles already in the country before the law was enacted, or keep their collections abroad, noting one collector who keeps 100 of his cars in London.

The union said that while the Chinese market had a particular appetite for US cars and well-known British brands including Rolls-Royce and Bentley, it added that the import restrictions meant the wider Chinese population is not as aware of historic vehicles as their European and American counterparts.

Mr Zong – who has just concluded a visit to the UK to investigate the British historic vehicle movement, including attending this year's Goodwood Members' Meeting - has discussed the proposals with his British counterparts at the Federation of British Historic Vehicle Clubs, and in return has offered his assistance to UK clubs keen to organise events in the People's Republic.

Classic Car Weekly were invited to join some of the discussions and Communications director, Geoff Lancaster, told CCW's David Simister, "Given the way the system works in China, any change of the rules isn't going to happen overnight, but now is the time for the Chinese to look at how their infrastructure will work with historic vehicles. In particular, just as we do in the UK, there will need to be a new generation of young apprentices to learn the skills needed to maintain and restore these older vehicles.

We have pledged to help the CVUC make the social and economic case for the rules in China to be relaxed, and our chairman, David Whale will be visiting later this year to explain how the classic car scene in the UK works. In particular, we'll be showing how historic vehicles benefit the economy, as we have all the figures from previous studies for the UK.

If it can add £4.2bn to the economy on a small island with 60 million people living on it, imagine what benefit it would bring to a country like China.”

David Simister is news editor of Classic Car Weekly and a good friend of the Federation. His article is reproduced here by kind permission of Classic Car Weekly.

DIARY DATES

2015

5-6 September International Autojumble, Beaulieu

10-13 September, with most activity predominantly on 12-13th. See www.heritageopendays.org.uk

17 October FBHVC AGM, Paulerspury

13-15 November Classic Motor Show and Bike Show, NEC

SUBSCRIPTION RENEWALS

Club, museum and individual supporter subscriptions were due on 1 June. If your address label reads ‘Subscription overdue’ then we have not yet received your payment. We rely on your support to be able to continue the vital work of keeping all our vehicles on the road.

With around 1000 subscriptions due to be collected it is important that any internet banking payments are notified to the secretary by email or post. It is essential that we receive a copy of the whole club renewal form back, with the declaration of member numbers and also, this year, we need to know if your club is an incorporated body or not (a limited company). Sadly, at the time of writing around 30% of clubs that have renewed have not given us this information.

One final plea for clubs: please return the whole form and not just the anonymous lower half. With just under 550 clubs to choose from it can be impossible to see who has paid. A receipt will always be sent to clubs and museums, but not to individual renewals unless a stamped addressed envelope is provided.

Final reminders will be sent out next month, but as postage is expensive, please help us to keep costs down by renewing promptly.

Welcome to the following new member clubs:

Brecon Motor Club

Classic Friends Car Club

CLUB NEWS

David Davies

The journal of the **AJS and Matchless Owners’ Club** reports on the rebirth of the Matchless name in the form of a new Model X V-twin by the current owner of the name, Franco Malenotti (it looks like just the thing to adorn the front of the current Morgan Three-Wheeler). The Poachers section of the club, the section that caters for the somewhat individualistic motorcyclist in darkest Lincolnshire, is celebrating its 35th anniversary.

The front cover of the **Morris Minor Owners’ Club** magazine may cause apoplexy in certain quarters, but the finished article really is a credit to the imaginations and skills of nineteen year old designer and builder James Hambling. Inside the magazine is a useful feature on MIG and TIG welders plus an article on solving (?) problems with indicators.

There are reproductions of two very atmospheric and dramatic watercolours of activities in the Daimler factory in the 1950s in the journal of the **Daimler and Lanchester Owners’ Club**. These show the production of bumper blanks from a large press and what appears to be a production line for radiator grilles. If you recognise these artworks and have any further information, please contact the Coventry History Centre 02476 234 289. More information on the Panhard acquired by Daimler in 1953: this was a Dyna 54 saloon, not a convertible, but nothing came of the project.

The **Morgan Sports Car Club** magazine tells us that Earls Court is to be demolished and replaced with housing.

Congratulations to the **Cornwall Vintage Vehicle Society** on their Golden Jubilee. Their magazine tells us all about the war-time rules and regulations that were inflicted on the motorist and there is an account of a guided tour of the current MG factory and the Longbridge site.

The **Mini Cooper Register** magazine tells us that the possibility exists for the re-manufacture of the Avon Arctic Steel tyre. The club will be celebrating the 25th anniversary of the introduction of the RSP Mini Cooper on 14 June at Beaulieu. Although only about 1100 cars were made, the Cooper models that followed carried the classic Mini through into the 21st century.

The journal of the **Austin Healey Club** has a feature on famous owners of Healeys, including Sacha Distel, Clint Eastwood and Mel Torme. We are also informed that Elvis Presley's 1976 Cadillac Seville is currently on display at the National Motor Museum in Beaulieu.

The **Armstrong Siddeley Owners Club** magazine informs us that the annual rally for 2015 will be at Stoneleigh Park on 29-30 August.

A curious tale in Citroenian, the magazine of the **Citroen Car Club**: a motorist is being harassed by the police on the basis that his vehicle 'is not fit for the road' in spite of it being MoT'd – simply because it is 'well-used'.

Some useful tips on restoring paintwork- especially in relationship to GRP bodied vehicles – appears in the magazine of the **Reliant Sabre and Scimitar Owners' Club**.

Did you know that Ford used the same bayonet fitting petrol filler cap on all their cars from 1930 up until 1963? This gem appears in the magazine of the **Model 'A' Ford Club of GB**.

An interesting cartoon of the Singer Factory Apollo Band appears in the magazine of the **Singer Owners' Car Club**. All 15 members of the band are riding on a 16-wheel Singer cycle.

Motorcyclists of a certain age will be delighted with the news in the **Vincent HRD Owners' Club** magazine that the ultimate alpha-male biker hero Ogri and his trusty steed Armageddon are to make a re-appearance this year. There is also an account of speed events in Phoenix Park in Dublin in the 1950s which sounds like good clean fun.

The **Maestro & Montego Owners' Club** magazine has an in-depth article on tyres and wheels suitable for their vehicles – which is relevant to many other marques.

The **Highland Classic Motor Club** puts forward the concept of a 500 mile touring route around the entire North Highlands starting from and ending in Inverness.

Unusual hints and tips from the **Tame Valley Vintage and Classic Car Club** include the use of left-over tea as chrome cleaner.

An interesting hypothesis is put forward in the newsletter of the **East Anglian Classic Vehicle Club**: the acquisition of a simple uncomplicated but functional 'classic' as the family's second car.

A wonderful photograph of a Garrett roller doing its bit for global warming graces the cover of Rolling, the journal of the **Road Roller Association** and inside Lyndon Shearman gives us the low-down on tar and bitumen technology.

The journal of the **BSA Owners' Club** informs us that the 52nd International Rally takes place in Vejlen, Jutland in Denmark 8-15 August.

The Bulletin of the **Morgan Three-wheeler Club** informs us that a blue plaque has been affixed to the Lansdowne Road property that was the original factory of J.A. Prestwich.

The **Sunbeam Motor Cycle Club** tells us that the 2,000th Pioneer dating certificate has just been issued.

A wonderfully atmospheric image graces the front cover of the magazine of the **Pre-war Austin Seven Club**: a well rotted-down saloon with a Norfolk registration gently decaying in the company of a sluice gate or lock gate whilst holding up a door inscribed 'The Tug Boat Cottage'. Any ideas?

An unusual tip in the **MG Car Club** magazine: if you encounter problems with seeds etc. adhering to your soft top, a Fast-Fit Sticky Roller is the answer. The magazine also has an informative feature about WD-40 and thought-provoking little article about just what constitutes 'original' these days.

A delightful photograph of a pair of hay-burners hard at work in a ploughing competition graces the cover of the journal of the **Cumbria Steam and Vintage Society**. Inside is an article describing how we arrived at the current designs of road signs.

There are still amazing finds coming to light. In the newsletter of the **Historic Caravan Club** there is an article on the discovery of two virtually unused 1940s caravans which had lain undisturbed in a WW2 Nissen hut since 1947.

There is a thought-provoking article on additives in the journal of the **Ford Sidevalve Owners' Club** accompanied by a photograph of someone's remarkable collection of oil, grease and additive containers.

There is a reproduction of a 1963 advertisement by Ford in the magazine of the **Swansea Historic Vehicle Register** which promotes seat belts, a very comprehensive tool kit and the 'engine exchange plan'. Things have moved on.

The **Fairford Classic Car Club** magazine tells us that an E-type Jaguar that was stolen in New York in 1968 has been found in a shipping container and returned to its owner.

The **TR Register** magazine has an interesting comparison feature between a Jaguar X-type estate and Triumph 2500S estate.

The Bulletin of the **Lancashire Automobile Club** has what may be an apocryphal little tale. 'Four youths collaborated to gain revenge on a mobile speed camera by distracting the operator long enough to steal the front number plate from his van. They affixed the stolen plate to their own car and drove through the camera's radar at high speed 17 times; as a result, the automated billing system issued 17 speeding tickets to itself.'

The magazine of the **Ariel Owners' Club** tells us about Aspen, a Swedish ethanol-free fuel only available through specific outlets in the form of 5 litre containers at £18.50 each (ouch!) The magazine also informs us that the annual Rally will be in the Isle of Man 30 July - 3 August.

The magazine of the **Military Vehicle Trust** is as impressive and nearly as heavy as some of their vehicles. Inside is a well-illustrated article on 'The Villa Winter' on the Canary island of Fuerteventura which is surrounded by myth, legend and bunkum.

The newsletters of the **BSA Front Wheel Drive Club** and the **Allard Owners Club** both contain really atmospheric photo-reportage on the MCC Exeter Trial.

The **Leeds and District Traction Engine Club** informs us that a blue plaque has been affixed to a pillar on Leatherly Road, Leeds commemorating the 150th anniversary of John Fowler's death. It is also 150 years since the first locomotive departed from the Jack Lane Works of the Hunslet Engine Company.

The magazine of the **National Traction Engine Trust** tells us that 215 engines made a major contribution to global warming at the Great Dorset Steam Fair – and then goes on to list them all!

The **Sentinel Drivers Club** Transport News informs us that the centenary of the opening of the Shrewsbury factory will be celebrated with a rally in Onslow Park, Shrewsbury on 29-31 August. The magazine also has an amazing collection of photographs of every possible variation on the principle of the Sentinel railway locomotive. It seems that 100 Sentinel Steam Wagons were exported to Argentina after WW2 and that one is being restored (where are the other 99?).

It was not uncommon for unit-construction Triumph engines to be fitted to Greeves motor cycles, but a Honda power unit was something else. There is a photograph of a Gronda in the newsletter of the **Greeves Riders' Association**. Is there anyone who can tell us more about it?

The **Cambridge and District Car Club** is celebrating its 20th anniversary this year.

The magazine of the **Austin Counties Car Club** tells us that the majority of Austin's mighty Sixteen of the post-war era were exported; some 14,000 finding homes in foreign climes. How many survive, anywhere? The magazine also informs us of a memorial garden in Perranporth, Cornwall dedicated to Donald Healey – who was born there.

The magazine of the Land Rover **Series 2 Club** has an informative article on the various welding techniques that are available and as a matter of co-incidence, so does the magazine of the **Morris Minor Owners' Club**

The **Austin A30-A35 Owners' Club** magazine has a fascinating article on the Cambridge Racing, the three A35 saloons campaigned by the Cambridge University Automobile Club in 1959 where you are now TVE 773, TVE 772 and XAL 474?

In addition to featuring some of the arresting and iconic artwork of the American automobile industry, the magazine of the **Pre-1950 American Auto Club** has a well-illustrated feature on the Studebaker truck assembly line – dark, satanic mills and all that.

The cover of the magazine of the **Morris Commercial Club** is graced with a photograph of Peter Chew's restoration of a Morris Minor pickup. Inside is an extended feature on the van and the pickup—referred to by the company as the ¼ ton including some illustrations of masterly restorations.

The **National Street Rod Association** journal has an in-depth article on the history of the Santa Pod raceway and a report on the gathering of like-minded souls at Magna, the science adventure centre in Rotherham - worth thinking about as a venue for *your* event?

The **Wirral Classic Car Club** magazine has a useful article on Lucas wiring colour coding with references to accepted Continental variations.

There is double-page spread depicting some of the 60-odd cars collected by one Roger Baillon prior to their exhumation and auction at 'Retromobile' earlier this year in the magazine of the **Morgan Sports Car Club**.

Congratulations to the **Routemaster Operators and Owners Association** on the 100th edition of their excellent magazine.

Rapier News, from the **Rapier Register** contains a warning that some formulations of antifreeze have an adverse effect on solder – a propylene-based antifreeze is not good news for the solder in honeycomb type and similar radiators, it would seem.

The magazine of the **Lancia Motor Club** has a fascinating article on the recreation of a Lancia D50 from existing but unused components.

The journal of the **Riley Motor Club** reminds us that the 90th anniversary National Rally will be held at Stoke Rochford Hall, Grantham on 14-16 August.

The magazine of the **Yeovil Car Club** tells us that the first motorist caught speeding was one Walter Arnold in 1896 who was caught by a policeman on a bicycle doing 8 mph in Peckham. The speed limit at that time was 4 mph

The magazine of the **Southern Daimler and Lanchester Club** informs us that the Casablanca Buick, the car that featured in the film of that name is up for grabs in Bonhams 'What dreams are made of' auction. The last time this 1940 81C appeared before an auctioneer it went for \$211,500, including premium. The current estimate is \$500,000.

Bristol Austin Seven Club Golden Jubilee Rally will be on 21 June at the Atwell-Wilson Motor Museum in Calne, Wiltshire. All Austin Sevens and other historic vehicles welcome. More info on www.ba7c.org.

CAAR GB has now completed 22 successful car rallies around the globe and has decided to increase its membership. This will be limited in numbers and applications will be vetted, interested see www.caargb.co.uk for details

The theme of the National Austin Seven Rally organised by the **750 Motor Club** on July 5 is 'Austin Sevens and their Cousins' and already a unique collection of rare vehicles is lining up to join the more familiar models at Beaulieu in Hampshire. Full details and entry forms will be found on the website: <http://www.750mc.co.uk/austin7>.

The **Vintage Motor Cycle Club** International West Kent Run public day on 2 August at the Friars Aylesford, Kent will be enhanced by the guest appearances of John Surtees and Bonneville star Eric Patterson. Both will be bringing motorcycles. Entry is £5 and all proceeds will go to the Henry Surtees Foundation

SEEKING NOMINATIONS FOR THE 2015 SAHB MICHAEL SEDGWICK AWARD

The **Society of Automotive Historians in Britain** is inviting nominations for the 2015 SAHB Michael Sedgwick Award.

The Society presents an annual award in the name of the famous motoring researcher and author Michael Sedgwick. This award is made for a book on any aspect of British motoring, written in the English language, and published in the twelve months to the end of June 2015. Nominated books are assessed by a panel of judges, who are themselves respected authors and highly knowledgeable enthusiasts, led by the chairman of the awarding panel, Dr Craig Horner. The award, which takes the form of a unique plaque and a £250 prize given by the Michael Sedgwick Memorial Trust, hopes to 'encourage new research into motoring history and to make the findings available to the public'. The winner will demonstrate excellence in research, presentation, readability and novelty, and will materially further our understanding of the subject.

The winner will be announced and presented with the award at the October 2015 Seminar and AGM of the SAHB.

Nominations should be made to the chair of the Michael Sedgwick Award panel, Craig Horner, at c.horner@mmu.ac.uk. The closing date is 30 June 2015.

WAR HERO'S BIRTHDAY TREAT

The chairman of Parliament's freight transport group has given a 90 year old war hero a birthday trip down Memory Lane by treating her to a ride in a truck of the type she drove in World War Two. Stoke-on-Trent South MP Rob Ffello delighted Beryl Appleton, a former lorry driver with the Women's Auxiliary Air Force, after 'invading' her Trentham home with a fleet of restored military vehicles.

"As Honorary Patron of the Bedford Enthusiasts' Club, I started to make some calls and was delighted by North Staffordshire Military Vehicle Trust's (NSMVT) generous response", the Labour MP said.

Pride of place in the convoy was given to NSMVT area secretary Andy Cotton's Bedford MW, a truck similar to those driven by Mrs Appleton from 1942-46.

"I can't believe you've done this for me," Mrs Appleton told Mr Ffello. She then left her street for the first time in six years as Mr Ffello and the Trust members took her on a round trip to Newcastle-under-Lyme.

After presenting her with a photograph of a Queen Mary Bedford tractor unit and 60ft-long trailer bearing messages from the BEC and himself, the MP said: "We owe such a huge debt of thanks to people like Beryl, without whom the dark cloud of Nazi dictatorship would have taken away our freedom".

OBITUARY

Peter Henley

Peter Henley was a founder member of the FBHVC's Legislation and Fuels committee which was formed in 1998 in response to the proposed legislation to remove leaded fuel from garage forecourts.

Peter joined the RAF and served for 20 years accumulating 9000 hours on 82 aircraft types, finishing up as Wing Commander. After retiring from RAF at 38 he joined British Aerospace (Woodford) for 16 years eventually becoming vice president flight operations in 1991. He flew the BAe owned Mosquito at airshows. After retirement in 1993 he became a flying officer again with an Air Experience Flight in the RAF(VR): a test pilot for Flight Magazine, and was aviation consultant for Christie's auctioneers. He owned various vintage vehicles including a 1952 Bentley, 1933 Rolls Royce, 1930 Alvis, MGC, 1937 Rudge Ulster motorcycle. He was a Fellow of the Royal Aeronautical Society, a Member of the Society of Experimental Test Pilots, a Liveryman of the Worshipful Company of Clockmakers, a member of the Vintage Sports Car Club, a member of the Bentley Driver's Club and a Freeman of the City of London, as well as his work for the Federation.

OBITUARY

Philip Young

Tony Davies

Sadly we have recently lost a real giant and pioneer from the historic vehicle scene not just within the UK but worldwide - Philip Young.

I first came across Philip when I competed on the 1992 Mitsubishi Classic Marathon in my 1965 Mini Cooper. By then he had already been at the forefront of the historic vehicle scene for some 10 years or so and was the creator and driving force behind the original Pirelli Classic Marathon of 1988. He not only competed in a variety of cars and long-distance events (even borrowing the Archbishop of Canterbury's Morris Minor for the 1980 Himalayan Rally) but also was one of the real pioneers who moved the whole scene forward as he went.

It was Philip who created the Monte Carlo Challenges of the 1990s (remember the Standard 10s, Austin A40s, Ford Zephyrs, Wolseley 1500s, Riley 1.5s, Austin Westminster, Triumph Heralds etc.) that have now morphed into the ACM's Monte Carlo Historique. It was Philip who was one of the driving forces behind the formation of the Historic Rally Car Register (HRCR). It was Philip who decided that, in 1997, it was time to recreate the Peking to Paris Rally that has now become a legend. It was Philip who sometimes, almost literally, moved mountains to get his ideas accepted and events off the ground. Indeed in almost every corner of historic rallying you could say, "It was Philip who..."

There are not many facets of our hobby that he, in some way and at some time, hasn't influenced significantly. Where there was some initiative, creativity, resourcefulness, drive and determination for historic rallying required, Philip was there.

In more recent times as Head of the UK's Endurance Rally Association his more recent adventures in the UK, Europe, USA, Africa, Middle East and now Asia have inspired many enthusiasts to get their cars sorted and have a go. Many of us have been very grateful for such opportunities to see the world from perspectives we would not experience on an average package holiday.

It is a very sad time for all of us - Philip we will miss you greatly.