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The Association of Rootes Car Clubs

A huge accomplishment in saving
valuable archives from being destroyed

Roadworthiness Testing
Getting closer to a resolution

Classic Motor Show 2017
Quarrymen fever hits the NEC!



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Editorial

Well, another couple of months have passed and I am still as busy as ever in the office. Thank you to those who introduced themselves at the AGM at the British Motor Museum in October. You made me feel very welcome.

It was lovely to see Rosy Pugh and her husband Martin in attendance, who were awarded a wonderful gift as a thank you for the service and dedication shown to the FBHVC over the many years as Secretary. (Rosy, I'm sure you will be missed.)



The Quarrymen.

The Conference held in the afternoon was split into two speakers, the Association of Rootes Car Clubs and the Healey Archive. Both were very informative and well received by the audience and we thank you very much for sharing your world with us. Please refer to the main feature in this Newsletter for details on what The Association of Rootes Car Clubs has and continues to achieve, very inspirational indeed.

Following another earlier article in this publication, I wish to thank everyone who took the time to come and say hello at the Classic Motor Show. You made me feel part of 'the family' and I even remembered some of your names. I hope the family ties continue well into the future as there are many more of you I wish to meet at forthcoming events.

For all trade supporters, please be aware your subscriptions are due to expire on 31 December 2017, therefore please keep a look out for your renewal which should be with you soon.

Wishing you a very Merry Christmas and a healthy and Happy New Year.

Emma Balaam, Secretary

President: Lord Steel of Aikwood

Chairman: David Whale

Secretary: Emma Balaam

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The Federation of British Historic Vehicle Clubs exists to uphold the freedom to use historic vehicles on the road. It does this by representing the interests of owners of such vehicles to politicians, government officials, and legislators both in the UK and (through membership of Fédération Internationale des Véhicules Anciens) in Europe. There are over 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. FBHVC is a company limited by guarantee, registered number 3842316 and was founded in 1988.

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Cover photo:
Archive tubes from The Association of Rootes Car Clubs



Clean Air Legislation

To remind you, the Emissions Surcharge to the London Congestion Charge (or 'T Charge' as it is known) is in force. Historic class vehicles are exempt, but not from the Congestion Charge itself to which they have always been liable. It is interesting that as far as I can see, although the introduction of the T Charge got quite heavy media coverage, no commentator in the major media picked up on our exemption, either positively or negatively. This is probably a good thing. It should be noted that if one checks the status of a historic vehicle on the T Charge Checker, the response is correct in stating the vehicle is not subject to the charge but is otherwise simply wrong as it suggests the vehicle is compliant with the emissions standards. We have put this down to simple incompetence and do not intend to raise it with TfL unless it creates a problem for anyone. Do let us know if it does.

Two new consultations have been opened, both of which raise new problems.

The Oxford Zero Emissions Zone would prohibit any vehicles not powered by electricity from, at first, central Oxford and in due course a wider area. This creates a slightly different

problem for us as it is in effect creating something close to a pedestrian zone. But we see issues with residents of the area who own historic vehicles. And there may be special justifications for use such as filming etc. which we suspect Oxford City Council will not wish to prohibit. The Legislation Committee has this in hand and will be responding when we have decided what to do.

The Scottish Government has issued a consultation on 'Building Scotland's LEZs' It uses Glasgow as a worked example, which one must assume makes it likely that the first LEZ in Scotland will indeed be in Glasgow. Not surprisingly given the Scottish Government's different take on the workings of markets, they are proposing not charging schemes such as are proposed and indeed in effect in England, but actual bans. They do envisage a possible historic vehicle exemption, and, as the importance of exemption is increased significantly by a ban, meaning a vehicle owner cannot simply choose to pay to travel within the zone, the Legislation Committee will be strongly supporting an exemption.

Both these consultations close around the end of November.

Compulsory Insurance Under the EU Motor Insurance Directive ('Vnuk')

I explained the Vnuk problem in earlier editions. In short, the European Court of Justice had decided that compulsory motor insurance should apply not only on or near the highway but also on private land. You will recall we responded to a consultation by the Department for Transport on the potentially very serious effects on motor sport in the UK, and also on questions of what constitutes a vehicle (whether for instance a vehicle on SORN will need to have motor insurance).

Many members will have been aware of the furore which arose in respect of the EU Commission consultation on possible amendments to the Motor Insurance Directive to take account of the problem. The MSA, supporting the Motorsport Industry Association, suggested responses and some member clubs will have done so. It is I think fair to say that the Federation had concerns with their approach and particularly with the claim that this is a cross-Europe problem.

It is undoubtedly the case that in the United Kingdom the consequences of Vnuk on motor sport could be severe. The mystery is that extensive enquiries elsewhere in Europe

through the FIVA Legislation Commission, have not been able to identify a similar problem. Whether this is a legal issue with our own domestic law or whether there are insurance market implications I do not know, but in none of the major European countries is it thought that motor sport is at risk.

Thus when MIA asked respondents to say that it was at risk across Europe, the Federation was uncomfortable. We did make a response to the consultation, but what we did was to support the much more measured approach which we found that the FIA had taken which simply warned the Commission to be aware that there might be significant problems in some states.

Just to be clear, the SORN related problems are concerned with possible UK application rather than the possible amended Directive itself so we will continue to await an outcome from DfT. And to address the obvious question, until Brexit is all settled, we need to continue, as all branches of Government are doing, to assume for the moment that nothing will change. How robust that assumption is I must leave to the judgement of individual readers.

Salvage Code of Practice

A word of warning is in order to any member who may be so unfortunate as to be involved in an accident in which his vehicle suffers significant damage and perhaps also to those who wish to be clear on their entitlements under their historic vehicle insurance policies.

There has been a long-standing practice that if a vehicle was so damaged that the insurance company was minded to write it off, then so long as the vehicle could be repaired safely and legally, at whatever cost, the owner could buy the salvage and himself take steps to rebuild the vehicle or have it rebuilt. This is still the case. It may be wise, if you are in doubt, to check with your insurer or broker whether they still are happy to follow this practice. It is unlikely that they will ever make an absolute future commitment, but they may well give an indication.

So why should we be concerned?

We have for some time been aware of a few cases where a vehicle insurance examiner with little or no knowledge of historic vehicles or their methods of construction has made incorrect assessments of their ease and safety of repair.

In September a new Code of Practice for the Categorisation of Motor Vehicle Salvage (the CoP) was agreed by most of the organisations involved in the matter, under the auspices of the Association of British Insurers, and drafted by Thatcham Research. It introduces a more structured system of assessment of the severity of damage to a vehicle and thus does give significant power to insurance assessors.

The Federation was advised by Thatcham that the CoP had been finalised in June.

At that time the CoP contained the following words, which were introduced after representations by the Federation, in two places.

‘It is recognised that some historic/classic vehicles or vehicles of special interest may be repaired irrespective of extent of damage, providing it is safe to do so. In these cases the vehicle will fall outside the Code of Practice, which will not apply.’

We were somewhat concerned at the looseness of these words and as a result we agreed with the ABI the following:

‘The Code of Practice (CoP) concerns itself with the categorisation of vehicles and their parts for the purposes of salvage. The applicability or otherwise of the CoP is without prejudice to statutory requirements concerning the safe use of vehicles.

The CoP therefore does not come into effect in respect of any individual vehicle until the owner of the vehicle has transferred ownership to the insurance company.

This remains the case notwithstanding that inspection by a suitably qualified person and a recommendation as to how the CoP would be applied may already have been made in respect of the vehicle.

The CoP is voluntary. Thus any insurance company may, having regard to paragraphs 8.1 and 9.4 of the CoP, decide that it will not acquire the ownership of a vehicle following a claim, whether or not there has been an inspection by a suitably qualified person and a recommendation made as to how the CoP would be applied. The insurance company may thus leave the owner of the vehicle to decide without reference to the CoP upon whether the vehicle should be repaired or destroyed in accordance with statutory requirements. The owner of the vehicle will of course still have to comply with statutory requirements concerning the safe use of vehicles.’

Then someone got at the system and the CoP was further revised in September so that in one of the two places the words appeared, they were changed to read as follows:

‘It is recognised that some historic/classic vehicles or vehicles of special interest (**Sentimental Value**) may be repaired irrespective of extent of damage, providing it is safe to do so. In these cases the vehicle will fall outside the Code of Practice, which will not apply. **However careful consideration must be taken to justify this action and if required escalation sought to make sure the correct decision has been made.**’

These words were clearly introduced with the aim of limiting the interests of our members and reducing the incidence of the sale of salvage of damaged historic vehicles. We do not know who introduced these words, nor with whom they were discussed, but the Federation was unaware of the intention to make any change to the CoP, let alone one intended to affect the rights of our members. We have of course protested.

So we would advise any member whose vehicle has a significant accident, suffers a fire or is in a flood, carefully to monitor, or have someone else carefully monitor, the initial treatment of their vehicle and raise immediate concerns if it appears the opinion of the examiner is that the vehicle should be written off.

If you think it is salvageable, make sure you do not sign anything which transfers ownership of the vehicle to the insurance company, and, assume nothing but make immediate contact with your insurance broker or company if you think purchase of the salvage is justified.

There will always be occasions, as there are now, where the insurance company will feel constrained not to permit the vehicle back on the road. That is their right and obligation. But only active involvement will ensure that no historic vehicle is unnecessarily lost.

Roadworthiness Testing

We would appear to be getting close to a conclusion on this knotty problem, which will we hope be better and less onerous than many had feared.

Pressures of publication dates mean that we cannot yet tell you the definitive proposals, but we can with some confidence set out the broad principles. We have to give serious credit to the efforts the Department for Transport (DfT) have put in to understanding and addressing the practical issues regarding application of the new requirements.

The Government's basic proposal on exemption is now law. The Motor Vehicles (Tests) (Amendment) Regulations (2017 No 850 for anyone interested) were laid before Parliament on 14 September 2017. Section 7 of the Regulations deals with the definition of vehicles of historic interest, which will be exempted from testing. The wording essentially replicates the provisions of Paragraph 3(7) of the EU Directive on periodic testing of vehicles of 3 April 2014, except that it uses a date of forty, not thirty years as the qualifying date. It will come into force on 20 May 2018.

It will be put into effect through a set of Guidelines, which is what we have been working on with the DfT to ensure that they are workable and practical.

The fundamental position in respect of historic vehicles will be that the current pre-1960 exemption from the MoT test, which applied to all vehicles without any examination of their underlying originality, will be withdrawn. It will be replaced by a new exemption, available to those vehicles more than forty years old (essentially the 'historic' class) which qualify as Vehicles of Historic Interest (VHIs), by reason of not having been subject to substantial change.

An important qualification will be that only changes carried out either after 1988 or less than thirty years ago, need to be considered. Currently DfT have proposed the fixed date of 1988, but our proposal for a rolling thirty year date complies more closely with the Directive. This is not yet settled. So earlier modifications, however major, do not disqualify the vehicle from being a VHI.

Most discussions have centred around how the phrase 'substantial change' is to be defined and how it is to be established that a vehicle is a VHI.

We think we are moving towards a fairly generic description of a substantial change, which will have the effect of meaning most historic vehicles will qualify, which is the shared intent of ourselves and the DfT. We will set out the criteria in detail when they are finalised.

Many historic vehicles will be known by their keepers to be substantially as built and they will be able to be declared as VHIs with little or no problem. The Guidance will propose that anyone applying to have a vehicle recognised as a VHI who has any doubt should consult an expert for advice. The Federation has agreed to be the custodian of an approved list of experts and we will be working to create a fair and equitable method of accession of experts onto the list.

We are aware that many people have been confused by the potential use of existing DVLA rules, which is not now going to happen, into thinking this change relates to registration. May I emphasise most strongly that it does not. This is not only our view but is shared within DfT and DVLA. The worst thing that can happen to a historic vehicle which does not qualify as a VHI is that it has to undergo an MoT.

We also think we are close to agreeing a fairly simple process which will occur at the time of re-licensing in each year. It does have to be annual because a vehicle could have been changed during the previous year. We are arguing strongly for it to be simple, so that those owners of historic vehicles who are quite happy to continue with an MoT test, and we know there are many, are not required to go through the hassle of deciding whether they can declare whether or not their vehicle is a VHI.

It is important to state that no actual monitoring is proposed of declarations made. This is entirely a self-assessment process.

There are some issues not quite settled at the time of writing, though we are hopeful they mostly will be.

Probably most important is the applicability of these rules from the outset to motorcycles, whereas the Directive does not expect them to be applied till 1 January 2022. One can understand the position of Government, which is that as the UK has a perfectly sound system of motorcycle MoT testing, which is essentially accepted by the whole community, there seems no justification for not moving forward with motorcycles at the same time as cars, vans, lorries and buses. Our view has been that the motorcycling community, especially the historic motorcycling community, has not expected to be affected till 2022 and thought there was time to sort out any motorcycle specific issues before then. We will have to see the outcome of this discussion.

We are still working on reclaiming the complete exemption for goods vehicles built before 1940, which has been in place ever since the introduction of testing for goods vehicles, and have expressed the view that no vehicle should be required to be tested if the facilities and skills required properly to test it do not exist.

Finally, some readers will ask why this is all happening when the UK is in the course of leaving the EU and even if it is, does it matter in the long term? Well, firstly, we have not yet left, and it is settled Government policy that while we are members we will ensure all of our legislation complies with EU laws. Secondly, it is the settled intention of the Government that, upon leaving, all EU mandated laws will pass unchanged into the various laws of the countries of the UK. Thereafter normal UK legal processes will be applied to establish which of these laws require changing and if so, how. It is only realistic to suggest that this particular aspect of law is unlikely to be a high priority for change, so what is settled now is likely to be of long-term effect.

It is to be hoped we can provide a clear statement of the settled position, including the detail of the final VHI criteria, in the first edition of the Newsletter in 2018. This will of course just predate the introduction of the new regime in May 2018.

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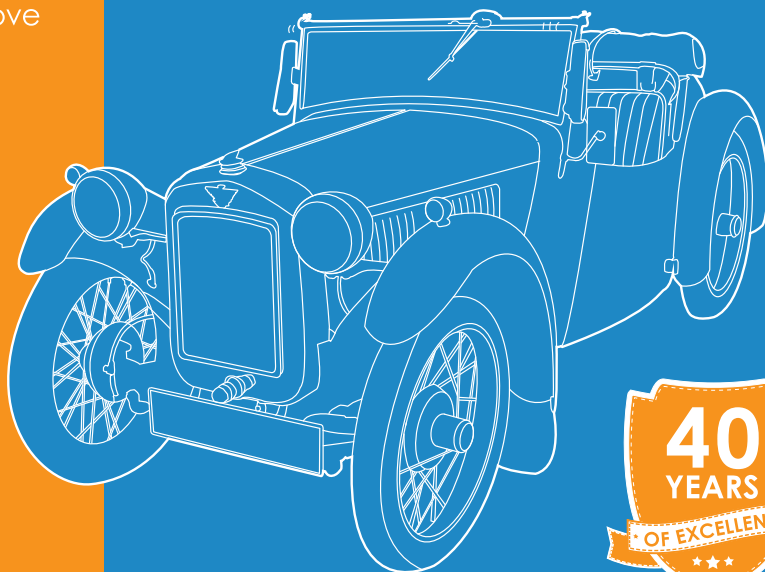
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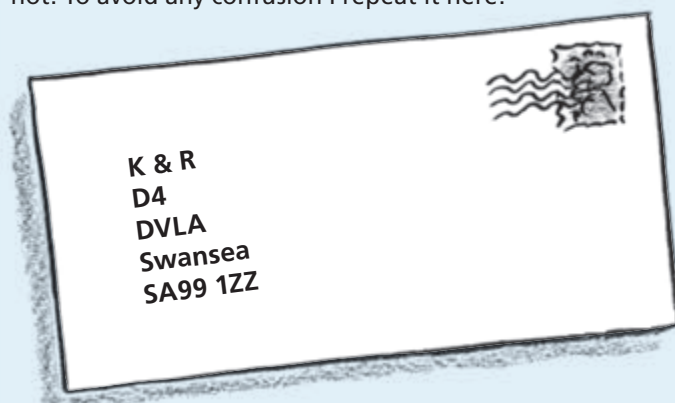
Unfortunately, the production schedule for the Newsletter is such that I am writing this prior to a scheduled meeting with DVLA but you will be reading it after that meeting has taken place. Thus, in one or two instances the information may not be as up to date as I might wish.

Several people have drawn my attention to an unfortunate revision to the DVLA service to supply information about a vehicle in response to a V888 request. Up until September it was possible for a vehicle keeper to obtain all the registration history that DVLA held for that vehicle on payment of a small fee. DVLA considered that researching the vehicles history was 'reasonable cause' for needing the information.

However, since September DVLA have revised the requirements for 'reasonable cause' and researching the vehicle history is no longer acceptable. The V888 form itself has been revised to reflect these changes. Further guidance on 'reasonable cause' can be found at www.gov.uk/request-information-from-dvla. We will discuss this further with DVLA but we believe that the General Data Protection Regulation does unfortunately leave them with no choice. Thus, we have all lost a valuable service.

Recently I have been receiving a number of reports from clubs of registration applications, which had been compiled in a form which has been accepted in the recent past, now being rejected. In some cases it appeared that agreements previously reached with DVLA were no longer valid. Whilst I do not have, and indeed may never have had a complete explanation for this apparent rash of rejections, I am confident that they represent errors or misunderstandings

rather than any fundamental change. It does also appear that some mail may have been misdirected within DVLA which has not helped. In that context some have believed that the address for V765 applications has changed – it has not. To avoid any confusion I repeat it here:



As a change from the normal registration matters I have received one query about driving licence entitlement and it may be worth repeating the information here. Restrictions on the weight of vehicle that can be driven on a particular driving licence refer to the Maximum Authorised Mass (MAM), i.e. the total weight of the vehicle plus the maximum load it can carry, and not to its actual weight on the day. I am also advised that road traffic offences are almost all strict liability offences, that means that it is quite irrelevant whether or not you intended to commit the offence, if you did it quite unintentionally you are just as guilty as someone who deliberately committed it.

30th Anniversary Celebrations start in April 2018

2018 will be an important year, not least because it will be the 30th anniversary of the Federation. Plans are in hand for celebrations during the year but the opening celebration for the year will be a charity and driving event culminating on *Drive It Day* on 22 April.

Working with our friends at Practical Classics we are planning a 1000 Mile Reliability Run ending at Bicester Heritage for the *Drive It Day* celebrations. We have a small group of historic vehicles organised to complete the route but will be welcoming member clubs and enthusiasts to join us during the Run and at our scheduled stops. The detailed route will be published in early 2018. The Practical Classics team have been restoring a unique Austin Westminster estate which will lead the Run, you can

read more about the Austin on the adjoining page. Other tour members joining the Westminster represent a range of historic vehicles. We will introduce those to you in forthcoming editions of the Newsletter.

The Run is also designed as a charity fund raiser in aid of the Lennox Children's Hospice. Would your club like to support the run and support the Lennox Hospice? Sponsorship at 1p per mile will provide £10 to the charity. Will you support us?



Our member clubs will be well aware of the Federation's actions in promoting training and apprenticeships, particularly for younger enthusiasts. We plan to involve a number of apprentices in the Run both in the driving seat and as navigators. We will be making announcements about apprentice involvement in a future edition of *FBHVC News* but if you know of apprentices who might like to get involved with the Run, send us an email (apprentice@fbhvc.co.uk).

We will be writing to clubs who have informed us, through our most recent survey, that they would like to join in the promotion of apprenticeships.

Practical Classics Magazine

Britain's Biggest Selling Classic Car Title (ABC Audited)

STAFF CAR SAGAS

Welcome Westie!

CBR Motorbodies takes the big project in for the next phase



Andy Waters
CONTRIBUTOR

1958 Austin A108 Westminister Estate
Engine 1639cc/16-cyl/40hp
Power 162hp/1400rpm
Torque 142N m/2400rpm
Gearbox 3-speed automatic
0-60mph 17.8sec
Top speed 110mph
Fuel economy 20mpg

Work done
Car, spare car, engine, gearbox and parts delivered from a variety of locations, some of it reconditioned and finally fitted to the car!

3 **0** **0**
TIME SPENT MILES

Project overview
Saved from the banger track, this Austin Westminister A108 Estate is one of just ten made and is the only one with an automatic gearbox. CBR and Practical Classics is working in conjunction with Anglia Car Auctions, Hagerty Insurance and G. Powercraft, proceeds from its eventual sale at Anglia Car Auctions will go to the Lennox Children's Cancer Fund.

Before the bodyshell turned up from Les Ely's G. Powercraft, I can't be, I was a bit nervous. I'd seen the pictures in PC of the finished product at the workshop, but you know what pictures are like. I hadn't have worried though, as when the painted shell arrived it was perfect, we used to clearing up other people's mistakes at CBR... rectification is a third of our business, but not this time. The craftsmanship in the paintwork and body repairs is second to none. Great job. Les and the team we carefully dropped the body onto the jig and waited for the spares car to turn up from Anglia Car Auctions where it had lived under a tarpaulin ready to donate whatever parts the lead car required. It arrived and we started it behind the workshop. Along with the spares car came a box of various rusty bits, some seats and trim, a hedge-podge really. It would need to be sorted out properly.

Then Danny turned up with some more trim bits and, more importantly, the fully rebuilt six-cylinder engine and Borg Warner gearbox, both were rebuilt in the magazine three years ago, which gives to show how long this project has been going on for. There again, you just have to look at the amount of bodywork that was required to understand why it has taken so long. We had a good long look through the bits, and

came up with a list of what was required to make a start on the rebuild. But the short bit of paper got longer... so we eventually decided to call Earpart, guardians of the BMC parts universe. The biggest single ticket item would be a new exhaust, which would have to be made bespoke by Earpart in its workshop based on measurements I would make. This isn't a standard Westminister, after all.

The rest of the list was made up of things such as rubber grommets, shock absorbers, clips, seats and brake hoses.

Danny and I got stuck into the big box of bits and found some rare components that would save both time and money. And time was important because Danny had issued us with challenges, to bring the shell to the Practical Classics Restoration Show at the NEC and to fit both the engine, gearbox and suspension live in front of a paying (and highly knowledgeable) audience.

So we got to work, refurbishing the components we would need to make a good job of it. We deconstructed the front suspension repaired and rebushed it. Then we did the same with the rear axle. Danny took away the rear leaf springs to refurbish and rebuild and two weeks later we all met up at the show.

Resto show drop in
What a weekend. I don't know what was more bring, talking to everyone or working on the car. As the boys from Dynamat fitted the interior with 21st century soundproofing and the team from

Autosparks measured up for a new wiring loom, we started with the engine and gearbox. They had been stored carefully covered in plastic so both were almost as fresh as the day they had been rebuilt. We affixed the engine and gearbox mounts and then the heart in mouth moment... we lifted the combo high in the air and slowly lowered it in. Every millimetre was carefully judged and every move observed by the whole team as we carefully avoided any contact with paint or the restored subframe we had spent the previous week preparing.

In it went, and after the obligatory round of applause we realised we had done what we came to the show to do - and it was only Saturday afternoon! So a quick chat with Danny sent us heading back to CBR towers to prepare the rear axle and refurbished springs. Next morning we struggled through the crowds with the axle (don't try this at home) and arrived at the stand at last.

A hard day's struggle and we had a car with suspension and drivetrain almost there... the project was moving again and the weekend at the PC show had given it the kick-start it deserved. Suspension on, engine and gearbox in, and soundproofing affixed. It was all looking positive. The loom was next, though and judging by the spaghetti that came out of the spares box, Autosparks had a hell of a job on its hands.

USEFUL CONTACTS

Lennox Autosparks autosparks.co.uk
Car to be auctioned at: angliacarauctions.co.uk
CBR Motorbodies, 01843-422625
Dynamat, dynamat.co.uk
Bodywork completed by: dandandcraft.com
Engine rebuild Coventry Boring, coventryboring.co.uk
Lennox Children's Hospice lennox.org.uk
Restoration being completed by: CBR Motorbodies, cbrmotorbodies.co.uk

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Both centre console will need refurbishing soon.

The Practical Classics Austin Westminister takes part in the 1000 Mile Reliability Tour

The project to save and restore the unique Austin Westminister Auto Estate is almost five years old now and we at Practical Classics Magazine are very happy that it has come to such a remarkable conclusion. We have coordinated the project through its various evolutions and brought all the partners together to make it happen. Initially rescued from banger racers by Rob at Anglia Car Auctions it was stripped to reveal the need for super-human levels of bodywork revival. After stints at the Body Shop, Wisbech and Pro-Strip the shell was delivered to Les Ely's workshop in Braintree where an amazing transformation took place. Having entered his workshops with an enormous amount still to weld, it left fully painted in its original colours. It then moved on to CBR Motorbodies in Cannock where the fit up commenced. Many new parts were required and a huge logistical and mechanical effort from Andy and his team saw the Westy spring back to life at this year's Practical Classics Classic Car and Restoration Show. Since then it has been a race to get it finished but now it is, the list of partners can be justly proud. A unique

classic has been saved and revived, some of the best talent in the UK has been part of that process and now it will star in a unique celebration spearheaded by the FBHVC. When all that is done the icing on the cake will be the auction at Anglia Car Auctions where the Westminister will go to the highest bidder and every penny of the proceeds from that sale will go to the Lennox Children's Hospice. Classic car restoration in the community, raising awareness and money for an amazing cause. It is important to mention the partners who have given their time and effort for free. Along with the specialists mentioned above we indebted to, Autosparks for the loom, Coventry Boring for the engine rebuild, the Furniture Clinic for the interior revival, the many individual readers of Practical Classics who have helped with a huge variety of parts, Vintage Tyres for the tyres, Tudor Wheels for the wheels, Woolies for rubber components, Burlen for the carb rebuild, G Whitehouse Autos Ltd for the gearbox overhaul, Dynamat for soundproofing and Earpart for consumables. Heroes all.

In 1982 the decision of nine Rootes Car Clubs to join and form the Association of Rootes Car Clubs (ARCC) was to become a milestone event.

Little did they know the importance of this decision and the impact it would have on protecting the heritage of the Rootes marque for years to come.

Their plan, by joining together, had been to give the Rootes Car Clubs a bigger presence in the classic car scene and through co-operation between clubs enable them to get better buying power on member Insurance schemes and clubs liability Insurance.

In addition, given the number of common parts across the Rootes marques the idea was for clubs to work together on sourcing and producing common parts and with this increased demand be able to get better prices with suppliers.

The Association has also, over recent years, organised some major events on behalf of all the Rootes clubs such as the Millennium Rally at Blenheim Palace and a spectacular display of Rootes competitions cars at the Silverstone Classic to celebrate the 60th anniversary of the Rootes Competitions department.

Membership now sits at 12 UK clubs with numerous overseas Rootes clubs linked in as well so that the majority of Rootes



clubs worldwide are now involved. Through three meetings a year effective communication between clubs is assured and a spirit of co-operation prevails.

The formation of the Association though was just the start. In 2002 the ARCC Chairman took a call from the facilities manager at Peugeot who whilst clearing out the Stoke plant was faced with a warehouse full of old Rootes documents and drawings. As a car enthusiast he had done a quick internet search on Rootes and found the Association details and made the call. That call was to change history and was the pivotal action in saving the archives of the Rootes Group.

He advised that the warehouse had to be cleared quickly otherwise its contents would have to be scrapped. After a quick inspection visit, the Chairman organised two large trucks and the entire warehouse was emptied and taken to the warehouse of a member of the Association who had kindly agreed to store it short term or, so he thought!



Wescott Park.



Library.



Banbury entrance.



Drawing cabinets and tubes being installed.

Once unloaded the scale and historical value of the material collected was identified and the ARCC decided it had to be saved for ever.

Over the next two years the ARCC organised a preservation plan and some money to make it all happen.

In 2004 the Rootes Archive Centre Trust (RACT) was created and registered with the Charity Commission in early 2005 with five trustees being appointed.

All the material was transferred into the ownership of the Trust and a legal ownership agreement signed with Peugeot. The material was now protected for generations to come. When the Trust was registered with the Charity Commission its aims were:

- To preserve and promote the heritage of the Rootes Group and its successor companies.
- Use the information to help remanufacture parts to keep classic cars on the road.
- Use the information to help future generations keep classic cars on the road through a greater technical awareness.
- Provide and share data or information for historical research.

These aims are still as relevant today as they were back in 2005. The fantastic array of material saved and preserved for ever included:

- Original materials from Rootes/Chrysler Engineering departments from 1920–1980 and includes:

- 150,000 full size original engineering drawings
- 150,000 drawings on microfiche
- Extensive photographic library
- Literature and company documentation
- Artefacts of the company.

The first home for the Trust was at Wescott Park near Aylesbury and here the material was neatly organised in the large rented offices on an ex-military base. This was a fantastic location with not only plenty of space to display the archives, but it also had lots of outside space which was regularly utilised for events and displays.

Sadly, when the initial five-year lease came up for renewal in 2010 it was realised that the inflated cost of the new lease was too high and that the trust could not afford to remain at Wescott Park, so the search was on for a cheaper alternative.

After a nationwide search a new home was found at Cherwell Business Park in Banbury and whilst not as attractive on the outside it offered enough space and at 50% of the previous cost so the Trust moved in during 2010.

With a new home the trustees could return their focus to cataloguing, scanning the microfiche and developing the archive. At the same time an experienced archivist joined the team, and this really helped to ensure the material was protected and catalogued in the best way possible.

At Banbury though the Trust was faced with a rolling 12-month lease and every time it came up for renewal the rent had increased, and these increases were becoming unsustainable.



When the Trust inherited the material it sadly came with no dowry and Peugeot having bought Talbot did not feel that the Rootes era was really part of their heritage, so the Trust has no opportunity for support from a current manufacturer like some clubs.

The ARCC had generously supported the Trust over the years but could not easily continue to absorb the rent rises by increasing their contribution.

As Matt Ollman the trust treasurer says, "I could see the trend developing and quickly realised that without a drastic rethink the future of the Trust was in doubt, so I decided to present some options to the next ARCC committee meeting in October 2015".

The proposals Matt made were made:

- To call it a day with the Trust – the archive had been saved for 12 years and that maybe it was time for it to be handed over to another museum for safekeeping.
- To pack up the archive into a shipping container, so effectively mothballing the charity, and then see in a few years' time if anyone had the appetite to try again.
- Reduce the space at Banbury to a size that could be afforded but this meant limited or no access to the material or space for club meetings.
- Or to break the cycle of renting and buy a freehold property.

As Matt says, "There was a big discussion and clearly the only option that was palatable to everyone was to try to raise the money to buy a building and, so we started working on a plan to raise the money".

So, at the NEC Classic Motor Show in November 2015 the Trust launched their building fund to raise £165,000 and in fact long term Trust supporter Peter James Insurance even arranged Sir Stirling Moss to be on the RACT stand to launch the campaign.



NEC Fund Launch.



Wroxton Archive front views.



Star cheque handover.

Cabinets being unloaded.



The fundraising started at a fast pace and by late 2015 the Trust identified a suitable site at Wroxton near Banbury where a developer was starting a build of 10 new units and interestingly it was on the same site as the new home of the Bentley Drivers Club.

Sadly, this phase of the development sold out quickly, so it was back to a property search again but the Trust had by now identified that as the building was for charitable purposes a new build property would be exempt of VAT and, so they focussed their search for a new build property as this offered better value.

So, in October 2016 when the Wroxton developer contacted the Trust to say he was applying for planning to build a further 10 units and coinciding with one of the ARCC clubs offering the Trust a loan to achieve their goal quicker they immediately jumped at the opportunity and put down a deposit.

The Trust made some changes to the specification and added additional floor space with a mezzanine as it was cheaper to do it at that stage rather than try to retro fit one in the future.

Consequently, their target rose to £181,500 but they were confident the additional 400 sq. ft. was worth the money and would allow the collection to grow in the future.



So, in November 2017 with the amazing support of the Rootes community the Trust have raised £105,000 and have secured loans from individuals and clubs to cover the £76,500 balance.

It's amazing how fast they have raised this money and the financial support has come from:

■ ARCC Clubs	£33,000
■ Individuals	£58,000
■ Companies	£3,000
■ Bucket Collections	£3,500
■ Gift Aid	£7,500
■ Loans	£76,500 from ARCC clubs and individuals

The Trust finally took possession of their new building on 27 October and the Trustees, ably assisted by a group of enthusiasts from the Rootes car clubs, moved all the archive material from the old Banbury centre into their new home at Wroxton over that weekend so that they could end the lease on their old building at the end of October.

They are now faced with completing the internal fit out of the building as and when they can afford it as well as continuing to fundraise to pay back the loans, so the pressure is not off the Trustees yet.

The new building will become the headquarters of the ARCC and many of the ARCC clubs will use it as their companies house registered address, to hold their committee meetings and already some clubs are planning events and spares days at the centre.

Lunchtime on the move.



The Trustees, along with their volunteer archivist, will continue with their programme of scanning drawings and cataloguing along with working with the clubs, parts manufacturers, authors and individuals to share the archive for the benefit of everyone.

Although the ARCC clubs will be using the centre for committee meetings immediately the official grand opening is planned for 22 April 2018 to coincide with the FBHVC *Drive it Day*.

The Trust are understandably proud of what they have achieved and are extending an invitation to any non Rootes clubs who are looking for a Midlands base, not far from junction 11 on the M40, as a venue to hold committee meetings, or for an event, or a staging point on a rally or tour. If you are interested, then get in touch with Trustee Matt Ollman. Please send an email to matthewollman@rootesarchivecentre.org.uk

We will watch with interest to see how the Rootes Archive Centre Trust develops and what exciting future developments they have planned.

We will carry a report on their official opening in the next edition.

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Hopefully you will get this Newsletter before the HRCR Open Day at Gaydon on 13 January. If so, I recommend that you go if you are at all interested in participating in any events in 2018. HRCR's calendar of scenic tours has some very enjoyable low-key pleasurable and scenic driving if that is what you are after. As it won't be long before the longer days are with us again now is the time to arrange your calendar for 2018. A visit to the HRCR website <https://www.hrcr.co.uk/hrcr-championships/scenic-tours-series/> will provide you with further information.

If you feel a little more adventurous you could always try to get a late entry into HERO's Winter Challenge to Monte Carlo in February 2018. This is always an enjoyable event and, as well as visiting some of the famous roads frequented by the WRC Monte Carlo Rally, you could get the opportunity to practice your driving on snow. A real adventure and should not be missed; I hope I'll see you there.

Whilst at Gaydon have a look at the Knutsford and District MC's Tour of Cheshire. This National B event is always worth doing. No deviously tricky navigation together with some fun tests on private land. This one-day event in early March is always good fun – go on, have a look at the website; <http://www.tourofcheshire.co.uk/index.html>. Hopefully you may still be able to get an entry as this

event is always oversubscribed within a few days of entries being announced.

The 2017 FIVA General Assembly and Extraordinary General Assembly have been and gone. Sadly just after I am writing this so I cannot give you any real information. However, I can say that my nomination for VP – Events was successful. How do I know that? There was only one nomination! Is apathy really the reason?

The new FIVA Technical Code, with its revised FIVA ID Card application procedures, is now finalised. I understand the new TC will be operative from 1 January 2018 and the new on-line FIVA ID Card application system should be in operation by then.

On the FIVA Events Commission work plan for next year is another FIVA Stewards' Seminar in 2019 and don't forget the FIVA World Rally in Wales in late August.

Moving on, it won't be too long before the lighter nights are with us once again and we can enjoy our historics in the better weather. Meanwhile make the most of your time in the garage, we have enough time to make sure our vehicles really are fit for purpose when we take them out for their first outing in 2018.



HERITAGE

SKILLS ACADEMY

I am pleased to be able to announce the launch of the Heritage Skills Academy based at Bicester Heritage in conjunction with North London Garages Group.

The North London Garages Group are the training provider for P&A Wood, the Rolls-Royce and Bentley specialist business based in Essex. They have been training the apprentices at P&A Wood for the last two years and the development at Bicester Heritage is the next stage in being able to provide training in classic car restoration on a national basis.

Following discussions with the Rolls-Royce and Bentley Specialist Association (RRBSA), North London Garages decided that a block-release apprenticeship course would be possible. Students from across the country could come together to a single location and the training would be done in weekly blocks with the students staying locally. Following further discussion with RRBSA, North London Garages have also been able to offer the block-release course to other groups.

With the success of the classic vehicle apprenticeship at Bicester and the location of the workshops on the

Bicester Heritage site, it became obvious that running the block-release course at Bicester Heritage would be an ideal opportunity to further integrate training with the classic vehicle businesses.

North London Garages contacted FBHVC for our support and after discussion with the Galashan Trust, it was decided that FBHVC would lease a unit at Bicester Heritage and for part of the year this will house the block-release course for North London Garages.

Over the last six weeks we have been converting the building that was originally the main stores for the ex RAF base into a workshop and a classroom. The Galashan Trust have generously paid for the fitting out of the building and the first block-release apprenticeship course commences on the 27 November 2017. The plan is to run block-release for both levels 2 & 3 and if successful the single stream courses will be increased.

This is the first time that FBHVC have leased a facility for training and in the future, we hope to be able to make this facility available for clubs.

The Heritage Engineering Apprenticeship website has been launched



The development of a Standard for the Heritage Engineering Apprenticeship has been reported previously in *FBHVC News*. Hopefully by the time you read this there will be good news to report on the approval of the Standard being developed under the Government's Trailblazer initiative.

Supporting the development of the Standard a new website has now been launched. Have a look at www.vehiclerestorationapprenticeship.org. The Heritage Engineering Apprenticeship website is designed to be a forum to help

potential apprentices find interested employers and to introduce them both to colleges and training organisations offering appropriate training. In addition to acting as a 'marriage broker' the site also provides a number of case studies, short articles by apprentices describing what an apprenticeship has meant to them and what they have achieved.

The Federation is keen to encourage apprentices of all ages and in particular younger enthusiasts. To this end the site has an area for supporters. Several clubs and other organisations already give awards and bursaries to deserving and high achieving students. The Federation would like to extend the number and range of awards to provide a real incentive for apprentices during their studies and practical work. If your club might consider encouraging young enthusiasts and apprentices and would like to sponsor an award, whether alone or with others, whether for one year or more, please get in touch, email us at apprentice@fbhvc.co.uk

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Club Survey

The latest club survey has been launched. Has your club taken part?

The problem of encouraging younger members and enthusiasts to join clubs and to take part in their activities has been highlighted by a number of member clubs.

It was announced at the Federation's AGM that a new member club survey was to be launched. The new survey is focussed on actions clubs are taking to encourage younger enthusiasts and apprentices. A similar survey has been sent to the Federation's Research Group to gain a view of how members view actions clubs are taking.

The results of the survey will be published early in the new year and it is hoped will provide an insight into club activities that are successful in appealing to younger members and enthusiasts.

At the time of writing only a proportion of member clubs have completed the survey. If your club has yet to complete it, please encourage one of the senior officials to take part. It only takes about four minutes to complete.

The survey will close on 31 December 2017.



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FBHVC

Club News

The **6/80 & MO Club** and the **Morris Cowley & Oxford Club** are proposing to join together. The memberships are being asked to vote on the proposals.

The **Bristol Owners' Club** bulletin has a well-illustrated account of the seven week 10,500 mile Pan American Friendship Rally which encompassed 27 states and many of the nation's national parks along the way. There is also a progress report on the Heritage Trust.

A very interesting little magazine has been received from **The Engine Rebuilder** have a look for their stand at the NEC in November.

The illustration on the cover of the **Talbot Owners' Club** magazine shows some of the wonderful roads and scenery encountered on the 85th Anniversary of the 1932 Coupe Internationale des Alpes which re-enactment included two of the winning team cars.

The **National Street Rod Association** journal reports on the impressive pilgrimages to Pendine Sands and the pre-1949 weekend in Dambuster Country.

There is a photo reportage on the Kubinka Tank Museum in Moscow in the magazine of the **Military Vehicle Trust** which has what must be the largest collection of WW2 German armament anywhere in the world.

The **SDLC Classic Car Club** magazine reports on the auction of a barn find hoard of 59 historic cars in France. The highlight was a Ferrari 250GT which sold for £11.8 million.

A short, sharp and succinct history of power steering is given in the magazine of the **Fairford Classic Car Club**.

There is a fascinating story in the magazine of the **Preston & District Vintage Car Club** recounting the kidnapping of the German GP Mercedes racing cars from Stuttgart under the noses of the Americans and their removal to Hamburg by the REME at the end of WW2.

Congratulations to the **London Vintage Taxi Association** who will be celebrating their 40th anniversary next year.

There is a light-hearted account of a 450 car event – the Pannonia-Caruntum in the magazine of the **NG Owners' Club**. This sounds like an event well worth considering...

An illustrated article in the magazine of the **Gay Classic Car Group** on the automotive empire built up by Errett Cord in the 1920s and 1930s which included, of course, Cord but also Auburn, Duesenberg, Packard and Pierce-Arrow and Stutz makes interesting reading.

There is a progress report on the Rootes Archive being built at Wroxton in the **Imp Club** Magazine. Did you know that the name originally chosen for the Hillman Imp was the Ajax? The story is related in the magazine of the **Imp Club**.

There is a brief history of the still-born MG-E Code EX-E in the magazine of the **South Hants Vehicle Preservation Society**. If you want to see it, the show model is in the Gaydon Museum.

There is nothing like being well prepared. **The Traction Owners' Club** are already making plans for the celebration of the Citroen centenary – due in 2019.

A low-cost brake efficiency test instrument is described in detail in the **Cooper Register** magazine (a house brick).

A photograph in the **Armstrong Siddeley** magazine reminds us of the joys of continental motoring in the 1950s. A 1933 Siddeley is being taken off the night ferry at Dieppe by crane having made the crossing as deck cargo.

There are some useful thoughts on oils in the magazine of the **Norton Owners' Club**.

There is a check list for commissioning an historic vehicle after hibernation in the magazine of the **Vintage Morris Register**.

The use of boiled linseed oil as an underseal is suggested in the magazine of the **Austin Drivers' Club**.

The **Citroen Car Club** magazine reminds us that 2018 is the diamond jubilee for the 'H' van.

There are some useful bits of advice on buying a lathe in the **Morgan Three-Wheeler Club** bulletin. The club also offers a one year free membership for the under 25s and members under 30 owning a Morgan can receive a 25% discount on purchases from 'Mogspares'.

The **Wolseley Register** journal reminds us the 2018 National Rally will take place on 3–5 August at Cirencester.

The **Colchester Vintage Motor Club** newsletter discusses the topics of driverless cars and robots and concludes with the statement, 'no robot is going to master the double-declutch needed to operate an Alvis gearbox'.

The **Routemaster Magazine** reminds us that 1,200 of these splendid beasts survive in 64 countries around the world and gives us a run-down of what they have been up to.

The magazine of the **Sunbeam Talbot Alpine Register** announces the dates for the 2018 National Rally to be held in King's Lynn to be 13–15 July. There is also a useful and informative article on the Halda speedpilot. Were the works Sunbeams the first rally cars to use this device?

The **Vauxhall Owners' Club** newsletter gives us the date and the venue for the 2018 International Rally as 18–21 May and the venue is in Holland.

16–19 August are the dates for the **Reliant and Scimitar Owners' Club** weekend at Curborough for 2018.

The **Norton Owners' Club** magazine has a useful article on the lightweight twins – the Jubilee, the Navigator and the Electra.

Another anniversary to be celebrated in 2018 is the 50th anniversary of the **SNW**, which will be at Woburn Abbey on 15–17 June.

Henry Ford's connection to Ireland is outlined in an interesting article in the **Allard Owners' Club** magazine.

Another diamond jubilee, this time it is the **Ginetta Owners' Club**, who are working hard on preparations for 2018.

Some thoughts on headlights and their adjustment, make a useful article in the **Standard Car Review**.

All is revealed concerning the history of Chitty Chitty Bang Bang as it appeared in the film in the **NECPWA** magazine.

The dedication and determination of **Historic Caravan Club** members comes over very strongly in the account of the rebuilding of a 1920s eight feet Hutchings three-berth caravan.

The **Traditional Car Club of Doncaster** remind us to be careful: those who live by the sword get shot by those who don't.

There is a useful article on Amal carburettors in the **Riley Register Bulletin** (remember Freddie Dixon wanted to fit multiples of motorcycle Amal carburettors to his Rileys).

There is an illustrated article on conversions inflicted on early Morris cars for agricultural purposes in the magazine of the **Bullnose Morris Club**. It would appear that some of them have survived...

A report on the rather over-egged claims of success for a 20hp Austin in the 1914 Alpine Trial appears in the **Vintage Austin Magazine**. It would appear that the cars performance was somewhat exaggerated and embellished.

There is a very comprehensive analysis of the four-cylinder 400cc Honda in the magazine of the **Vintage Japanese Motor Cycle Club** which should be essential reading for anyone contemplating ownership of one of these delightful little machines.

Sparky plugs are the subject of an interesting article in the **Francis-Barnett Owners' Club** magazine.

The journal of the **Jowett Car Club** explains how the Prince Henry Vauxhall got its name – The Anglo-German motor tour of Great Britain of 1914.

The **DOT Motor Cycle Club** inform us that Ted Hardy's history of DOT motorcycles (1903 to 1978) has been reprinted. You can get your copy from Ann Davy (01283 820563) or from the club stand at the 2018 Stafford Show.

The **Speedster and Spyder Enthusiasts** are celebrating the 100th edition of their magazine and the 25th anniversary of the foundation of the club. Congratulations!

The **Lancia Motor Club** magazine features the commercial side of Lancia production on the 70th anniversary of the introduction of the Esatau. Have any of these handsome beasts found their way to these shores?

The magazine of **Club Triumph** has a series of articles on the Spitfire which would seem to be essential reading for anyone contemplating purchase.

The splendid publication The Bulletin of the **Vintage Sports Car Club** gives comprehensive photographic coverage of members vigorously exercising their steeds in all manner of events in the course of 2017.

The **MG Car Club** magazine gives us advance publicity for the Second Targa Sicilia which will take place from 10–24 May.

Its 60 years since the introduction of the Frog-eye Sprite and the **Austin Healey Club** will be celebrating this at Chateau Impney on 18–20 May 2018.

The **Panther Owners' Club** gives us a brief history of Flather Bright Steels of Sheffield, who were manufacturers of UBAS an alloy steel which was in great demand for automotive applications. The modern equivalent is thought to be EN16T.

The **MSA** magazine features historic racing as entry level sport for aspiring youngsters with Historic Formula Ford being given as an example. There is also a brief history of the pocket handkerchief Crystal Palace (750 yards) Race Circuit in South London which finally closed in the 1960s.

Silverstone Classic is the subject of a comprehensive photo reportage in the **Morgan Sports Car Club** magazine.

Rumcar News reports on some extraordinary prices realised at auctions in the USA for Peel microcars. A Peel P50 sold for £110,000 and a Peel Trident sold for £94,000. There is also a favourable review of Nick Wotherspoon's biography of Lawrie Bond The Microcar Man.

The journal of the **Vauxhall VX4/90 Club** reminds us that 2017 is the golden jubilee of the Vauxhall FD.

A nice little quote in the magazine of the **H & H Classic Vehicle Club**: Five surgeons are taking a coffee break. First Surgeon – "Accountants are the best to operate on because when you open them up everything inside is numbered". Second Surgeon – "Nah, librarians are the best. Everything inside them is in alphabetical order". Third Surgeon – "Try electricians! Everything inside them is colour coded". Fourth Surgeon – "I prefer lawyers. They're heartless, spineless, gutless and their heads and butts are interchangeable". The Fifth Surgeon who has been quietly listening to the conversation – "I like British car restorers... they understand when you have a few parts left over at the end".

The **DAF Owners' Club** magazine gives us some thoughts on the proposed petrol and diesel ban and how it might work.

The 2018 Rally of the **Triumph Roadster Club** will be at Claydon, near Buckingham on 17 June.

The **Transport Trust** digest tells us that more than 20,000 Dennis Dart buses – also known as the Enviro 200 have been built so far – greatly exceeding the total number of Routemasters at slightly more than 3,000. The magazine also gives us the starting procedure for the rotary engine of a WW1 Bristol Scout which is obviously not a procedure to be hurried...

The 300th edition of the **TR Register** reminds us that the 2018 TR International Weekend will take place on the Lincolnshire Showground from 30 June – 1 July.

The **Rover P5 Club** magazine speculated on the potential for the 25/40 gas turbine in the 1960s.

Good news for **Land Rover** owners! The Avon Traction Mileage tyre is back in production in 16 inch and 17 inch sizes. The club magazine also features the 30th anniversary celebrations of Landrovers of Switzerland with 450 vehicles from 18 clubs gathering together in the Bernese Oberland in July last year.

The **Daimler & Lanchester Owners' Club** International Rally will be in Nijmegen, Holland on 10 June 2018.

Taking up the play in an E83W steering box is a useful article in the journal of the **Ford Sidevalve Owners' Club**.

Someone in the **Rover Sports Register** has got him/herself a drone. There is an arresting photograph of the assembled cars at the rally field at Roverfest at Wroxall Abbey on the cover of the club bulletin.

The magazine of the **Military Vehicle Trust** can be relied upon for some outstanding photography. The

photo reportage on the US Army Transportation Museum in Virginia. Well worth a visit if you are in that neck of the woods.

There is a useful article on Lucas petrol injection in the magazine of the **Crash Box & Classic Car Club**.

If you cannot resist the temptation to tempt fate, there is an informative article on trafficators in the **Morris Register** magazine. (I remember them well, operate the switch on the steering wheel and thump the door pillar, repeat the procedure when cancelling...)

There is a photograph of a five-way road junction in Swindon in the magazine of the **1100 Club**. How do you navigate such a thing in thick fog?

The **Hillman Owners' Club** newsletter gives us an update on progress at the Archive Centre. The official opening is planned for Drive it Day 2018.

The number of people in their 90s with a valid driving licence has now passed 100,000 according to the magazine of the **Triumph Razoredge Owners' Club**.

It is encouraging to see youngsters taking part in activities at the Ardingly show as members of the **Vintage Horticultural & Garden Machinery Club** in the form of a ring parade with push hoes, seed drills and fertiliser spreaders.

Congratulations on the 500th edition of the **Panther Owners' Club** magazine. The magazine gives us details of overseas events that might appeal: 24-28 May in Brittany and 31 August to 2 September in Slovenia.

A fascinating story behind the Lancaster bomber and the involvement of Crossley Motors is outlined in the **Crossley Register** newsletter.

Welcome

Welcome to the following Club:

- **Mini Y Register**

Trade Supporters

Welcome to the following Trade Supporters:

- **Anderson Trading**
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- Interviews:** Will take place at the Hunt House and ideally the successful candidate should be able to start work by mid to end of January 2018.

Due to the pending retirement of the present post holder, an opportunity for an experienced Business Manager has arisen at the Sir Henry Royce Memorial Foundation situated in a Grade 2 listed building close to Milton Keynes. The successful applicant will take responsibility for the smooth running of our small office to ensure that the needs and expectations of the Chairman, Executive Committee and membership are met at all times.

The Foundation is a charitable company and further details about its aims are on the website, (www.henryroyce.org.uk) together with a copy of the Job Description.

The Business Manager vacancy is an autonomous role and you need to be comfortable being independent and making decisions. This position will suit you if you have good interpersonal and presentation skills and business management experience. You need to be self-motivated, have organisational and problem-solving skills, with a positive disposition.

You will provide a full range of office management duties and have excellent interpersonal, oral and written communication skills. The ability to manage staff (presently a PT Admin Assistant and PT volunteers) and experience with Microsoft Office Suite; databases and maintaining a website; event organisation, including SHRMF's prestigious lectures/dinners. Experience of Sage accounting systems, pay roll and charitable administration and management is desirable but not essential as training and support will be provided.

The biggest challenge for the successful candidate will be to grow the revenue stream for the Foundation by maximising funding opportunities through marque enthusiasts, the opportunities within the existing Hunt House facilities and thirdly, identify and develop new revenue streams with local businesses.

Typical working hours are 0900hr to 1700hr although the incumbent will be expected to cover occasional early evening and weekend events where time off in lieu will be given or exceptionally overtime paid. Annual leave entitlement is 28 days (exclusive of standard UK Bank Holidays).

Please submit applications by email to chairman@henryroyce.org.uk outlining qualifications with CV, demonstrating how your experience and skills match the job requirements together with two referees.

For further information about the role please contact chairman@henryroyce.org.uk

Classic Motor Show 2017

The FBHVC had a highly successful and extremely positive Classic Motor Show. A large number of enthusiastic members visited the stand over the three days.

Saturday proved to be the busiest, as we were very lucky to have the Quarrymen playing two 30 minute sets, one skiffle and the other more rock and roll, whereby a few volunteers took to the washboard and tea chest bass. Many came to listen, including the original driver of the Foden Lorry whereby the historic meet took place between Lennon and McCartney.

Sunday saw the award ceremony on the live stage for two very lucky apprentices. Bill McGawley OBE, Director of

the Sir Henry Royce Memorial Foundation awarded Stuart Parkes with a wonderfully engraved Snap On toolbox for outstanding knowledge, expertise, progress made and the achievement he had accomplished. Ray Newell from the Morris Minor Owners Club presented James Parkes with a cheque for £250 for being the Best Apprentice from Banbury & Bicester College, judged by the lecturers, who described James as being admired by both tutors and his fellow students. The FBHVC wish Stuart Parkes and James Parkes all the very best for their careers in the future.

For those who came to visit us, we thank you and look forward to seeing you again at another show or event in the future.



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