

Editorial

When I travel round the country meeting club members at events, politicians wanting briefings and journalists following the historic vehicle scene they are often surprised at the amount and scope of the work we do given the relatively modest resources available to us. We have one paid person, Emma, our tireless secretary. Our other officials are all volunteers. Our income to fund our political campaigns, DVLA liaison, our various communications channels, the Heritage Engineering Academy at Bicester and much more, comes almost entirely from club subscriptions to the Federation. We increase these annually but only at the rate of inflation. So for the forthcoming year each member club will contribute 46p pence for each qualifying member. I sincerely hope you feel it is worthwhile your club making this contribution on your behalf to an organisation dedicated to protecting your right to use the public highway.

I say, 'almost entirely' because we also have Trade Supporters, and Museum members who contribute to the funds and even Individual Supporters who feel strongly about our work and make private donations.

However it is becoming increasingly challenging to balance the books given the ever expanding agenda, so we are delighted to be able to announce a new category of supporter... Commercial Partner. Commercial Partners are to be significant businesses involved with the historic vehicle movement who recognise the value in supporting the work of the Federation. Their alignment with us is recognition not only of the commercial value this brings them but also it demonstrates their shared values with us in preserving the culture enshrined within historic vehicles. They will bring value to the Federation through their financial support but also to all our clubs and associates through exclusive 'members only' offers.

It is with great pleasure that we can announce the appointment of our first four Commercial Partners. Stewart Miller and Peter James Insurance are our insurance partner, Duckhams is our lubrication partner, King Dick is our tools partner, and Bicester Heritage becomes our Commercial Partner by dint of its hosting of the Heritage Engineering Academy and its tremendous support for the Heritage Engineering Apprenticeship from its inception. You can check them all out now on our website, and keep an eye out for the club and member offers.

Drive It Day - NB

I know clubs like to organise their events diaries well in advance, especially when venue bookings are involved, so here's some important news about Drive It Day 2019... Next year because of the Easter date clash DiD will be a week later on the 28th April.
Geoff Lancaster

Legislation & Fuels Bob Owen

MOT Exempt Vehicles

By the time you read this the roll out of the new procedure will have commenced.

Just a brief basic reminder: Keepers of pre-1960 vehicles which have been automatically exempt will not remain exempt after their next date for licensing unless you can and do make a declaration.

Next, a word on experts: The Department for Transport (DfT) Guidance we published in the addendum to Edition 1, and which you can also find on the DfT website, makes reference to the use of experts. However, their use is not compulsory. You may know perfectly well yourself whether or not your vehicle has been substantially changed during the past thirty years. But if you think there may be some doubt, we have posted on the Legislation pages of

our website a List of Vehicle of Historic Interest Experts who may be able to advise you. They will not make your decision for you. It is up to you whether you feel able to declare entitlement to MOT exemption, but they may be able to provide peace of mind.

The List is based upon a mixture of our knowledge of the historic vehicle movement and a voluntary agreement by the organisations listed to be put on the list. So it makes no pretence at being exhaustive. Indeed, just because your own marque club has not decided to be shown on the published list doesn't mean it will not be able to advise you. DVLA is not going to be checking who, if anyone, you consulted before declaring your vehicle MOT exempt.

A problem arising as a result of the difference between the time I write this piece and when you see it, is that while I know what the Forms will say, they are not of course yet in force. The Forms V112 and V112G which follow this subject, say DRAFT, but you should now be able to ignore that. Be aware that there may be some slight revisions from September, of which I will advise you.

The Forms do not specifically make any reference to the terms 'Vehicles of Historic Interest' or 'VHI'. That is undoubtedly a good thing, as confusion would certainly have arisen if both 'historic', as a description of exemption from VED, and 'VHI', as a description of entitlement to be MOT exempt, were both formally in use. Instead the forms simply describe what a substantial change is, using words from the Guidance. I think they are self-explanatory.

One point I should clarify, though I hope most members who are directly affected are now aware of it, is that while there is a general exemption for steam powered vehicles in Form V112G, it applies only to vehicles which weigh over 3.5 tonnes. There is no other general steam exemption. We are working with the organisations in our membership who are nationally involved with steam to ascertain whether or not this creates any actual problems when compared with the position in previous years and I will, if necessary, report back on this.

It is quite clear now that it will only be a requirement to use Form V112 (or V112G), which is used at a Post Office, for vehicles which are entering the 'historic' vehicle class for the first time. Of course, licensing in the 'historic' class for the first time in a Post Office is not of itself new.

Otherwise licensing, including declaration of entitlement to MOT exemption, will be able to be done online. As I understand it, it will simply be a part of the current process, usually initiated by the Form V11 reminder. At the time of writing

I had not been able to view the actual way the requirement for declaration will be presented online, but must assume it will closely mirror what is in Forms V112 or V112G as the case may be.

As explained before, the exemption is actually created by Regulations, which are based upon the actual build date and condition of the vehicle. Nor do they formally require the vehicle to be entered into the 'historic' taxation class. But Government has to find a workable way not least for enforcement purposes of logging exempt vehicles. The consonance of the exemption date and the date for qualification for the 'historic' class has caused DVLA to combine the two. For administrative reasons the declaration process will, as explained in the last Edition, roll out over the year with the first declaration only being required when the vehicle comes up for licensing in the normal way.

But after initial roll out, if you make a declaration of MOT exemption when licensing the vehicle, it will be shown on the DVLA record as being exempt from taking an MOT for that year. If you do not declare, then fail to take an MOT test when it becomes due, which might easily be the date of licensing, the vehicle will show as in default. That will put you at risk of enforcement action, and additionally could also cause problems when you come to the next licensing date.

If you do declare then you will either have to continue to declare in subsequent years, or else put the vehicle through an MOT test before relicensing.

One last thing. A voluntary MOT remains possible, as now for pre-1960 vehicles, even if you have declared the vehicle exempt. This has an obvious advantage of allowing taking of the MOT test at more than twelve month intervals, to take account of low mileages. But if you fail a voluntary MOT test, you will have a real fail. The newly introduced MOT procedures including allocation of categories of failure, might mean the consequences of failure are more serious than in the past. You might not be able to drive away to make repairs, for instance. And finally, a simple warning. Nothing in any of these new rules takes away the absolute obligation not to take a vehicle which is not roadworthy out on the highway. How you check out that you are not doing so is up to you.

Specialist Vehicles & Trailers

There will be a few among our readers who will have vehicles outside the normal range of motorcycles, cars, vans, lorries, buses and coaches. Generally, these are what are referred to as 'specialist vehicles' which would for instance include mobile cranes, some breakdown vehicles and heavy tractor units. There are also some who will make use of trailers. Certainly these will not have been subject to testing prior to 20 May, but they may now be subject to roadworthiness testing.

If you are one of those people you will need to make yourself familiar with changes to the regulations which decide whether they need to have your vehicle undertake roadworthiness testing.

To deal with trailers first. Heavy trailers, whether or not historic in their own right and whatever their age will, if they are used to carry loads, from now on have to be tested.

Secondly a number of specialist vehicles, of types not previously tested, may now, as a result of changes to the law on Plating and Testing be within the categories which do require testing, even if they were built more than forty years ago and are not substantially changed.

In the case both of these specialist vehicles, and of trailers which are to be used laden, they may not have previously been tested and thus may never have been plated. There is a significant lack of clarity as to how these are to be treated, as there may well be issues of the availability of facilities to undertake any plating required.

As the new rules will gradually be applied from the date of next relicensing of the vehicle, it is strongly recommended that anyone who is in doubt contact DVSA at the Ellipse, Padley Road, Swansea, SA1 8AN or by email at enquiries@dvsa.gov.uk

If you are still having trouble, and your member club is not able to help, please do not hesitate to comment.

Clean Air Matters

LEZs

There has been no major development on this front during the past months, though assorted consultations grind on.

MOTs and IVAs

And now I have some good news. I reported in the last edition on the issue by DfT of a consultation entitled 'Road Vehicles: Improving Air Quality and Safety'.

This Consultation included poorly thought out 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.

I explained how the Federation had responded in a robust manner. Whether it was our efforts or the sheer volume of protest these proposals aroused, I am happy to report the DfT has

confirmed that these proposals will not be proceeded with. They must have arisen in the first place from a concern in some quarters at the continuing use of some old engines in what might be effectively new cars.

They did not understand the reason for the use of these historic engines and are unlikely to be happy to accept them now. So the Federation will keep an eye on their possible return in another form.

MOT Procedures

And finally, the Federation is aware that there has been concern around the recently updated MOT procedures, particularly because the importance of failures designated as 'dangerous' has been emphasised.

While it is the view of the Federation that these changes do not amount to significant change in the MOT requirements, they make it particularly important for owners to ensure that MOT testing of historic vehicles is undertaken by testers who understand the differences between historic and contemporary vehicles. In that respect we draw your attention to the list of 'Historic Friendly Testing Stations' on our website. We would also take this opportunity to renew our invitation for members to offer recommended additions to this list.

DVLA Ian Edmunds

The Federation is now in a position to properly explain a topic previously only mentioned in passing. It may be recalled that over the last few months I have made some cryptic references to the potential pitfalls that could arise from modifying a monocoque bodyshell. During that period the Federation has been involved in discussion with DVLA and with the owners and clubs involved with two particular cars. From that we are now in a position to provide much clearer guidance.

Regardless of what may have happened in the past, any alterations to a monocoque bodyshell will be considered by DVLA to fall within the 'radically altered' category and the rules set out therein will apply (see INF26 and <https://www.gov.uk/vehicle-registration/radically-altered-vehicles>). As a result, DVLA will cancel the vehicle's original identity, require the vehicle to be marked with a DVLA VIN, the vehicle will be required to obtain an Individual Vehicle Approval (IVA) and a 'Q' registration will be issued

If the vehicle is already registered the existing registration will be withdrawn.

The two instances referred to concerned saloons or coupes converted to convertibles but the same approach would apply to saloons converted to pickups and other similar changes.

Exactly the same principle would apply to modified chassis and indeed to modified frames for motorcycles.

FBHVC are fully aware that for the large majority of historic vehicles it is not possible to obtain an IVA without expensive and significant modifications which would in any case destroy the historic integrity of the vehicle.

Thus the only conclusion can be **'don't do it!'**

Discussions continue with DVLA about how this policy can best be brought to the attention of vehicle owners as FBHVC feel that currently it is not generally appreciated that modifications of this nature will bring the vehicle within the ambit of the 'radically altered' rules.

On other matters, DVLA have very helpfully provided correct contact details and post codes for some other routine activities in addition to those for First registration applications, changes to registered vehicles and V765 and Reconstructed classic applications given in the last edition. These are -

<i>Fee paying Enquiries</i>	SA99 1AJ
<i>Changes on a Vehicles Registration Certificate/document</i>	SA99 1BA
<i>Notification of Sale, Transfer or SORN</i>	SA99 1AR
<i>Taxation team</i>	SA99 1DZ
<i>Change of name/address on driving licence</i>	SA99 1BN
<i>Apply for a duplicate/exchange or renew a driving licence</i>	SA99 1AB
<i>Renew a driving licence over 70</i>	SA99 1AA

As noted in the last edition, talks continue on a number of other matters notable among which are the apparently increasing difficulties being experienced by clubs and members in registering vehicles which were originally exported to their destination countries in CKD form and which are now being imported into the UK. I hope to be able to report more fully on these in the next edition.

Finance Controller (Director Designate)

Our Finance Director, Mike Young, has decided to retire after 16 years' service to the Federation and we are now seeking applications from potential candidates who have broad financial and accounting experience.

The role encompasses all aspects of our financial affairs from entering transactions into the book keeping package to completion of VAT returns, monthly management accounts, budgets, project management and liaising with the accountants who undertake an independent review of the figures. We currently use Sage Instant (v24) for the processing and monthly figures in a desk top package but are open minded about changing product and moving to an online package. Our secretary is responsible for the day to day banking and processing of invoices.

Candidates should be fully conversant with GDPR and the requirements for MTDfb for VAT as well as being up to date with current accounting standards (FRS102 and FRS105); a knowledge of corporation tax matters would be an advantage.

The Federation is celebrating its 30th anniversary this year and currently represents 555 historic vehicle clubs plus museums, trade and individual supporters. These organisations have collective membership well in excess of 250,000 enthusiasts. As the umbrella organisation for the historic vehicle movement in the UK and representative of the Fédération International des Véhicules Anciens (FIVA) for our geographical territory it is essential we demonstrate the highest standards in our interactions with government, their agencies and non-governmental organisations.

We continue to develop our range of services to members particularly in terms of research, skills development with the Heritage Engineering Apprenticeship and the developing Mobile Heritage agenda. So, this is an interesting time to join the Federation as we develop alternative funding streams to support these activities. The role reports to the Chairman and the successful candidate would work closely with the existing Board of nine Directors and our Secretary. This is a voluntary role but all out of pocket expenses will be reimbursed.

If you would like to be considered or have questions please contact our Chairman, David Whale, at chairman@fbhvc.co.uk

Technical & Events Tony Davies

Time to drive your cherished classics

Now the better weather is upon us we can really start to drive our cherished classics. The huge variety of HRCR Scenic Tours is available for your enjoyment during the coming sunny months. They really are 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. Afterwards, if you're lucky, you might even find a great photograph of your car in Old Stager, the Historic Rally Car Register's house magazine. However, don't leave it too long otherwise you won't get an entry on most of these events; they really are popular!!

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

HERO's Summer Trial, a good weekend event in mid-May, could still have one or two vacancies if you fancy a gentle introduction into Regularity events. Definitely an event for Beginners and Novices and this year it is being held in the glorious Peak District; <http://heroevents.eu/event-type/summer-trial/> will tell you all you need to know.

Recently I competed on HERO's Scottish Malts with Irvine Laidlaw in his lightweight Porsche 911 RS. This event is always popular with visits to some well-known, and some less well-known, Scottish distilleries included in the itinerary. Of course no tipples allowed but some welcome miniatures were given to all competitors at the Finish. With the Start and Finish at Gleneagles you can judge for yourselves the quality of the event. The 'Malts' is to be on the events calendar again in 2020 so mark your diaries when, hopefully, we will improve on our 6th place overall.

Our next adventure together, in a BMW 319/1, is the Shamrock Vintage Challenge <http://irishracinggreen.ie/shamrock/> for pre-war cars in Ireland during May. I'll keep you posted.

Meanwhile all four of the UK's principle organisers of top-class classic rallies continue to put some of their events onto the FIVA International calendar. This is a great advert for the quality of UK organisers and their variety of events. It really is something of which they, and we as participants, should be justifiably proud.

Last call now following on from my first mention in the last edition of our Newsletter – don't forget our home-grown FIVA World Rally 2018, a non-competitive scenic tour, 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 the some of the best Welsh roads and scenery available 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; I'll see you there (hopefully in my recently acquired Triumph Stag).

Research & Trade Paul Chasney

Did you choose the Del Boy option?

It seemed like a good idea to arrange an event to celebrate the Federation's 30th Anniversary and to highlight the new Heritage Engineering Technician apprenticeship.

With a small team of historic vehicles owned by enthusiasts, what could possibly go wrong?

Practical Classics have been keen to promote the Austin Westminster they have restored and will be auctioning in aid of the Lennox Children's cancer charity. Working with them as a

partner enabled us to gain some publicity for the event and through their hotel partner, achieve a very good deal for the accommodation. A great start.

Jaguar Land Rover Classic Works had offered us the use of a classic Jaguar Mk X. Ideal. However that was when things started to go wrong! The Jaguar had not been used for some years. The Heritage Skills Academy at Bicester Heritage spent some time fettling the car but although they were successful in getting the car to run, very late in the day, severe problems were identified with the clutch and gearbox. The decision was made to leave the car in the workshop. With only a few days to go we were unable to find a volunteer who had the free time to join the event, although we do have a number of volunteers for next year!

Hotels were booked and the stops had all been confirmed. Time to go for a quiet 1000 mile run. With the route based on an average speed of only 40 mph and the vehicles all capable of 50 mph, we should have been set for an enjoyable run.

Everyone arrived on time for the start at Brooklands Motor Museum. If we had but known it, this was the only occasion when all five vehicles would arrive at an appointed stop, together and on time! A number of enthusiast well wishers arrived to wave us off and the first stop at the National Motor Museum at Beaulieu was only 70 miles away. Only five cars, we would be fine.

We left Brooklands via the Campbell Gate and almost immediately lost the Alvis.

Traffic was heavier than we had hoped but each vehicle had a satnav, a map and a mobile phone. At least we could talk to one another! Working our way towards Beaulieu the group of four vehicles became separated in the traffic. Not everyone followed the same route and as we made our way south one or two issues were identified in the Austin. This, it transpired, was just the tip of its iceberg. By the time all the vehicles had arrived at Beaulieu we were running over an hour late. Not a problem, in the next leg up to JLR Classic Works we just had to put our foot down a bit!

It was at this point that things became more testing. What with traffic, further issues with the Austin and an errant satnav in the Ford we arrived late at JLR Classic Works and with only three vehicles. The two estates had taken a different route north and the Austin was throwing tantrums on a regular basis. It was decided the estates should make directly for the hotel as their progress was running well behind schedule. The Daimler and MG enjoyed tea at JLR Classic Works but the Ford arrived only shortly before it was time to leave!

The first car arrived at the Wednesday night stop at the Plough and Harrow in Birmingham almost two hours later than expected and it was almost 9.00pm before the Austin, last of the five, arrived. No matter, we had all arrived safely and Thursday was another day. Little did we know that the proverbial wheels were about to come off!

The original plan was for the Austin to leave early on Thursday, visit the CBR Motor Bodies workshop for some fettling and then for us to meet along the way to Bowcliffe Hall, a facility owned by motoring enthusiast Jonathan Turner and home to the Alvis Archive Trust.

The Austin proved problematic to start and it was well after 9.00am by the time it left. The other cars set off up the A38. At last we were due to be out of the traffic and on to comfortable A roads for most of the day. The four vehicles became separated but that was

fine we all knew where we were going.

The MG had arrived for lunch. Members of the Alvis Owner Club and Friends of the Archive Trust made the MG welcome while they awaited the others.

Meanwhile back on the A38: While following the MG, the Daimler suffered its catastrophic failure. Minding its own business in moderate traffic, but cruising around 55 to 60 mph, there came a mighty crash bang wallop on leaving the northern Derby roundabout. The car slumped on its rear offside after a lurch as the wheel left the car. The steel grinding noise sounded as though the bottom was being dragged out of the car. Surprisingly the car slid, in a more or less controlled fashion, to a halt alongside the central barrier on the dual carriageway. The Daimler was going nowhere under its own steam however good our tool kit on loan from King Dick tools seemed to be! The wheel had sheared four bolts.

Fortunately the high-viz jacket had been stowed at the top of the boot so traffic direction was order of the day until Derbyshire's finest arrived and the cones captured the road. The Daimler seemed to enjoy its moment of fame as it appeared on the Derby traffic news. CBR Motor Bodies recovered the car. Despite rumours to the contrary, it is not true that the build sheet for the Daimler had the 'Del Boy' option ticked. (Running on three wheels as the Reliant in Only Fools and Horses.) It was an unkind suggestion!

The Alvis carried on to Yorkshire where a replacement for the Daimler was dragged from its garage. Another Alvis! The Ford arrived at Bowcliffe but the Austin was nowhere to be seen.

Back at the CBR workshop, work on the Austin had taken a turn for the worse. It was established that the engine bearings were irretrievably damaged. Clearly one option was to have the Austin retire and continue with three vehicles plus the Alvis substitute, but the team were made of sterner stuff and it was critical that the Austin should cover the 1000 miles to arrive for its publicity photo-shoot at ACA on Monday 23 April. An ancient engine was pulled from the bushes behind the workshop. The bottom end appeared good despite its treatment, so a swap was made. The team, including our two apprentice volunteers, worked through Thursday into the late evening. The Austin was running. A little before midnight the intrepid crew set off for The North. They checked in at the Alnwick hotel at 5.20am on Friday morning!

Bright and early, well about 9.30am actually, the four cars were ready to go. Off they went, out of the hotel car park and turned left into a cul-de-sac. Easily corrected, but in the traffic leaving Alnwick the vehicles were again separated! Sporadic fettling of the Austin was required as the team sped North but she kept moving. It was now the Alvis woody's turn to throw a tantrum. Perhaps it was the run to Yorkshire the previous day, perhaps it was the thought of crossing the border into Scotland but the Alvis was feeling her age. Finally, around 50 miles south of Edinburgh and the Forth crossings, she spluttered to a halt with a blown head gasket. Recovery seemed the only way.

Meanwhile the MG and the Austin pressed on to the Forth River crossings and South Queensferry for the photo-shoot. In the way of those sad natural history programmes where one animal is loath to leave its dead or dying partner, the new Alvis (a TC21 drophead for the record) waited with the woody until it was clear spares could not be sourced in a reasonable time. The woody was indeed dead so the TC pressed on to catch up with the Austin and the MG.

The journey from South Queensferry to Preston was relatively uneventful. The Austin required intermittent fettling and the group became separated, but by this time everyone had grown used to the routine! It was something of a surprise to find that itinerant travellers had taken over part of the carpark at the Faringdon Lodge Hotel but after the excitement of the previous few days and with the promise of a good night's rest for the Austin crew, dealing with a few travellers was a minor problem!

To be honest the drive on Saturday was uneventful to the point of being boring. We had after all been used to a regular flow of problems to solve. However, the upside was that the team arrived at both the British Motor Museum and the Rootes Archive Centre on time! Both were interesting visits and the cars were made to feel very welcome. Certainly great places to visit on a trip around the country.

It was on the way to Charringworth Manor near Chipping Campden on Saturday evening that we got back into the old routine! The Austin had been playing up but in a manageable way. The Ford on the other hand was looking for a moment of glory. As she arrived in the hotel carpark it was clear to all onlookers that her offside front wheel had 'an issue'. A quick examination revealed that the wheel bearing was certainly not 'within normal tolerance'. When the wheel was removed, it was discovered that most of the bearing had been reduced to iron filings. A new front wheel bearing was certainly not in the spares kit. Recovery was again the only way!

The Sunday morning run to Bicester Heritage for the Drive It Day celebration, was mostly uneventful. There were only three cars but in accordance with what had become normal practice, the group became split. Surprisingly, all three cars reunited a few miles before entering Bicester Heritage and so were able to enter the site in triumph (if an Austin, an Alvis and a MG can be said to do anything 'in Triumph!'). All three vehicles were displayed for the day outside the Heritage Skills Academy where our two apprentice volunteers are studying.

Drive It Day at Bicester Heritage was a great day out. We were all sad to leave but there was still a 65 mile drive to the Queen's Head Inn at Nassington for our overnight stop ahead of the major photoshoot. The Austin had been the centre of considerable attention at Bicester but this it seems was not enough. She was craving the undivided attention of an engineer. There were several stops. Points were checked, condensers changed and every electrical connection checked. Finally the core of the problem was identified as a defective fuel pump. It would 'click' a few times and stop. The only way to make it 'click' again was to break the circuit. A simple electrical feed was established and while the complete works of Shakespeare were tapped out in Morse Code, the Austin made its way to Nassington.

It was 8pm. We arrived happy. The Austin's problem had been identified, the MG and the Alvis TC were fine but the hotel restaurant had closed at 7pm! No matter. We were on a roll. Driving to another village for dinner we could cope with easily.

Monday morning's trip to the Practical Classics workshop to fix the petrol pump was straightforward. Fixing the pump was less straightforward. We arrived late at Anglia Car Auctions for the photoshoot but at least we arrived and more importantly, the Austin had achieved its 1000 mile run. It was ready for the charity auction on 16 June at ACA (well almost!)

The run was over. Only the MG had completed the run without incident. The MG had been prepared by apprentices at the Heritage Skills Academy at Bicester Heritage. Enough said! The Austin had had a heart transplant along the way and all praise must be paid to Matt Tomkins of Practical Classics, Andy Waters and his team at CBR Motor Bodies and our two apprentice volunteers for their work in swapping engines and getting the car to the finish line.

Would we do it again? Of course we would. In fact in 2019 we are planning an Apprentice Challenge based on our experiences this year. We will be looking for teams of apprentices to take part. If you enjoy expecting the unexpected and would like to take part in, or help with, the Apprentice Challenge, get in touch.

Footnote:

Thanks to our sponsors and partners without whom the Run would have been much more difficult and stressful:

Practical Classics, Classic Lodges hotel group, King Dick Tools, JLR Classic Works.

Thanks also to our hosts at the scheduled photoshoot stops: *Brooklands Motor Museum, National Motor Museum at Beaulieu, JLR Classic Works, Bowcliffe Hall, Amey - managers of the Forth River Crossings, British Motor Museum at Gaydon, Rootes Archive Centre, Bicester Heritage, Anglia Car Auctions.*

If you would like to bid for the Austin in the auction on 16 June or join in the fund raising event for *Lennox Children's Cancer Charity* details can be found on the ACA web pages: www.angliacarauctions.co.uk

Thanks also to the team of drivers and navigators: *Matt Tomkins of Practical Classics, Andy Waters of CBR Motor Bodies, Paddy Steel Public Relation Officer for the Alvis Owner Club, David Ellison Chairman of the StarterMotor charity, Janice Richardson of Heritage Skills Academy at Bicester Heritage, our two apprentice volunteers, Max Payne and Cameron Wright and Lisa Chasney.*

Heritage, Culture & Museums Keith Gibbins

Drive it Day

Thanks to the efforts of our club members, yet again the day was a great success as reported in the specialist press. For example, Classic Car Weekly devoted some 17 pages to DiD!

Thanks to the Vintage Sports Car Club's generosity, we had a good attendance at the brilliant Formula Vintage event at Silverstone. Ken Coad did a sterling job distributing the free tickets and the feedback we got from attendees was very positive. Ken and I attended the event. Both the Morris Minor Owners Club and the National Street Rod Association provided a good turn-out.

YouTube has clips of DiD and Silverstone which are worth viewing. A good example of the latter is at <https://www.youtube.com/watch?v=X31fqtEay5o> take a look to see the amazing mix of vehicles, from Austin 7's to an Indianapolis Roadster which was designed for left turns only!

One racer that took our interest, is shown here. We had a good conversation with the owner/driver, Douglas Martin, who imported the 1937 machine from the USA.

Take a guess at the type of racing it was designed for, the engine used and the braking configuration, the answers are at the section end.*

Next year because of the Easter date clash DiD will be a week later on the 28th April.

Museums

Brooklands is short listed for the Museum of the Year 2018.

The winner of this prestigious award will also get a £100,000 prize. See <https://goo.gl/nzHtEm>

Museum Liaison Volunteers

Are you involved with your local vehicle museum?

If yes, would you like to take on the role of liaison person, communicating museum activities to the Federation and vice versa?

The role has been piloted at Brooklands and works well, with benefits to both the museum and the Federation. If you are interested, please send your details to the Secretary.

**Hillegass Special: US Sprint Car, engine Ford 3.3 litre sidevalve, 3 speed gearbox and drum brakes on the rear axle only!*

Heritage Alliance

I attended a Q&A session with Kevin Brennan, Shadow Minister for Arts & Heritage. This was a good session. Kevin, as a former history teacher, had a keen interest in heritage.

Mr Brennan listened closely to members' concerns and was very much in listening mode as the Labour Party develops its policies

When I got my chance, I majored on the need for avoiding legislation that would inhibit the use of historic vehicles in an electric future and the need to maintain a trained workforce, including the apprenticeship programme, to ensure we continue or increase the £5.5Bn contribution to the UK economy. His reply was generally supportive and showed a good grasp of the numbers. For example, he knew we had a million registered historic vehicles and appreciated the environmental pollution aspects were balanced by the low mileage driven. My feeling is Kevin, though he is not a historic vehicle enthusiast as such, would support our movement for all reasonable cases.

As an aside, he is also a member of a parliamentary rock band MP4 with fellow politicians Ian Cawsey, Pete Wishart and APPHVG Chairman, Greg Knight. They have helped to raise over £1 million for charity. See <https://goo.gl/soeuSK>

Twitter has perhaps not got a great reputation with folk of my age but the Heritage folk are very good with the way they use it.

After the session a tweet from the co-chair was re-tweeted by Kevin, confirming "*Labour see heritage as a national asset rather than a liability*" – clever use of social media!

Also mentioned were the benefits of associating Historic Vehicles with Heritage properties, which leads us nicely to...

Heritage Open Days

This year HOD has been extended to cover two weekends, 6–9 & 13–16 September. The website is at <https://www.heritageopendays.org.uk/visiting> and participating venues will be listed from mid-July.

Though searches of social media, #HOD, will give some locations already. For example, the Sheffield Tap are advertising HOD themed beer!

Poetry in Motion

This month's selection is the "*Song of the Garage*", courtesy of the Sunbeam Motorcycle Club.

*This is the song of the garage,
we are men who sing*

*As we learn our sterns all smeared
with grease on a newly polished wing.*

*What care we if the oil we splash
soaks through to your underwear?*

*It's good for the trade of England,
for Pullar or Achille Serre.*

*Who are you that you grumble
and why this mournful pliant
That we tear chunks out of the leather
or chip bits off your paint?
We mark our work as the Masons
marked the stones in days long gone,
These are the signs of the craftsman
and tell of good work done.*

*We sweat and strain at one-eighth nuts
until our muscles crack;
We struggle with guant magnetos
with stiff and aching back.
Who are ye that ye moan and whine
that we who sweat and toil
To tighten your forward number plate
have smeared your hood with oil?*

*This is the law of the garage,
that is the thing we do.*

*We are the men of the garage,
who the hell are you?*

*Hark to the crack of the varnish
'neath the spanner's shattering crash.*

*You merely own the car we love to smear
and grease and splash.*

If you have a vehicle related budding poet laureate,
please send your poem to the Secretary.

Duckhams News

The keen eyed amongst you will have noticed that in the last issue of the FBHVC newsletter, Duckhams announced that we were to offer free postage to all the FBHVC member clubs and their members.

As part of our promise to support the great work of the Federation of Historic Vehicle Clubs in safeguarding our precious historic vehicle movement, Martin Gough has compiled a simple, myth-busting guide to one of the big buzzwords in engine oils – ZDDP.

Whichever oil supplier or brand you choose to use for your historic vehicle, it is hoped that the following article from Duckhams will help you gain a better understanding of a much discussed subject in engine oil to help you make informed decisions about which oil you buy.

ZDDP in classic motor oil – What does it all mean?

Martin Gough (Director for Classic and Motorsport at Duckhams).

As one of the biggest and most mis-understood buzzwords regarding oils in classic cars,

ZDDP (or Zinc Dialkyl Dithiophosphate, to give it's full chemical name) has been surrounded by a lot of mythology and mis-information.

At Duckhams we have optimised our ZDDP content for historic vehicles, but what does that mean exactly? To answer that question there are three parts to the story we must consider.

How ZDDP works in your engine

ZDDP was developed in the 1940s and was being used as bearing corrosion inhibitors and as a key ingredient in anti-rust paint primers before Duckhams introduced it to our engine oils.

ZDDP is added to Duckhams to enhance lubrication by acting as the 'anti-wear' additive. It is important to note that this is different from "extreme pressure" additives, which are found in gear oils (EP oils). They act rather differently so will be covered in more detail in a future article.

Grey in appearance, ZDDP has a crystalline structure suited to adhering to metallic surfaces and holding oil in place. The zinc ion adheres to the metal surface. Under heat and pressure, ZDDP forms a microscopic glassy, phosphate layer that fills in the peaks and valleys of surface roughness, improves lubrication and forms a sacrificial wear coating. In Duckhams Q20w-50 that coating will be approximately 2 microns in thickness.

The purpose of that coating is to create a barrier, so that it is the ZDDP coating that wears off in use and not the parent metal on the expensive components in your engine!

ZDDP's primary role as a sacrificial anti-wear agent is to prevent wear throughout the engine in areas such as bearings, tappets, cams, piston rings and valve stems.

Why is ZDDP important for classic car engines?

Modern engines use features like roller rockers in the design of the engine to cope with the lower levels of anti-wear additive, but in classic engines it is absolutely critical that anti-wear additives are working to optimum levels to safeguard the engine's moving components. Cheaper oils and modern formulation oils without the correct level of additives will cause premature wear to regions of the engine like big-end / main bearings, piston rings and camshaft lobes.

Flat tappet engines such as found in all TRs, where the lifters or tappets have a flat face, were designed by Standard Triumph / BL (or Buick in the case of the Rover V8) in the knowledge that the motor oil they would be running on would have the correct ZDDP content. These engines experience high metal-to-metal pressures and shear forces on the contact faces between the cam and lifters. Eventually, because these components are responsible for the precise movements of the valves, poor engine running is quickly introduced due to premature wear.

How much is the 'right' amount of ZDDP?

When considering what the correct concentration of ZDDP is for motor oil, "as much as possible" is not the right answer, as we will explain.

When ZDDP was first added to Duckhams motor oil during the 1940s, the fuel that car engines were running on had a very high lead content. This lead was used to prevent engine knock and valve seat recession as well as increasing the octane rating of the fuel. However, an unwanted side effect of this lead content was the accumulation of lead oxides on pistons. To counteract this, fuel companies started to add what are known as "Lead Scavengers" into their petrol. These are compounds (usually Ethylene Dibromide) that are designed to react with the Lead Oxide to turn those deposits into a gas that can then exit the exhaust pipe

rather than building up on the engine's internal components. The problem for Duckhams was that these "Lead Scavengers" inhibited the effect of ZDDP, as small amounts made their way into the crankcase and sump.

Some oil manufacturers simply responded to this problem by adding more and more ZDDP. However things have moved on from the leaded fuel era quite considerably.

At Duckhams, we recognised some time ago that the need to counteract the effect of lead scavengers added to fuel has long since disappeared, with over 90% of the classic cars on the road today running on unleaded fuel alone or with lead replacement additive. Thanks to this progress, we can once again create a balanced level of ZDDP anti wear additive that is right for the engine.

However, that is not quite the end of the story to how we found the optimum concentration of ZDDP for our motor oils.

During the 1970s, when Duckhams was amongst one of the UKs largest exports, the USA was the most important market for car manufacturers.

To comply with the USA Environmental Protection Agency's tightened emissions legislation during that time, car manufacturers from around the world were forced to use technology to bring their cars in line with the law. As a result, catalytic convertors were introduced to most petrol engine models sold in the USA from 1975 onwards.

This brought about two new complications for fuels and lubricants:

- 1. Lead in the fuel is poisonous to the catalyst*
- 2. Phosphate in the ZDDP is also a catalyst poison*

At this time, the governing American Petroleum Institute (API) specifications (Service Level H or API SH 1996) forced reduced levels of ZDDP in engine oils.

Fortunately, now that lead scavengers have long gone from fuels, this level of ZDDP is once again perfectly balanced and effective for anti wear purposes.

Duckhams' own 0.12% maximum concentration of ZDDP has been shown to not only be compliant with the regulations, but also provide perfect amounts of anti-wear protection.

Excessive levels of ZDDP are not only unnecessary and non-compliant, but will harm catalytic converters in newer classics. Whilst we understand this does not affect TRs, as more 'modern classics' join the community of cars that are catered for by our classic oils range this will become more and more important.

The important point is that independent tests have clearly concluded that excessive and non-compliant concentrations of ZDDP not only do not add any additional wear protection benefits for the metals in the engine but in fact could present issues related to 'over-plating' of components with specific tolerances.

Top 3 ZDDP myths busted

The presence of Zinc doesn't necessarily mean that it is ZDDP. Zinc in pure form offers anti-oxidation properties to motor oil but in itself does not contribute to anti – wear protection.

Like a good diet, you must have a good quality balance of all the elements of motor oil that contribute to its lubrication properties. The base oils that a product uses are just as important, that is why we at Duckhams use the highest quality mineral group base oil. Viscosity characteristics and base oil quality are crucial to work with ZDDP in effective and balanced premium motor oils.

Just buying oil with the 'most' ZDDP is not necessarily the answer. ZDDP is most effective at particular concentrations. Optimum levels of ZDDP are correct

NOT maximum levels.

That is what Duckhams and others mean by 'optimised' ZDDP content on our tins.

Secretarial News Emma Balaam

GDPR Update

By the time you are reading this newsletter, most of you will have renewed your subscription. As GDPR is now in place we were required to make some improvements to the privacy policy and renewal forms. I wish to thank you for your time and understanding in assisting us with these extra requirements. I hope you continue to enjoy being a member or supporter of the Federation and if we can help in anyway, please ask. For those wishing to view our privacy policy it can be found on our website using the following link <http://fbhvc.co.uk/footer-nav/privacy-policy/>

Drive it Day

Due to an overwhelming response in the media, Drive it Day 2018 was a success. Thank you to those who participated and have sent in pictures. Due to space limitations we were unable to publish them all, but hope this gives you a flavour of the ever popular event. We are pleased to announce Drive it Day 2019 will be held on 28 April. Please spread the word and make next year even better still.

Practical Classics Car & Restoration Show 2018

The Practical Classics Car & Restoration Show, with Discovery broke many records in 2018 including the number of motoring enthusiasts in attendance. A whopping 28,151 visited the show over the three days. The response received was very enthusiastic indeed. The date for 2019 has already been announced as *Friday 22 to Sunday 24 March 2019*, so make sure you keep the dates in your diaries for next years event. You never know it may be bigger still!

The FBHVC wish to thank all clubs and their members for taking the time to visit the stand whether it be to say hello or ask for advice or clarification on a particular matter. We enjoy hearing from you directly.

We were lucky enough to share our stand with the Heritage Skills Academy who continue to provide an excellent apprentice facility run out of Bicester Heritage. If you would like further information, please contact them directly via jj@heritageskillsacademy.co.uk.

The FBHVC were also pleased to have the presence of Abingdon King Dick Tools, who proudly demonstrated a selection of tools in which they manufacture. They were founded in 1856 and is currently the only manufacture of hand tools left within the UK. We will keep you informed of more King Dick news soon, which I am sure you will find exciting!

Scam Emails

We have been contacted by a couple of clubs who have received emails which appear to have been sent from the FBHVC as our logo is attached. Please make sure you check who the email is from, if it didn't originate from secretary@fbhvc.co.uk please do not open it, but delete it straight away. We have checked our systems and it would appear these email addresses have been taken from our membership listing which is available to the general public on the FBHVC website. Unfortunately there will always be scammers who will obtain certain information from places such as websites.

Welcome to our new Trade Supporters.

Gentry Restorations Ltd
Genesis Engines Ltd
Austin Motors Spares Service Ltd
Classic & Sports Car Engineering

We also give a warm welcome to

Leyland Princess Enthusiasts Club
Citroën Specials Club

The Online Austin 7 Club

Sir Bernard Knight (Bernie) 1 July 1932 to 17 March 2018

Bernie was a great Austin Seven enthusiast and several years ago, when he moved to Staffordshire, he became a very active member of OA7C Lichfield Group. He loved to attend all of our runs and events, and also organised several runs himself.

Returning home after one of our runs, the rear axle in his Box Saloon made dreadful noises and the car stopped. The AA transported Bernie and his car back home where he found that the crown wheel and pinion had stripped. Bernie was soon back on the road again, and as a result of his experience, he originated an OA7C annual trophy to be awarded for the most spectacular or unusual breakdown on a Club run, appropriately named: 'Bernie's Best Breakdown.' It is a representation of a mounted piston and conrod and is presented annually at our AGM.

Bernie was also a very active fund raiser for the Air Ambulance, visiting clubs and societies, giving his talk detailing how the ambulance service first started, right up to the introduction of the air ambulance helicopter service. Bernie was a very humorous man, and his talk was not only entertaining, but also very comical at times.

During his career as a Chief Flight Engineer, flying with a Dutch Airline, his plane was hijacked by armed terrorists, fortunately with no passengers on board. After flying to various countries, all of which refused landing permission, Bernie and his crew managed to persuade the terrorists to surrender, without any violence, resulting in all of the crew being knighted by the Dutch Royal Family, an honour which is recognised by the British honours system. Bernie was a very modest man and rarely talked about his experience.

In 2016, Bernie moved to Devon to be closer to his family, but still kept in touch. Sadly, he developed an incurable lung condition which took his life. Several OA7C members attended Bernie's funeral in Taunton.

Bernie was very well liked and will be sadly missed by all who knew him.

Club News

BSA Owners' Club Celebrates its Diamond Jubilee

This year The BSA Owners' Club celebrates its Diamond Jubilee.

The beginnings of the BSA Owners' Club are to be found in Sheffield. In 1958 the first organised group was formed, soon followed by branches in Nottingham, Birmingham and Surrey. Unfortunately in these early days the influence and growth of the club was not as rapid or as smooth as it could or should have been. The reason for this was to be found in the manner in which the club as a whole was constituted, or not in this case. In 1960 there existed some eight or nine branches all operating rates of subscription and different Rules. A National Committee was in operation but its powers were very limited, mainly there to aid the

branches or as it was then the individual BSA Clubs to keep in contact with each other.

In January 1961 in an effort to further the cause of unity the National magazine The Star was first published. After a slow start it has now become firmly established. During 1962 it became clear that there was still much division between the various branches and efforts to bring them all together were failing. Following exhaustive National Committee and Delegates meeting a solution was found in October 1962. It was agreed by all parties to accept a National form of Rules and Constitution and the standardisation of prices for all types of badges.

At an Extraordinary General Meeting in October 1962, overwhelming support was given to the idea a National BSA Owners' Club. So in January 1963 the National BSA Owners' Club came into effect which resulted in an increased membership, the Star increasing in size and scope, well supported camping weekends and the BSA Rally – the Field Day held at the BSA Sports Ground in Birmingham with the support of the BSA Factory.

Today the BSA Owners' Club has a membership of 3500 with some 28 Branches throughout the UK and over 30 International Clubs. Each year the club has an International Rally in various countries throughout the world with members attending from Europe, North America, Hawaii through to Australia and New Zealand. This year the Rally takes place in South Australia and 2019 sees the rally return to the UK. The UK club holds its annual rally with an Open Day at Market Harborough Rugby Football Club over the late May Bank Holiday weekend.

Rob Jones, BSA Owners Club Membership Secretary.

Club News David Davies

Following on from the comments in the last FBHVC News, both the iconic Honda 'CBX' – the transverse 'six'- and the ferocious 'Fireblade' are now eligible to participate in VMCC events; being more than 25 years old. Whether they are appropriate mounts for VMCC runs is another matter entirely...

Staying with matters Honda for the moment, we are reminded that since its introduction in 1958 more than 100 MILLION Honda 'Cubs' have been manufactured – all based on the original 50cc 'step-through'.

The **Landcrab Owners Club International Ltd** has an article in the same vein; discussing the features that made these cars suitable transport in ice and snow,

There is a brief but informative history of the 'Star' car in the magazine of the **East Anglian Practical Classics Club**.

There is a photograph in the newsletter of the **Southend and District Classic Car Club** of an extraordinary scappage scheme being employed in Sweden in the 1960s It seems that you paid a Stockholm shipping company £10 to sail out with your unwanted car and then shove it overboard.

There is an illustrated article on the De Dion tricycle 'race' held at Brooklands in the **Vintage Sports Car Club** bulletin together with a full photo-reportage on the Lakeland Trial.

The front cover of the magazine of the **Morgan Sports Car Club** is graced by an arresting photograph of Andrew Heath's 4/4 in the Arches National Park in Utah.

The **Talbot Owners' Club** has dipped into its archives to give us a remarkable series of photographs of the Porthcawl Speed Trials on 1914.

The **MG Car Club** magazine gives us the first instalment of the report into the latest XPAG Tests and reminds us that the V8 engined MGB was introduced in 1973 and that the V8 register was formed.

The magazine of the **Morris Minor Owners' Club** reminds us that the Minor is 70 years old this year and goes on to describe some of the factors that influences the design.

There is a useful article on 'Classic Tyres' in the magazine of the **British Two Stroke Club**.

The **National Street Rod Association** Mother's Day Swap Meet would seem to have been a roaring success judging by the photo-reportage in their excellent magazine.

There is a thought-provoking article on the future of 'electric cars' in the **Speedster and Spyder Enthusiasts'** magazine which is worthy of greater publicity.

Some useful tips and advice on cooling systems in the magazine of the **Land Rover Series 2 Club**.

There is some good advice on conducting your own MOT test – now that 40-year-old vehicles are exempt is given in the magazine of the **Cambridge–Oxford Owners Club**.

A brief obituary with a difference. The magazine of the **Ford Y & C Model Register** informs us that Naomi Parker Fraley, the woman who is said to have inspired the iconic 'Rosie the Riveter' poster has died at 96.

The magazine of the **Rover P4 Drivers Guild** reminds us not to mix silicone and other types of brake fluid.

A striking image of an 8 litre Bentley graces the cover of the magazine of the **Gay Classic Car Group**. Inside, in complete contrast, is an article on the history of the Reliant 3-wheeler.

The magazine of the **Mini Cooper Register** has the concluding instalment of a series of articles 'All about engines' which makes very interesting reading.

An embarrassing photograph of a TR7 in trouble on the Exeter Trial graces the cover of the **TR Register** magazine. There is also a favourable review of a very serious (£75) book by Jonathan Wood and Tim Whitworth on the '8C' Dolomite.

The **Imp Club** magazine has an article on 'Club Safeguarding Officers and the requirement for such appointments at events where minors are present'.

If you are searching for agreeable venues for dinners, lunches etc., the **Bentley Drivers Club Review** offers a wide range of possibilities in its reports on club festivities over the winter months.

The **Wolseley Hornet Special Club** magazine has a helpful and informative article on the photographic techniques which are useful when recording motor vehicles.

The Journal of the **Jowett Car Club** reminds us that the 33rd reunion of former Jowett employees will be held on 11 August at the Bradford Industrial Museum.

The Journal of the **Fire Service Preservation Group** recommends a trip to the Yorkshire Air Museum on 23 September to the '999 Emergency Day'.

There is a brief description of the Louwman Museum in The Hague, Holland in the Journal of the **Cumbria Steam & Vintage Vehicle Society**. A remarkable institution well worth a days visit.

You probably have not given them a passing thought, but the history of the Runcorn Bridges over the Mersey makes an interesting story in the **Wirral Classic Car Club** magazine. Our very own David Whale also makes an appearance in the Wirral Classic Car Club magazine. He visited during the March club night to speak about various topics including legislation. He is very grateful for their hospitality.

The **National Autocycle & Cyclemotor Club** remind us of their National Rally to be held in Wolverhampton between 6 to 8 July.

There is an in-depth article on clutches in the magazine of the **Norton Owners Club**.

Something that I can relate to...

The cover of the **Morgan Three Wheeler Club** bulletin is graced by a wonderfully atmospheric photograph of Chris Booths' workshop bench.

Another museum worthy of your patronage if you are in that neck of the woods. The Aerospace Bristol Museum is highly recommended by the **Classic and Historic Motor Club**.

The cover photograph on the **Crayford Convertible Car Club** magazine shows the impressive club stand at the NEC.

The **Southern Daimler & Lanchester Club** magazine reports on the recommencement of 'D Type' Jaguars by the Company to fulfil the original intention in 1955 to build 100 cars. At that time, only 75 were completed.

I wonder if would-be customers who were disappointed in 1955 will have their original orders honoured...?

There is a brief but informative dual biography of Messrs Garrard and Clement in the Sunbeam **Motor Cycle Club News**.

The Journal of the **Ford Sidevalve Owners Club** has an article on washers and their applications, reminding us that 'shakeproof' washers are single use only.

The Journal of the **Riley Motor Club** reminds us that the 2018 National Rally will be on 7 to 9 September in Gloucestershire.

The Journal of the **Austin Healey Club** explains the circumstances that led up to the demise of the 'Big Healey'.

The magazine of the **National Steam Car Association** has an excellent photographic coverage of steam powered participants in the London/Brighton Run.

The magazine of the **Lancia Motor Club** tells us all about the iconic Fiat 'Lingotto' factory in the centre of Turin with its roof top test track.

The **Land Rover Series One Club** magazine has an informative article on wheels and wheel rims, highlighting areas of potential problems and warning against any welding or application of heat to a rim as this will destroy the temper of the steel thus weakening it.

Issue 159 is the first magazine since the amalgamation of the **6/80 and MO and Oxford & Cowley Club**. This bodes well for the future and we wish the combination every success. This years annual rally will be held at Kelmarsh Hall, Northampton on 23 and 24 June in conjunction with the **Morris Minor Owners Club**.

The Magazine of the **Delorean Owners Club** is printed in 3D and there is a special viewer enclosed with the magazine for you to enjoy it.

The Bulletin of the **Lancashire Automobile Club** reminds us that you do not need a parachute to skydive. You only need a parachute to skydive twice.

If it is not in your diary already, the **Vintage Horticultural & Garden Machinery Club** remind us that the Great Dorset Stream Fair will be from 23 to 27 August.

There is a brief biography of Siegfried Bettmann, co-founder of the Triumph company in the magazine of the Pre-1940 **Triumph Motor Club**.

The magazine of the **Vintage Japanese Motorcycle Club** reminds us that the 2018 Annual Rally will be at the Kettering Rugby Club on 6 to 8 July. The same magazine has the first of series of articles on Japanese 'electrics' watch this space...

There is just time to remind you of the **Rolls-Royce** annual rally to be held at Burghley House on 22 to 24 June. In the bulletin of the club is an extended photo-reportage on an

extraordinary Rolls-Royce collection in a castle near to Bilbao, Northern Spain.

Anniversaries & Congratulations

2018 is the Golden Jubilee of the **Devon Vintage Car Club**. The latest edition of their magazine defines frustration as trying to find your glasses without your glasses...

We are reminded that 2018 sees the 30th anniversary of the **Cortina Mk2 Owners Club**.

The March 2018 edition is the 300th issue of the **Club Triumph** magazine – Congratulations!

Two anniversaries are celebrated by the **DAF Owners Club** 60 year since the introduction of the DAF 'Variomatic' and 90 years since the foundation of the DAF Company.

The **Naylor Car Club** is 25 years old and mounted an especially impressive display at the NEC which was given the full treatment as a photo-reportage in their magazine.

BSA Front Wheel Drive Club – 2019 sees the 90th anniversary of the first BSA FWD car and the 60th anniversary of the foundation of the FWD Club. Preparations are already under way for an appropriate celebration, we hear.

The March 2018 issue of the **Historic Caravan Club** is the 25th Anniversary edition – congratulations!

A double celebration for the **Gold Star Owners Club**. The January/February issue of their magazine was the 500th edition and the club won the trophy and the award for the best club stand at the Newark Show.

The **Military Vehicle Trust** is 50 years old this year and we expect that the 'War & Peace Revival' at the Hop Farm in Kent will be even more spectacular than usual.

East Yorkshire Thoroughbred Car Club

Frank Hewson, a Type 1 diabetic who has required a kidney transplant, is seeking sponsors for his 'charity drive' in aid of Diabetes UK, Kidney Research UK, British Heart Foundation and Cancer Research. If successfully completed it will also become a Guinness Book of Records entry, as it has not been achieved previously.

<https://uk.gofundme.com/i-cant-run-or-swim-so-ill-drive>