

Editorial

Emily Leese is the most recent recipient of a Coachmaker's Motor Bursary. Emily first came to our attention at the Federation at the Classic Motor Show when she approached our stand with her parents to ask how she could train to work on historic vehicles. She was only 14 at the time but clearly had a passion for old vehicles, one which nobody could quite explain as neither of her parents had any professional or personal interest in cars. The fact that the Federation's Apprenticeship scheme was only just in its development, and that in any case she was too young to start one, were insignificant barriers to such a determined lady. Living in Southampton, near to the National Motor Museum she seized the opportunity and became one of the Museum's youngest weekend volunteers.

Last year Emily finally achieved her ambition when museum manager and renowned chief engineer, Doug Hill, himself a former museum apprentice, employed Emily in the workshops and enrolled her on the Heritage Engineering Apprenticeship.

I was privileged to be present to see Emily receive her award from Paddy Hopkirk at the prestigious Automotive Dinner of the Worshipful Company of Coachmakers and Coach Harness Makers. You can follow Emily's progress on her blog on the museum's website. From this I learnt that one of her first tasks was to help prepare a pair of de Dion Bouton veteran cars for this year's London to Brighton and then accompany them on the run itself. Geoff Lancaster

Legislation & Fuels Bob Owen

Roadworthiness

Definition of MoT Exempt Vehicles

The Federation has received further information which allows us to clarify one area of the information we provided in the last Issue.

The DfT Guidance concentrates of course on the Substantial Change aspects of the exemptions. It is however misleading in its very brief outline of which vehicles are entitled to become Vehicles of Historic Interest (VHIs) if they are not substantially changed. I inadvertently allowed myself to repeat the errors. One of our members however, having his own doubts, has managed, through his MP, to obtain the only official announcement from DfT that I can find as to the actual detail.

I am using that as the basis for what I now understand to be the actual position on all aspects, which is quite complex.

1. Motorcycles, cars and light commercial vehicles built more than forty years ago are all (with the few exceptions listed in the Guidance) entitled to be declared as VHIs and thus exempt from the MOT test.
2. All buses and coaches, whether or not they are in commercial use, built before 1960 are entitled to be declared as VHIs and thus exempt from the MOT test.
3. Buses and coaches not in commercial use built more than forty years ago are entitled to be declared as VHIs and thus exempt from the MOT test.
4. Buses and coaches built more than forty years ago, but in commercial use, are not entitled to exemption from the MOT test.
5. Heavy Goods Vehicles built before 1960 and not in commercial use are entitled to be declared as VHIs and thus exempt from the MOT test so long as they do not travel laden or towing a laden trailer.
6. Heavy Goods Vehicles (HGVs) built after 1960, whether or not they are in the 'historic' taxation class, are not entitled to any exemption from the MOT test.

I realise that some of those of our members who preserve historic HGVs will be disappointed at this outcome. All the Federation can say is that this decision was set out in the DfT's Consultation response and was not thereafter subject to any further influence by the Federation or anyone else.

The concern must be that the 1960 date is not a rolling one and that the age at which preserved HGVs still have to be tested will therefore increase year by year. The Federation will keep this matter under review, particularly with relation to the number of test stations

which can carry out this testing, and their geographical locations. The Federation will continue to make the case that the Government should not require that any vehicle be tested unless it is practically able to offer the owner of that vehicle a test within a reasonable geographical distance of the place the vehicle is usually kept.

Initial Procedure

The Guidance creates an administrative issue. As set out in paragraph 14 of the Article which appeared in issue 1 (and in the Addendum), declaration as a VHI is to be made at the time of relicensing.

It is deemed by DfT to be administratively too complex to permit the required declaration to be made prior to the re-licensing date. This gives rise to three distinct administrative issues, which in each case could result in the keeper of a legally exempt vehicle apparently being at risk of wrongful enforcement action.

(a) A pre-1960 vehicle is currently exempt from the MOT. It would appear not to be so from 20 May unless it is also a VHI. But the keeper cannot make a declaration as a VHI until the next re-licensing date,

(b) A post-1960 vehicle in the 'historic' class will from 20 May be entitled to exemption if it is a VHI, but the existing due date for an MOT test may arise prior to the next re-licensing date for that vehicle, which is the first date for making a declaration as a VHI, and

(c) As DVLA uses calendar year of manufacture and as the rolling forward of VED exemption occurs only in April of the relevant year, to define eligibility for the 'historic' class, there can be a substantial lag (in some cases of over twelve months) in the DVLA process between a vehicle being forty years old, and therefore entitled to MOT exemption if a VHI, and the date upon which the vehicle qualifies for the 'historic' class, entitling its keeper to make a declaration as a VHI.

Following discussion with a representative of DVSA, a process has been identified whereby the keepers of vehicles qualifying as VHIs, who are under the law entitled to be exempt, will not be obliged to take what would legally be a voluntary MOT test just to escape possible enforcement based upon the DVLA record.

- The DVLA record currently shows every pre-1960 vehicle as being exempt from the MOT.
- The DVLA record will pick up, by reference to the date of first registration, when any vehicle which might qualify (i.e. not an HGV or a bus or coach in commercial use) becomes over 40 years old.
- The record will then show that vehicle as MOT exempt.
- If at the time of next licence renewal a declaration as a VHI is not made, the requirement for an MOT will reappear on the DVLA record.
- The DVLA record is and will continue to be updated bi-monthly to the police.
- The police will therefore treat every vehicle over forty years old as MOT exempt unless and until the record shows it is NOT exempt.

DfT have to date said they do not intend to promulgate the existence of this procedure, but there seems no reason why the Federation should not make our members aware that the keeper of a qualifying vehicle over forty years old is not, from 20 May, at risk of prosecution for failure to take an MOT until the next re-licensing date. However, the Federation would obviously advise that if the keeper of a vehicle considers that he will not be able to make the required declaration that the vehicle is a VHI he ought to have a valid MOT certificate, at the latest before the re-licensing date for the vehicle arises.

CLEAN AIR MATTERS

This remains a matter of major concern, and the subject of intense Government activity.

LEZs

Recent Government announcements suggest that LEZs will be rolling out rapidly in urban areas. Each will come with its own Consultation and as in each case aspects of the proposals may vary; the Federation will do its best to pick up on any variations which affect our members' vehicles. By and large most are following the framework proposed by Government which does exempt vehicles in the 'historic' taxation class.

In the recent past we have commented upon the proposals to bring the London ULEZ forward and to extend its operation to the North and South Circular Roads. There we have

been able to confine our comments to some important matters of process and procedure, as the position of historic vehicles, including heritage buses, in London is well established.

MOTs and IVAs

Rather more seriously, at the beginning of February, DfT issued a consultation, permitting only four weeks' response time, entitled 'Road Vehicles: Improving Air Quality and Safety'.

This Consultation is largely concerned with major matters such as penalising the use of 'defeat devices' in diesel vehicles, which are not of our concern. But, almost as an afterthought, it included proposals to limit, through changes to the MOT test, the ability of Kit Cars and some other totally ill-defined 'classic' vehicles to obtain IVAs.

This at a stroke would destroy an important element of the kit car building business and could put at risk a number of ongoing private projects. Furthermore, as it was drafted, it could have worked retrospectively to affect the standards for MOT tests for vehicles with existing IVAs.

The Impact Assessment, which is required for all Consultations, made only the most fleeting reference to the businesses affected, had clearly made no assessment of the effects and showed a total failure to understand the importance in the kit movement for the use of historic engines or the reasons for doing so. It was clear there had been no engagement with the builders or the enthusiast owners.

The Federation made a robust response to the relevant aspects of the Consultation calling for the proposals to be withdrawn. But the Federation was so concerned that it has also entered a protest on the grounds that the Consultation breached the Government's own Principles for Consultation and brought the situation to the attention of Sir Greg Knight MP, Chairman of the All Party Parliamentary Historic Vehicles Group who has to our knowledge taken the matter further.

DVLA Ian Edmunds

DVLA Sections and Post Codes

First registration applications for an age related number
(imported vehicle, or 'found vehicle' with no known previous GB registration number)

First registration team

DVLA

Swansea

SA99 1BE

V765 and Reconstructed classic applications

K&R

DVLA

Swansea

SA99 1ZZ

Changes to a registered vehicle
(including date of manufacture)

CCU

DVLA

Swansea

SA99 1BA

- K&R is Kits and Rebuilds
- CCU is Central Capture Unit

It will be appreciated that it is often not appropriate or helpful to comment on matters which are still in progress, thus although there is currently a lot going on I have very little on which I can report. Suffice to say that discussions continue with DVLA on several aspects of 'Q' plate registrations and on the registration of imported vehicles which were originally sent to their destination country in CKD form. In the case of the latter it seems that some

misunderstandings within DVLA that we believed had been resolved some time ago have reappeared. Obviously we will report on the outcome of these discussions at the earliest opportunity.

We have also pointed out to DVLA that there seems to be a resurgence of unhelpful rejection letters which list all the reasons why a registration application may have been rejected without providing the applicant with any detail of the shortcomings of their particular application.

Finally we learn from the national press that the CEO of DVLA, Oliver Morley, left to take up a new position in March.

Julie Lennard has been appointed interim Chief Executive of DVLA from 19 March. DVLA's interim Chief Executive Julie Lennard said: "I'm really looking forward to leading the team here in Swansea at a time when the agency is taking great steps in innovative digital services for motorists."

The DVLA is an executive agency of the Department for Transport. It is responsible for maintaining over 48 million driver records and almost 40 million vehicle records. It collects around £6 billion a year in Vehicle Excise Duty. The agency employs over 5,000 people and is based in Swansea.

Technical & Events Tony Davies

HERO's Winter Challenge to Monte Carlo in late February was, as expected, a very challenging and competitive event. It wasn't that snowy nevertheless it was a real challenge with a variety of Cols, narrow lanes in the Ardeche and maze-like vineyard roads to keep the crews on their toes. For Tim Lawrence and myself a reasonably satisfying result of 9th O/A and 2nd in Class was the end result. A few less mistakes on my part would have seen us a little higher up the leader board and it is definitely an event to be put in the diary for early 2020. I wonder - am I getting too old!

Looking a little closer to home now and we find a series that deserves to be supported. The North of England and Scottish Classic Rally Organisers (NESCRO) calendar has a full programme for 2018. A look here - <http://www.nescro.co.uk/events.php> will give you all the dates and locations you need. Definitely a busy few months in the Summer are in store for all involved.

The usual variety of HRCR Scenic Tours is available for your enjoyment of the classic scene during the coming sunny months. A real treat if you want some enjoyable low-key outings in your classic vehicle. A look at <https://www.hrcr.co.uk/events/category/scenic-tours/> will tell you all you need to know. Who knows, you might even find a great picture of your car or even get an entry on one or two of the early rounds if you're lucky.

For other more competitive HRCR events <https://www.hrcr.co.uk/events/> is the place to look. A real variety of events is available throughout the year. But again, don't delay, entries fill up very quickly these days.

You may still be able to get an entry in HERO's Summer Trial which is a good weekend event in mid-May if you want a gentle introduction into regularity events. Definitely an event for Beginners and Novices I suggest; to be held this year in the Peak District; <http://heroevents.eu/event-type/summer-trial/> will tell you all you need to know.

For adventures further afield have a look at <http://www.bespokerallies.com/>. John Brigden and his Team really do put on a great cross-section of International events, touring and competitive, with Malaya, Borneo, South America, Scandinavia, India and Tasmania all featuring in 2018, 2019 and 2020.

The RallyRound UK people are busy too <http://rallyround.co.uk/> with Africa and France/Netherlands featuring in their 2018 calendar.

With all four of the UK's principle organisers of top-class classic rallies putting some of their events onto the FIVA International calendar the signs are good for the future of our hobby.

Finally for this issue, don't forget our home-grown FIVA World Rally 2018 that takes place in late August/early September in mid-Wales. Based at the Metropole Hotel, Llandrindod Wells,

this event is a 4-day scenic tour around some of the best Welsh roads and is being organised by the Scenic Car Tours UK Club under the leadership of Paul Loveridge.

This one is definitely an event to be recommended. Please see here - <http://sceniccartoursuk.co.uk/events/fivaworldrally2018/> and here - <http://sceniccartoursuk.co.uk/events/fivaworldrally2018/fiva-world-rally-2018-itinerary/> for event details and here - <http://entries.sceniccartoursuk.co.uk/fiva-world-rally-2018-entry-form/> to enter this first FIVA World Rally in the UK. Don't miss it, you won't be disappointed.

Amazing Barn Find

Just when you were thinking there cannot possibly be any more barn finds of exotica, look what turned up in an underground carpark in Philadelphia... a 1937 Packard Hearse, a 1937 Rolls-Royce bodied by Franay which was the 1937 show stand car at the Paris Auto Show, and most importantly a one-off 1948 Delahaye cabriolet bodied by Vesters & Neirinck displayed at the 1948 Brussels Auto Show. They were found in a subterranean car park having been left for nearly 50 years.

This information comes courtesy of LBI Limited – Next Generation Car Guys website: <https://lbilimited.com/>

Research & Trade Paul Chasney

1000 miles in a historic vehicle?

The route for the Federation's 1000 Mile Reliability Run, marking the 30th Anniversary of the Federation and designed to raise the profile of the Heritage Engineering apprenticeships, has now been announced. The Run will also showcase the Austin Westminster Estate that has been restored by Practical Classics Magazine.

Practical Classics' Westminster together with a specially chosen band of historic vehicles will follow a carefully planned 1000 mile route and we confidently predict that none of the vehicles will miss a beat. Historic vehicles can be reliable!

The Run will start at the Brooklands Motor Museum on 18 April and over 4 days will reach Edinburgh and the Queensferry Crossing before returning to Bicester Heritage for Drive It Day on Sunday 22 April. On Monday 23 April the Run will extend to Anglia Car Auctions in Kings Lynn to publicise the auction of Practical Classics' Austin Westminster estate car, with all proceeds being donated to the Lenox Children's Hospice. The ACA auction will take place on 16 June 2018.

Member Clubs who took part in the Federation's Club survey at the end of last year will have received an invitation to support the Run at one of its stops. If you would like to support by attending a stop and joining in a photoshoot please email us on 1000milereliabilityrun@fbhvc.co.uk. Space at some of the stops will be limited so please let us know if you are able to attend and support the Run.

Outline Timetable

Wednesday 18 April

09.00–10.00 Brooklands Museum, Weybridge.
12.00–13.00 National Motor Museum, Beaulieu.
16.00–17.00 JLR Classic, Coventry

Thursday 19 April

12.00–13.30 Bowcliffe Hall near Wetherby
15.30–18.30 Angel of the North

Friday 20 April

11.30–12.30 Queensferry Crossing

Saturday 21 April

12.00–14.00 British Motor Museum, Gaydon
14.30–16.30 Rootes Archive Centre, Wroxton, Banbury

Sunday 22 April

Bicester Heritage to celebrate Drive It Day

Monday 23 April

10.00 Anglia Car Auctions, Kings Lynn

Secretarial News Emma Balaam

AGM Notification

The FBHVC 2018 AGM will be held at The National Motorcycle Museum on Saturday 13 October.

Please save the date in your diaries.

Welcome to the following clubs for joining the FBHVC

MPH2

Fiat Motor Club GB

Military Vehicle Preservation Group

Association of Heritage Engineers

Royal Wootton Bassett Classic Car Club

Range Rover Cymru

Mean Old Timers

Welcome to Heritage Cars Harrogate for joining as a Trade Supporter, and to those Individual Members who have since joined.

It was lovely to meet some of you at Race Retro this year. Thank you for taking the time to come and say hello. Friday seemed to be the busiest day with queries and questions from great enthusiasts. More families were in attendance on the Saturday and Sunday. Let's hope the knowledge and enthusiasm was instilled in the younger generation to follow in the footsteps of their older generation! Only time will tell I guess.

The FBHVC were also in attendance at the Practical Classics Classic Car and Restoration Show between 22-25 March. More details will follow in the next newsletter.

Don't forget Drive it Day on 22 April 2018. For more information please visit our website or contact Ken Coad on coadspeed@btinternet.com

Very soon our postal redirection will be coming to an end, therefore can you all please take a moment to check you hold the correct address for the FBHVC.

Our correct address is

PO Box 295,

Upminster

Essex

RM14 9DG

Many clubs are still addressing their newsletters incorrectly and it would be such a shame if any important news doesn't get through to us.

David Davies reads every single newsletter, which is a very arduous task indeed. Don't forget we have 554 clubs who send their publications on either a weekly, monthly, bi-monthly or quarterly basis. As you can imagine he has a great deal of reading to get through and cannot possibly mention every organisation. He does a wonderful job and conveys as much information to you all as possible.

We thank you David.

GDPR Stop Press

Many of you have been asking what information we can provide on the forthcoming General Data Protection Regulations? Please be assured we have been trying to identify a company who can truly provide expert advice and now we have found them! The Federation has commissioned a company called Nettitude who is a member of the Lloyd's Register group to write a bespoke briefing for all our members. There is a lot of conflicting advice in circulation and we knew it was critical to identify the correct company to support our members. This organisation has already provided expert advice to one of the very largest clubs in the UK; Emma and I attended one of their one day seminars. The gentleman delivering the advice and now creating our document is an enthusiast and club member.

Now you may say this is rather close to 25th May but remember the GDPR regulations come into force on that day, it is the start of the journey, not the end and we are quite sure the

Information Commissioner's Office is not going to start pursuing our member clubs on day one. Also remember there is no single solution to comply with GDPR, each organisation needs to understand their own responsibilities and organisational structure. The practical implications of GDPR are only becoming clear in the last few weeks and will continue to evolve as the ICO starts to apply the Regulations and make judgments.

Our briefing will be produced as a pdf document and will be sent automatically by Emma to all members on receipt from Nettitude, we expect this to be a day or two prior to the Regulations coming into force.

In the meantime, general information is available by visiting the Information Commissioner's Office website [https:// ico.org.uk/for-organisations/guide-to-the-general-dataprotection-regulation-gdpr/](https://ico.org.uk/for-organisations/guide-to-the-general-dataprotection-regulation-gdpr/)

David Whale

Skills Development & Engagement of Young People Karl Carter
Trailblazer and Heritage Skills Academy

On the 8 February we were advised by the Institute for Apprenticeships that our submission for the Heritage Engineering Technician Apprenticeship was formally approved and we have been advised of the provisional funding limit. The standard is ST0571 and we have been given an upper limit of £21k with a further total of £2k to be added for employer and provider for younger or disadvantaged apprentices.

Although we are delighted to have an approved standard, the provisional funding is disappointing as a number of providers have indicated a cost of delivery would be around £33k. We do have the right to appeal, which we will now do as the provisional figure will not be sufficient to provide the high-quality training that is essential to produce highly proficient apprentices ready to work on heritage vehicles. In the meantime, we will continue to work with the Institute for Apprenticeships and the next stage is to agree the End Point Assessments, which will hopefully be concluded by April this year.

The Standard is available on the Institute for Apprenticeships website www.instituteforapprenticeships.org followed by a search in the Apprenticeship Standards under Heritage Engineering Technician and in Apprenticeship Standards in Development (ST0571).

With the Heritage Skills Academy now up and running at Bicester Heritage, the sooner we can get the Trailblazer Apprenticeship finalised the better. The programme at Bicester continues to grow and the first block-release course has now completed four of the 1 week courses at the FBHVC unit at Bicester Heritage. There is significant interest from restorers across the country and plans are now in place for another block-release stream to start in May this year, with a further possibility for a third stream being made available later in the year. This is significantly ahead of our original plans to have three streams running by year 3 and this reflects the high quality training that is available at the Heritage Skills Academy. With this success comes the possibility of adding further courses for specialist subjects and plans are now in place to include a separate English Wheeling Course and also 2-day courses based around topics such as what to look for- buying your first classic vehicle, basic maintenance and more complex maintenance and specialist training.

The success of the Heritage Skills Academy is down to the quality and dedication of the academy staff and particularly to John Pitchforth whose enthusiasm and drive has made this new development possible. The FBHVC continue to work very closely with John and the Heritage Skills Academy. This is in addition to the support the FBHVC give to Banbury and Bicester College, who are also running the Apprenticeship Day Release Course from their facility also based at Bicester Heritage.

RACERS, RALLY CHAMPS AND RECORD CROWDS AT RACE RETRO 2018

Legendary racing drivers, World Rally Champions and record crowds gathered at this year's Race Retro, powered by Motor Sport, with 23,100 attendees over the three-days, a ten-per-cent increase on 2017.

Hall of Fame inductee Brian Redman was amongst the many guests at Stoneleigh Park, along with rally driver Miki Biasion, who was celebrating 30 years since his first WRC win. Both shared stories from their careers and signed hundreds of autographs for adoring fans.

Flying in from the USA especially for the show, Brian said: "Considering I haven't raced in the UK for decades, the response has been amazing, and it's been a pleasure to meet so many enthusiasts. Thank you so much for an incredible weekend."

Steve Parrish, former motorcycle and truck racer turned pundit, celebrated his 65th birthday on Saturday at the show with two of his own racing Suzuki bikes on display in the Motor Sport Hall of Fame. Steve was joined by triple British Touring Cars Champion Matt Neal who made his Race Retro debut.

Other famous motoring names attending included Jimmy and Alister McRae, Jaguar test driver Norman Dewis, Rosemary Smith, Bron Burrell, and Tony Mason.

The Motor Sport Hall of Fame Live once again brought together a mix of rarely seen racing and rally cars including the McLaren M14a, Dan Gurney's last Formula One car, and a tribute to 40 years of ground effects with a display including the Lotus 79, Williams FW07, a Porsche 956, and a freshly restored Chevron B48 that had not been seen for over 30 years.

There was also tributes to 30 years of Jaguar's success at Le Mans with the winning XKR9, and four cars from Prodrive to encapsulate the career of Hall of Fame inductee David Richards.

From rallying, the Miki Biasion inspired line-up including the Lancia 037, Ford Sierra Sapphire Cosworth and Lancia Delta Integrale he drove in period. Miki also got back behind the wheel of the Sapphire on the Live Rally Stage as well as a beautifully restored Lancia Fulvia that stepped in when the Delta had mechanical issues.

Rallying with Group B delivered 'the best rally stage ever' at Race Retro according to former rally champion Russell Brookes as around 80 cars, including over 20 from the Group B era, provided spectators with thrill after thrill on the bespoke stage, which had a new layout for 2018 which allowed more cars to run at the same time.

Back in the halls, Silverstone Auctions had two sales over the weekend with the Competition Car Sale securing a 62% sales rate, with a total of £891,945 including premium. The Classic Car Sale achieved a 70% sales rate and total sales of £2,690,029 including premium, giving a combined figure of 67.3% sales rate and £3,581,974 total sales.

Highlights of the Competition Car Sale included the 1990 BTCC winning Ford Sierra Cosworth RS500 'Group A' which saw the hammer down at £182,250, and the ex-Colin McRae 1999 Ford Focus WRC Rally Car selling at £126,500, proving that 'fast Fords' are still in high demand.

In the Classic Car Sale, the 'Bullitt' spec 1969 Dodge Charger that was previously owned by Bruce Willis and Jay Kay sold for £94,500, while the rare manual 1997 Aston Martin V8 Vantage V550 formerly owned by Sir Elton John sold at whopping £219,375.

Visitors voted Jim Angliss' modified 1967 Ford Anglia 105E as the winner of this year's Pride of the Paddock award, with Mike Mayfield's 1986 Lada Samara a close second. In the Retro & Café Racer competition, last year's runner up Ken Perch took the win with his 1962 Honda CB92 with Steve Taylor's 1963 BSA Rocket Goldstar café racer in second place.

Lee Masters, Show Director of Race Retro said: "After the response to last year's event under the new ownership of Clarion Events, we wanted visitors and exhibitors to see yet another step change for Race Retro, showing our commitment to the industry and firmly securing our position as Europe's number one historic motorsport season opener."

The next Race Retro will be held on 22-24 February 2019. For the latest updates as well as all the highlights from 2018's event, visit www.raceretro.com

Heritage, Culture & Museums

ICONIC BIKES FETCH WORLD RECORD PRICES

Motorcycle history was made by H&H Classics at the National Motorcycle Museum on the 4th March 2018 when the company sold two iconic bikes for new world record prices.

H&H's line-up of 170 bikes included a number of gems that had the place heaving despite a week of atrocious weather that had kept people at home. The biking fraternity turned up in strength to bid for John Lennon's 1969 Honda Z50A 'Monkeybike' which made £57,500 and a fascinating survivor, a pre-production Honda CB750 which reached £161,000 against a pre-sale estimate of £35,000 to £40,000.

There was huge excitement for the John Lennon Monkey-Trail bike XUC 91H when its turn came to go under the hammer.

John Lennon used the bike as a fun way of getting around his Tittenhurst Park estate in Surrey, where he lived from 1969 to 1971. Prior to the sale H&H Classics estimated that the bike would sell for £30,000 plus.

Mark Bryan, Head of Sales for H&H Classics Motorcycle Department, said: Naturally we were thrilled to be entrusted with the marketing and sale of this bike, given its extraordinary provenance. So to achieve this price is hugely satisfying.

The Honda Monkey/Trail Bike XUC 91H was acquired by John Harington from Henry Graham, of Hook Hampshire, who at the time was owner of a business in Farnborough Hampshire - Motor Cycle City in around 1971.

Henry Graham said that he had bought the motorbike from John Lennon, who was living at the time at Tittenhurst Park in Sunningdale, near Ascot Berkshire.

John Harington, the current seller, had kept the bike for the past 47 years, since buying it from Mr Graham and had displayed it at various events and shows throughout that time.

The second historically important bike, the Honda CB750 is a very special motorcycle which collectors worldwide were clamoring for. It was estimated at £35,000-£40,000 prior to the sale but in an extended bidding fight finally sold for a total of £161,000 – a new world record.

A "Late" pre-production model it is one of only four built, only two are known to still exist, the other is in the USA and was famously sold on eBay in 2014 for a price of \$148,000. The bike that H&H Classics are selling could well beat that price taking this rare motorcycle to establishing a new world record for this hugely influential seminal bike.

The bike for sale with H&H is a rare machine, mostly hand made in Japan in c1968. This bike came over to the UK in 1969, was registered by Honda UK and was used by them in the UK launch of the then new CB750 model. It is frame number CB750-2110.

Perhaps not surprisingly it has been in the same private collection for the past 35 years and was undergoing a restoration when the owner sadly passed away.

Head of Motorcycle Sales at H&H Classics, Mark Bryan, said of this bike: This is one of the most historically important bikes we've had the pleasure to offer for sale. Referred to on its launch as the most sophisticated production bike ever. The standard bike at launch was capable of 120 mph and was equipped with non-fade front hydraulic brakes. The bike has gone on to become a true icon rated as one of the top landmarks of Japanese Automotive Technology.

The two missing bikes suffered sad fates. A green version of this bike went to France and was never seen again and a red one was crushed about five years ago in the US.

This gold bike was first shown in Europe at the Brighton Motorcycle show between April 5-12 1969. It also appeared on the cover of Motorcycle Mechanics May 1969.

The idea for a four cylinder 750 wasn't even discussed until June 1968. Honda built a 750-4 test mule with a drum front brake, then the prototypes, all in just six months! This bike's every single part is different from a production model.

Heritage, Culture & Museums Keith Gibbins

Brooklands - De Dion Motor Tricycle Races

Towards the end of last year, on the 120th anniversary of the Motor Car Club series of races for the De Dion Bouton motor tricycles on the quarter mile oval cycle track at Sheen House, Richmond Park, Brooklands Museum re-created the event, with a series of demonstration races and sprints.

Nick Pellet of the De Dion Bouton Club UK was quoted as saying in 1897 the races were started with a pistol shot but the museum wouldn't agree to repeat that, so a brass hand bell was used! An excellent video of the event can be seen here <https://vimeo.com/249223770>
De Dion Bouton No 7 was bravely ridden by Caroline Sibley, in period dress.
Image courtesy of getSURREY

ABTEM – Heavy Objects

Our chairman and I were invited to the Association of British Transport Museums launch of the nattily titled "GUIDELINES FOR THE CARE OF LARGER & WORKING HISTORIC OBJECTS". This is a well-produced document which complements the Charter of Turin Handbook. It contains practical guidance on conservation to owners of transport collections. Copies can be found via the ABTEM website including a neat "flipbook" available here <https://goo.gl/G1sVzd>

We also had two excellent presentations on restorations of a Crosslé racing car, by Mark Kennedy of the Ulster Folk and Transport Museum and from the Tank Museum Bovington, a Matilda tank by Chris van Schaardenburgh.

Crosslé Mk III Restoration

The Crosslé Car Company was founded in 1957 when John Crosslé, a former champion motor cyclist, built his first racing car by buying an old Ford 10 van and turned it into a racing car.

The company is still in operation and the history is detailed here <https://crossle.co.uk/History.html>

Famous names who raced Crosslé cars included John Watson, Nigel Mansell and two Eddie's Irvine and Jordan. I can recall first recognising the name in 1969 when Gerry Birrell was successful with a Crosslé 16F Formula Ford.

The subject of the presentation was the restoration of John's own 1959 Mk III, a 1172 Ford Special. Three were built but his own one was unique in having a Norton gearbox.

It was John's first single seater and last front engined car. He won the 1960 All Ireland championship driving it.

Safety improvements included constructing a shield to cover the prop-shaft which had rotated happily next to the driver's right hip and since the chain to the gearbox had worn holes through the rear of the seat, repairs were made with heavier gauge material and reshaped to lessen the chance it would happen again!

John passed on in 2014, see here for the Irish Times obituary <https://goo.gl/usts54>

The Museum website <https://www.nmni.com/collections/highlight-tours/driven>

Matilda Tank Restoration

This Matilda II was built by North British Locomotive in Glasgow in 1941. Some 3,500 were constructed originally. Tanks are a balance of Armour, Armament and Performance. The Matilda II was strong on the first but weaker on the other two. It briefly gave the German army a scare at Arras in 1940 when shells from their tanks and anti-tank guns just bounced off but the 88mm anti-aircraft gun proved able to stop them. They also did well in North Africa and for a while were known as the 'Queen of the Desert'.

About 70 still exist with 5 in the UK. The Tank Museum's example was never in combat but was used for training during the second world war. To put it mildly it was well worn, with the gearbox having suffered considerable abuse!

After a successful Arts Council bid a project budget of £30,000 enabled the work to start in 2016.

Lessons learnt included,

- The initial time estimate was very optimistic, we needed a much more detailed investigation.
 - Importance of the selection of the project team.
 - Acquiring spares in advance of the project.
 - Finding suitable and reliable suppliers.
 - Clear agreement with the project team as to what the expected outcome is.
 - What reporting format was required?
- which probably applies to many restorations!

The whole process was videoed in great detail and uploaded to YouTube, see <https://goo.gl/kjftqU> for part 1 of 19. The series has been viewed internationally with over 800,000 viewers from the UK and US alone.

Chris said one of the many feedback comments by a 'Archoncommando' was; It's really nice to see an arts council or something of the sort actually funding something like this for a change. Something that actually needs money and has real effort put into it. Not like some lazy bums that just paint a couple blue lines on a canvas and make up some BS theory on what it represents. Projects like this are awesome!

Which caused a ripple of laughter from the audience, though not exactly politically correct!

Club News David Davies

2018 would appear to be the year of the club calendar. Never before have I received so many publications all of which must have acted as forceful promotions for their clubs. The creative skills and the design and production quality are up to the standards of the best of the commercial offerings.

The Sunbeam Motor Cycle Club draws our attention to their 'Northern Pioneer Road Test Run' on 1 July starting and finishing in Leyburn, North Yorkshire. There is an article in their magazine on early electric motor cycles. Very interesting indeed.

The magazine of the Mini Moke Club tells you what to look for when buying an Australian Moke.

'All Morgans Day' will be on Sunday 1 July at Blenheim Palace.

There is a useful article which is dear to all of us – ethanol – in the Rover P4 Drivers' Year Book for 2017.

The MG Car Club magazine has a useful article on one of the things we all dread... removing a broken stud from your engine. And an article in the Pre-1940 Triumph Motor Club on a similar vein recommends 'JB Marineweld' and 'Supafix' as potential solutions to engineering tragedies.

The Journal of the Austin Healey Club has a timely article on the freezing point of water and ant-freeze.

Photographs of the Moorfield Works in Wolverhampton and the commemorative wall plaques are included in the newsletter of the Sunbeam Talbot Darracq Register. There is also a reference to 2020 when an event to celebrate Sunbeam and Wolverhampton is in the early stages of planning.

The newsletter of the Vintage Austin Register recommends a catalogue – ‘Car Builder Solutions’ as a useful source for the electrical bits and pieces you may require to keep your pride and joy on the road. www.cbsonline.co.uk

An extraordinary little story in the ‘Eastoric News’. A mark 9 Spitfire (aeroplane) is parked in a garden near Newquay, Cornwall. The elderly gentleman who owns it bought it as his pension fund. It may be for sale – but it will not be cheap...

An arresting photograph graces the cover of the ‘Standard Car Review’ featuring the 1959 Standard ‘Ten’ which had been turned in for scrappage against a new Transit van. Initially Ford were adamant that it had to be crushed but after a great deal of lobbying there has been a stay of execution. However, since the logbook has been over stamped ‘Scrapped’ it is unlikely that it can be returned to the road.

The Armstrong Siddeley Owners’ Club magazine reminds us that 2019 will be the centenary year for the marque and outlines some of the celebrations already being planned.

2018 is the Golden Jubilee of the Norton ‘Commando’ and the Norton Owners’ Club plan to make a show of it at the Classic Motor Cycle Show at Stafford in April.

If you have nothing better to do and you own a ‘Traction Avant’ you might just consider the ‘Tracbar Dundee’ a four week trek from Perth to Brisbane via Uluru planned for August this year. See tracbar-dundee.com for more information.

Congratulations to the Vanden Plas Owners’ Club on winning the ‘Medium-sized Club Stand Award’ at the NEC Show.

In the unlikely event of you exporting a vehicle to Australia, the Newsletter of the Vauxhall Owners’ Club reminds you that there is ZERO tolerance for asbestos. It does not matter how old the vehicle is, assurances of freedom from asbestos in any form are required.

The Road Roller Association journal has a photograph of a 1910 18 tonne McLaren which has been around quite a bit. It may have been dispatched to Ethiopia when new, but found its way to Italy and was repatriated to England in 1915 having been found in the Tuscan hills.

The journal of the Vincent HRD Owners’ Club has an in-depth article on the ‘Picador’ engine drone used for towing sleeve targets for the training of anti-aircraft gunners.

2018 is the Diamond Jubilee of the BSA Owners’ Club – Congratulations!

A new history of the Ginetta is in gestation. The launch is planned for April/May 2018 to coincide with the 60th Anniversary of the marque.

Did you know that ‘Lord Austin’ was one of a class of trawlers built in Selby and utilised in WW2 as minesweepers? Read about them in the magazine of the Preston and District Vintage Car Club.

The H & H CVC magazine reminds us of the old adage that if you want to make a small fortune from classic cars; start with a big one...

The Fire Service Preservation Group will be celebrating their Golden Jubilee with a special show at the British Motor Museum, Gaydon on 21 and 22 July.

The Mk 1 Cortina Owners Club reminds all clubs that the new General Data Protection Regulations are required to have their members’ permission to hold your personal details. Without such permission, your club will be unable to administer your membership, send you the club magazine, sell you spares, etc and to keep you up-to-date with future events.

More Golden Jubilees! Congratulations to the Devon Vintage Car Club on their 50th Anniversary.

Congratulations to the Steam Car Club of GB and the London Vintage Taxi Association for both reaching 40 years.

The future of that important publication 'Morgan's Yearbook' is in doubt. The team who have been responsible for collating this booklet which lists more than 1,000 events in central and northern England for the last 18 years wish to hand the banner over to a new team. If you feel that you can assist, contact York Vikings Rotary Club for more information.

The Giulietta Register are planning a European tour from 21 to 27 August based on the 'Spettacolo Sportiva' in Zandvoort, Holland and gives us advance notice of their plans for 2019 for a European Tour of the Dalmatian Coast.

The Jaguar Enthusiasts Club magazine included an impressive photo-reportage on the NEC Show where the Club received the Classic & Sportscar award for the best event held in 2017.

The Triumph Roadster Review give us notice of the clubs annual rally planned for 17 June at Middle Clayton, Buckinghamshire.

There was a very complimentary report on the Syston Park Speed Trials in the newsletter of the Colchester Vintage Motor Club. Sadly this 'time-warp' event is no more but an alternative venue is under negotiation.

159 surviving Sentinel Waggon and Tractors are listed in a supplement to the January issue of Sentinel Transport News which, as usual, contained a remarkable collection of contemporary photographs. There is also the good news that the Sentinel Works in Shrewsbury have been purchased by Paterson Enterprises, the trading company for Morris Lubricants.

The WW2 Bellman hanger at Brooklands has now been moved which restores the 'Finishing Straight' for motoring events once more.

The 'Million Minor' rally held on 9 – 10 September is covered in a photo-reportage in the Morris Minor Owners' Club magazine. Nine of these beasts turned up to enjoy a ramble through the delights of the Peak District.

Staying with Morris; the magazine of the Pre-1940 Morris Register has a useful and informative article on 'electrics'.

The Journal of the AJS & Matchless Owners' Club reports on the 2017 'Distinguished Gentlemans Ride' which raises funds for charities including prostate cancer and mental health issues.

The Lancia Motor Club magazine informs us that 'The Sliding Pillar Rally' will take place in Chepstow from 8 to 11 June and the National Rally will be in Kenilworth from 3 to 5 August.

The Traction Owners Club magazine has a detailed story of determination and perseverance in (successful) negotiations with DVLA over a period of eight months to establish proof of age and therefore an age-related registration.

The Panther Owners Club plan to get around a bit this year with trips planned for Brittany in May, Denmark and Germany in June and Slovenia in August.

There is an interesting and informative article on the Rootes Archive Centre Trust in the Imp Club magazine.

The Deux Chevaux Club of GB is celebrating its 40th anniversary this year!

The newsletter of the Southend & District Classic Car Club reports a visit to the Historic & Classic Motor Museum in Limassol, Cyprus.

There is an interesting article on Armstrong shock absorbers and their problems in the magazine of the Midget & Sprite Club.

The Armstrong Siddeley Owners' Club continue their preparations for the celebrations for the centenary of the Armstrong-Siddeley in 2019.

There are two useful articles in the bulletin of the Morgan Three Wheeler Club which will be of interest to those of you new to lathe ownership.

The Mini Cooper Register reminds us that 'National Mini Day' will be on 10 June at the National Motor Museum, Beaulieu.

Two useful articles in the Journal of the Austin Healey Club. The first explains the difference between a 'phillips' screwdriver and a 'pozidrive'. The second article looks at the current voltage regulator.

NOW RECRUITING – Business Manager

Employer: Sir Henry Royce Memorial Foundation, The Hunt House, High Street, Paulerspury, Northants, NN12 7NA
Salary: In the region of £30,000 pa commensurate with ability and experience.
Status: Permanent, full-time* following a six-month probationary period.
Interviews: At above address. Successful candidate should ideally be able to start work by mid to end of May 2018.

An opportunity for an experienced Business Manager has arisen at the Sir Henry Royce Memorial Foundation situated in Northamptonshire. The successful applicant will have 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 the position will suit you if you have good interpersonal and presentation skills with proven business management experience. You will also need to be self-motivated with a positive disposition.

You will provide a full range of office management duties and have excellent oral and written communication skills. The ability to manage staff (presently a PT Admin Assistant and Archivist) 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 09 00hr to 17 00hr and full time is preferred. However, the Foundation is prepared to consider part time should the right candidate be appointed. There may be some flexibility with hours worked and you 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 (inclusive of standard UK Bank Holidays) Salary and annual leave will be paid pro rata for part time working.

Please submit applications by email to karen@henryroyce.org.uk outlining qualifications with CV, demonstrating how your experience and skills match the job requirements together with two referees by no later than 30 April 2018.

Club News

www.Red-RF.com

The winter of 2017-18 marks the 65th anniversary of all 225 of London's red RFs entering service between September 1952 and March 1953. On 11 February 2018, RF486 returned

to Hounslow to celebrate its birthday by running some of the routes operated by Hounslow RFs over the years. It was joined by RF406, which operated from Hounslow briefly in 1961. Here is RF486 on its 65th Birthday, 11 February 2018, accompanied with RF406. More information can be found online by visiting http://www.Red-RF.com/Red-RF_events/Hounslow_road_run.aspx

Credit for the event and photograph to Peter Osborn, who is also heavily involved with the London Bus Museum and the London Historical Research Group of the Omnibus Society.

Cambridge-Oxford Owners Club World's First Virtual Classic Car Rally

The Cambridge-Oxford Owners Club, the club for vehicles based on the 1954 Austin Cambridge and Westminster cars including their later badge engineered descendants, has held what they believe to be the world's first virtual classic car rally. The club were one of the first classic car clubs to embrace a digital element and held the weekend-long event to celebrate 10 years of their social media platform, The Farina Forum.

Members from around the world got together over the weekend to take pictures of their cars and share them on the on-line forum. Each participant was asked to print out a unique 'Farina Forum Virtual Rally', plaque, which they could download from the Forum and members entered over 150 photos.

The event was opened and closed with personal videos from TV's Wheeler Dealers, Mike Brewer and Ant Anstead, recognising this ground breaking classic car event, and BMC enthusiast Alex Riley, from Channel 5's The Classic Car Show, also entered into the spirit on his webcam, paying particular attention to the Rileys entered, for obvious reasons. Forum Administrator Eddie Foster, whose idea the event was, said "The take up of this event was phenomenal. What was conceived as a one-off to celebrate our 10 years on-line will now become an annual event. The timing was great, it was pre-show season and members didn't even have to take their cars out of the garage (though many did). Our international members felt very included and we had pictures of cars in the summer and winter, all taken on the same day!"

The Cambridge-Oxford Owners Club have a reputation for holding innovative events and in previous years have performed their own one act play 'Badge Engineering for Beginners', a unique custom car build at an indoor show called 'Pimp My Riley' and caused controversy by racing radio controlled model bangers at the NEC classic car show a few years ago.

The rally entries were grouped into categories, such as the Farina bodied Morris Oxfords and Austin Westminsters, along with pre-Farinas like the Austin A40 or Suntor caravanettes. Prizes were awarded for the number of LIKES each picture received. Award for BEST IN SHOW went to Malc Shaw's Austin Cambridge which won him a tablet computer and FURTHEST DISTANCE award went to Alex Mckenzie in Otago, New Zealand who is 11,814 miles from the former Austin factory at Longbridge; he wins a year's COOC membership.

You can find more details on-line at www.co-oc.org

Ayrshire Vintage Tractor & Machinery Club

We are very grateful to view (via photographs) two tractors being lovingly looked after by the John Hendrie Collection.