

EDITORIAL

Geoff Lancaster

It has been eerily quiet on the political front during the Summer. Given the Parliamentary recess I suppose this is nothing out of the ordinary. It does nothing however to dampen our concern about the future of our passion for heritage vehicles. It is our 30th anniversary next year and not a year has passed in all our years of operation when some threat to our existence has presented itself. We should not be paranoid about this. The legislators are not out to get us. But it is very often the case that our 'special needs' are forgotten when framing legislation and unintended consequences follow. This is why the Federation exists and we appreciate very much that you and many others value the work we do. Be assured this remains our prime focus and we are unwavering in our objective to secure our members the freedom to use their vehicles on the highway.

Our core team is our Board numbering nine people and all unpaid volunteers. Each of us has a dedicated role and usually a handful of keen volunteers to help out. We are all nominees from our 'host' clubs so we have access to specialist help and advice from the 500+ clubs who are our members and indeed through their subscriptions our primary source of income. Not a huge organisation then, as some people imagine, and very modest resources for the amount of work we do.

That aside we very much agree with the suggestion put us by several members that an organisation such as ours, depending on public goodwill, should have a much greater presence in mass and social media. We recognise this failing and are trying to address it but as you are aware this is an extremely dynamic period of change in new media and it is proving difficult for our small team to keep up! We only produced our first video last year (there will be others) and this launched our presence on You Tube linked to our website which was refreshed and relaunched 3 years ago. The latter is already 'old hat' and I am tasked by the board to relaunch it next year. We have had a presence on Facebook for just 2 years but this is growing and our younger volunteers are quite active with postings. One of these has also begun live streaming from events he attends!

We have some way to go yet, as some of you have highlighted, but with encouragement of enthusiasts like yourself we will continue along the road to improvement.

UK LEGISLATION

Bob Owen

GENERAL POSITION

Given the uncertainties since the General Election and the summer, it is small wonder that there is not a great deal new to report on the legislative front. Ian Edmunds has dealt with the current DVLA matters and there is nothing more I need to say in that regard.

CLEAN AIR LEGISLATION

There have been developments in the environmental area. In the light of the pressures described in the last edition of the Newsletter, the Government has moved quickly to respond, albeit largely at a high level, to the Consultation called "Tackling nitrogen dioxide in our towns and cities" which it released in May.

From our point of view the good news is that the Government has confirmed the Framework, of which a draft formed part of the Consultation of October 2016, on Clean Air Zones. This Framework, dated July 2017, sets out what is essentially a template for the regulations which will be required to underpin any new Low Emission (or Clean Air) Zone, particularly where a charging regime is being contemplated.

This Framework provides in paragraph 3.9.1 that there will be an exemption for vehicles in the "historic" registration class. The argument for this exemption, which the Federation in fact did not put forward, but with which we strongly agree, is that charging schemes are designed to encourage the owners of vehicles subject to charge to replace them. They recognise that there is no public interest in the destruction of historic artefacts, so vehicles which are in preservation ought not to be subject to the charge. We will be wise to keep an eye on local authorities in case they try to exceed the Government's requirements and exclude or limit the effects of the exemptions. I would welcome any information, which any member living in or near an area for which a Clean Air charging zone is

being proposed might come upon, if there is any over-enthusiasm in local authorities, in case we need to contact them or to promote local support for toeing the central Government line.

To remind you, the Emissions Surcharge to the London Congestion Charge (or “T Charge” as it is known) will come into force on 23rd October. While that surcharge does include the exemption for “historic” class vehicles, these vehicles remain liable to the Congestion Charge itself.

There are a couple of matters which I think should be brought to the attention of readers, though they will affect only some of our membership.

The first is that we have supported the Government approach that they should use the “historic” registration class as the basis for exemptions. Their primary reason is of course that ANPR cameras recognise vehicles in this class which makes the operation of camera based charging zones practical. Of course, the Federation recognises that this means that only vehicles over 40 years old qualify for exemption while the internationally recognised definition of a historic vehicle is 30 years. In the view of the Federation, to have sought recognition of the newer vehicles would probably not have succeeded, but would have perhaps raised opposition in Government to our interests which has not to date been evident.

The other example is a bit more obscure and affects only a small proportion of our members.

When the Greater London LEZ, which affects only buses, coaches and goods vehicles, was introduced, the “historic” registration class did not exist. Thus, the date of 1973, which then represented the date at which vehicles became eligible for nil-rate Vehicle Excise Duty, was chosen as the date for exemption. At that time, the date was not rolling forward as it now is. This date remains the qualification date for exemption from the Greater London LEZ

In the drafting of Orders for the London ULEZ and the “T Charge” this date was maintained, in addition to the “historic” class qualification. This means that the small number of buses and coaches (and there may be a few HGVs) which operate on a revenue earning basis, and which are thus not eligible for the “historic” class, nevertheless gain the benefit of the exemption in all London Clean Air Zones.

This is not however carried forward in to the national template. The view of the Federation has to date been that the additional complexity, in respect of a very small absolute number of vehicles which might be affected in any individual Clean Air Zone, would not be welcomed by Government and we have accepted the exemption as being based upon the “historic” registration class. The Federation does not consider that it could make a valid case for retrospective amendment to the overall Framework in this regard. The Federation would hope that if in any case the use of any heritage vehicle would be prejudiced by their having to pay a charge in any specific Clean Air Zone, ad hoc local arrangements might be made. We will continue to keep an eye on this but we would need to be advised as to whether there could be a real problem of any scale in any particular Clean Air Zone.

The Government have chosen not at the moment to proceed with any official scrappage scheme. They propose to issue a further consultation ‘in the Autumn’ to cover options for measures to combat pollution which may include what they describe as ‘targeted’ scrappage schemes. However, they have clearly decided that a general scrappage scheme would not be good value for taxpayers and would be liable to fraud. Readers should therefore note that those schemes which have been announced by some manufacturers are purely private and commercial in nature, and their terms are decided upon by those manufacturers, not by Government.

COMPULSORY INSURANCE UNDER THE EU MOTOR INSURANCE DIRECTIVE (“VNUK”)

Vnuk has not gone away. DfT has published a summary of the responses to its Technical Consultation, to which of course we contributed. In the summary, it is not clear whether they have yet fully understood the scale and importance of the issue we raised of immovable vehicles, such as those permanently in museums.

Nevertheless, there is a mass of evidence for them to consider.

It still remains of surprise to the Federation that this is seen as a matter of such concern by the UK Government but not by any other EU Member State. Though the EU Commission is looking at possible revisions to the Insurance Directive to take account of the general surprise created by the interpretation of that Directive by the European Court of Justice, Member States have not to our knowledge expressed concern as to how fast this examination should proceed. We are still not clear whether the perception of problems in the UK is a function of the laws in the UK, experience of some difficult court cases, or the relationship between Government and the insurance industry. We

would hope in the near future to have greater clarity as to the intentions of DfT and from that to tease out why it is such a concern here.

We will let you know what we find out. Meanwhile we can all be reassured that an immediate requirement to extend the range of vehicles to be insured is not about to appear. There will be good notice.

ROADWORTHINESS TESTING

DfT have published the summary of responses received to their Consultation but not yet issued a formal response setting out what they intend to do. However, the Federation has been given reason to believe DfT do intend to introduce an MoT exemption at 40 years old for vehicles which have not been 'substantially modified', which would be known as 'Vehicles of Historic Interest' (VHIs), using a test based upon the eight point rule as identified in the Consultation.

We have been told by DfT that they do not see using the simple age based exemption, such as is being implemented in Sweden, which I described in the last edition, as being consistent with the laws in the UK.

We also have reason to believe there may be a possibility of discussions with the Federation before something immutable is announced.

Nothing has yet been published concerning the minor changes to the MOT which the Directive will require and which were set out in what was known as the 'Fast Tractors' Consultation. As you will recall we did have concerns, which we set out in our response to the Consultation, as to the possibility of inclusion in the MOT of a test on the speedometer,

We will keep you posted on both these matters as our knowledge increases.

MOT REMINDERS

And finally, for those still having their vehicles MOT tested, whether or not on a voluntary basis, I would draw your attention a new service provided by DVSA which will enable vehicle owners to receive an e-mail reminder of when their MOT is due. The reminder arrives one month before the due date.

To enrol for this useful service, you should visit the following website. <https://www.reminders.mot-testing.service.gov.uk/>

CLUB NEWS

In August many travelled to the Templars Square Shopping Centre in Oxford to meet with Tanya Field and an amazing collection of Cowley manufactured vehicles. Those on display ranged from a Morris 8 from the 1930's, a Morris Oxford from the late 1940's and a 1978 Morris Marina pickup truck, plus a Mini and Maestro amongst many others. Many previous employees visited reminiscing and recollecting stories of their time working in the plant. All are immensely proud of the history and heritage the Oxford area has to offer, especially the Cowley plant which has produced vehicles since March 1913, when William Morris's first Morris Oxford – known as the bullnose due to the shape of its radiator – rolled off the assembly line.

Thank you to Tanya Field for organising such a wonderful event and promoting the grass roots end of historics.

LEGISLATION IAN EDMUNDS

Regulatory Position on the Use of LED Light Sources in Historic Vehicles

Background

The use of LED light sources has been of interest to the historic vehicle community for as long as LEDs have been readily available and not surprisingly many articles have been written on the subject in both club magazines and in the specialist press. Unfortunately, not all of the information provided has been accurate and FBHVC felt it should research the subject to enable the provision of definitive guidance to its members.

In addition to research by the FBHVC Legislation Committee an opinion was also sought from Department for Transport and the Committee were gratified to find their conclusions confirmed. However, we should repeat a warning from the DfT reply – *"The guidance provided is based on the requirements of The Road Vehicle Lighting Regulations and all vehicles must comply when used on the road, ultimately interpretation of law is the sole prerogative of the courts."*

As the title implies this article relates solely to the regulations surrounding the use of LEDs but nevertheless a brief explanation of what we mean by LED and the reason why their use can be beneficial might not come amiss. LED is an abbreviation of light emitting diode and their advantage stems from the fact that they do not generate as much heat as a conventional incandescent bulb. Thus, for a given electrical power the light output is much higher, or conversely a given light output can be achieved from a lower electrical power. This latter characteristic is of great value in early vehicles with marginal generator output.

Unfortunately, the relevant regulations are quite complex and there is no simple overall yes or no answer to the question “is it legal to use LEDs in the existing lamps on my historic vehicle?” The situation is different for different lamps and also for different dates of first registration of the vehicle in question. This article will explain the background before summarising the conclusions at the end.

The 1970s saw the immergence of lamps approved to European standards. There were two parallel sets of standards, normally technically identical but emanating from different organisations. These were ECE Regulations and EEC Directives, lamps approved to the former were identified by an approval number preceded by a capital 'E' whilst those approved to the latter bore a similar mark preceded by a lower case 'e'. These are commonly referred to as 'e/E marks'. The testing required to gain such an approval for a lamp was far more scientific than anything that had gone before and included measuring actual light output across a standard grid. Repetition of this performance can only be guaranteed by use of bulbs meeting precise standards and for this reason a similar approval regime exists for bulbs and e/E marked lamps on vehicles first used after 1st January 1986 are only permitted to be fitted with approved, and e/E marked, bulbs. Whilst today LEDs are tested and approved for use in specified lamp assemblies none bear the approval permitting them to be used in e/E marked lamps intended to employ incandescent bulbs.

There is no regulation that specifically prohibits the use of LEDs in lamps first used prior to the e/E marking requirements, although there is a requirement for e/E marked lamps fitted to a vehicle first used on or after 1st April 1986 to be fitted with e/E marked bulbs. (see side bar)

The applicable date varies for different lamps but it should be noted that these dates are such that vehicles from the end of our period will be affected.

The regulations also include a requirement applicable to all lamps that they shall not cause undue dazzle or discomfort to other persons using the road. This should be borne in mind whenever a lamp is made to be brighter than it was originally designed to be. With particular reference to headlamps, a light source of a different type and in consequence of different physical size and shape is very unlikely to work correctly with the optical design of the lamp and the risk of causing undue dazzle or discomfort becomes a very real one.

Another complicating factor is that the regulations quote minimum wattages for certain lamps. For dip-beam headlamps these range from 10W for small motorcycles to 30W for four or more wheeled vehicles and similarly 15W to 30W for main beam headlamps. Stop lamps on vehicles first used after 1st January 1971 and all direction indicators require a minimum of 15W. These minimum wattage limits were undoubtedly included originally to ensure adequate brightness of the lamps in question but now they provide a barrier to the use of LEDs. This arises because of the greater efficiency of LEDs, i.e. more light from fewer watts, the result being that the LEDs are of too low a wattage to comply with the regulations even though the actual light output may be entirely adequate.

Conclusions

Lamps where the use of LEDs is legal subject to the conditions noted earlier -

- **Front Position Lamps.** (Side lamps). Vehicles first registered before 1st January 1972
LED light sources in the original lamps are compliant.
- **Rear Position Lamps.** (Tail lamps). Vehicles first registered before 1st January 1974
LED light sources in the original lamps are compliant.
- **Rear Registration Plate Lamps.** Vehicles first registered before 1st April 1986
LED light sources in the original lamps are compliant.
- **Stop lamps.** Vehicles first registered before 1st January 1971
LED light sources in the original lamps are compliant

Lamps where the use of LEDs is not legal -

- **Stop lamps.** Vehicles first registered after 1st January 1971
LED light sources in the original lamps are non-compliant. This is because LEDs will not meet the minimum wattages specified in the regulations.
- **Direction Indicators.** (flashing type). LED light sources in the original lamps are non-compliant. This is because LEDs will not meet the minimum wattages specified in the regulations.
- **Headlamps.** LED light sources in the original lamps are generally non-compliant. This is because LEDs will not meet the minimum wattages specified in the regulations. However, in some particular cases it may be possible to locate LED light sources of compliant wattage.

The Road Vehicle Lighting Regulations, in addition to specifying which lamps are obligatory and the provisions they are required to meet, also permit the use of additional lamps, which are referred to as optional. These lamps are required to meet some but not all of the provisions specified for obligatory lamps with the result that there are no wattage requirements for optional headlamps, either dip or main beam.

DVLA Ian Edmunds

The lead time for the production of this Newsletter is quite long with the result that this edition is reporting on the summer season which, as is often the case has been fairly quiet, thus there is not a lot to report for this edition.

DVLA are conducting a trial of a revised version of the V11 reminder form. This is designated V11Z and is sent specifically to keepers of vehicles that attract a nil duty licence. It has revised wording to stress the importance of licensing even where there is no fee. The licensing procedure remains unchanged.

Many of you may be aware of the difficulties that can arise in obtaining a first registration in the UK for vehicles which have returned from foreign territories to which they were originally exported in CKD form. The major problem is normally that of establishing a date for the final assembly of the

vehicle in the destination country. Generally, the local assembly company no longer exists and no records survive. However, from the feedback I receive, it seems that with persistence and the support of an appropriate club a satisfactory conclusion can normally be reached.

We now hear of an additional difficulty with vehicles returning from South Africa. This has only become apparent in the last few months and takes the form of a recently issued South African registration document which refers to the vehicle as 'built-up'. Rather confusingly this is not a reference to the vehicle having been originally imported in CKD form but is in fact a catch-all term that the South African authorities use when the history of a vehicle is unknown or unclear. In some cases, it arises for no other reason than the vehicle was not registered for a period and the original records were lost, but it is used in many different circumstances including for rebuilt insurance write-offs. DVLA are fully aware of this ambiguity and decline to register a vehicle so described without further information.

We discussed this issue with DLVA at our recent meeting and their advice to vehicle owners was to contact the South African authorities for an explanation of the exact circumstances of the vehicle in question. Some doubts have been expressed regarding the likely response but DVLA assured us they have seen helpful replies from South Africa.

Readers may recall a somewhat cryptic reference under the heading 'Modifying vehicles' in Newsletter Issue 3, 2017. Whilst this is an ongoing issue, and is likely to remain so for some time, I can now provide a little more background. We were made aware from a member club of a coupé of 1970s construction which the owner had had professionally modified to a roadster (the manufacturer originally offered both versions). When this change was notified to DVLA the registration was withdrawn.

The DVLA rationale is that the modification is such that the car is required to be assessed under the 'radically altered' rules. These rules specifically preclude an altered monocoque bodyshell. Thus, the car cannot retain its original registration.

The Federation does not believe it can contest this conclusion but does nevertheless have two concerns. There is some evidence to suggest that DVLA may not have been entirely consistent in their handling of such conversions over the years, but there is a greater concern regarding information available to vehicle keepers.

The V5C quite rightly requires the keeper to notify DVLA of changes to the vehicle but gives no indication that this could lead to the withdrawal of the registration. Neither does it provide any reference to the relevant information, either the INF26 booklet or the gov.uk website.

The Federation has initiated discussion with DVLA on this matter and will obviously report the outcome. Meanwhile the advice should continue to be that it is probably not wise to undertake any conversion of the body of a registered monocoque vehicle. This applies equally to conversions of coupé to convertible, saloon to convertible, saloon to pickup or any similar changes.

MAIN FEATURE

Keith Gibbins

Henry Ford's Wife preferred an Electric car to the Model T

Clara Ford used a Detroit Electric, it was easy to drive, had an 80-mile range on a single charge and could reach 20 mph. She was not alone, well-dressed society women could simply drive to lunch, to shop, or to visit friends without fear of soiling their gloves, messing their hair or setting their dresses on fire – you just got in and went. New York had charging stations all over town, so ladies could recharge their cars while in the stores.¹

[PIC 1 DE Car and/or Ad](#)

Other famous Detroit Electric owners included, John D Rockefeller Jr, Thomas Edison and Mamie Eisenhower. The get in and go feature was also appreciated by Doctors, no need to swing a starting handle and hope for a bang!

Henry Ford and Thomas Edison worked together to try and make the Electric Vehicle the primary form of transport in the USA. They considered providing charging stations around the country.

¹ <http://gm-volt.com/forum/showthread.php?107353-Henry-Fords-wife-refused-to-drive-the-Model-T-what-did-she-prefer-Her-PEV>

So, what was the vehicle market looking like in the soon to be the superpower of vehicle production, at the turn of the 20th Century?

In 1900, 28 percent of all the 4,192 cars produced in the US were electric. In New York City 90% of the cabs were electric. They have a special place in United States history as the first ever speeding ticket was issued to a driver of one!

In mainland Europe, a number of EV achievements had taken place. In France, physicist Gaston Planté invented the rechargeable lead-acid battery in 1859. This was improved by Camille Faure such that by 1881, it was of practical use.

Andreas Flocken built his Electrowagen in 1888 in Germany.

PIC 2 Elektrowagen (optional)

In Paris in 1899 a Belgian, Camille Jenatzy, built a torpedo shaped EV, the Jamais Contente, took the land speed record at nearly 66 mph using Michelin tyres². It was powered by two direct drive 25KW motors producing about 68 horsepower. The record stood for 3 years.

PIC 3 Jamais Contente (Two options)

Jenatzy also built a factory to produce EV's for the Parisian electric carriage market.

Great Britain laid claim to the invention of the world's 1st EV³. Thomas Parker, who electrified the London Underground, built an Electric Horseless carriage in 1884. He believed that gas and coal were bad for the environment and was looking for what we would know call eco-friendly options. He is also believed to have added hydraulic brakes on all 4 wheels and developed 4-wheel steering.

PIC 4 Parker' HC and portrait

In a talk to the automobile club he complained that the battery power currently available was unable to cope with the hills around Wolverhampton!

In the USA, the first EV was a six-passenger wagon, capable of 14 mph, built by William Morrison in 1890 but it was not until about 1895 that EV's took off, some 15 years behind Europe but soon the USA became the country where EV's gained most acceptance. For trucks, range limitation was addressed by an exchangeable battery service. The vehicle was purchased without a battery, which was leased separately. The owner paid a variable per mile charge plus a monthly service fee to cover maintenance and storage of the truck. Something not too dissimilar to the current Renault ZE options.

So, having achieved a strong market position, why the change from a smooth, silent, spinning electric motor to a relatively inefficient, noisy and smelly engine, the piston of which keeps stopping and reversing?

Ironically one of the resistors, the need to use a starting handle, was overcome with the invention of the electric starter motor in 1912. More significantly as more and better roads were constructed, the need for greater range took precedence.

The worldwide discovery of oil reserves led to the availability of relatively cheap petrol. Technically, petrol has a very high energy density, a real benefit for vehicle which needs to carry its own fuel, the greater the energy per kg the better. It is also easy to transport and store. Plus of course it is possible to transfer the fuel from tank to tank in seconds, whereas a battery, even in the 21st century, takes time to charge even with the Tesla supercharge network.

Add to that, despite Clara's preferences, Henry mass producing the Model T, which halved in price by 1920, the year when almost a million were made. EV's were unable to compete on price, costing at least twice as much and range.

Effectively, EV development stagnated from the late 1910's. In the UK, horse drawn milk floats were replaced with electric ones and for a period represented the majority of the World's EV's. Other niches included fork lift trucks, introduced in 1923 and from 1954 golf carts.

Experiments, like the 1961 Renault Dauphine based Henney Kilowatt were not cost effective.

However, the problems with the dramatic increase cost of oil in the 1970's and subsequent price volatility led to a revised interest in EV's. In the USA, Congress passed an act which aimed to kick start development of Electric & Hybrid Vehicles and California's "Clean Air Agency" initiated moves for a zero-emissions vehicles.

In response, General Motors designed an electric concept car, the Impact, which was subsequently developed into the EV1.

PIC 5 EV1

² <http://www.michelinchallengedesign.com/the-challenge-archives/2010-electrifying/2010-showcase-of-selected-entrants/la-jamais-contente-by-cie-generale-des-transport-automobiles-jenatzy-belgium-france/>

³ <http://www.dailymail.co.uk/sciencetech/article-1173144/The-worlds-electric-car--built-British-inventor-1884.html>

GM's EV1 was, despite a favourable reception, discontinued and the majority of vehicles, which were only available for lease, scrapped. Except for one given to the Smithsonian Institution and a number that were deactivated and given to museums and other educational establishments. This was done because GM did not regard the sector as profitable, partly because of the mandated spare part holding requirement.

Other manufacturers also responded, including Toyota with the 1st generation RAV4 EV. They were also leased but many were subsequently sold and in 2012 some 500 were still in use in California and some could end up as collectible historic vehicles.

Toyota gained a lead with hybrids when it produced the Prius. Japan also scored with the all-electric Nissan Leaf, with some 250,000 having been sold since 2010. FBHVC's Facebook Maestro, James Fairchild, is an enthusiastic owner of one. Sunderland is one of the four factories that make Leaf's. Both Nissan and Renault offer battery lease options.

The "glamour" maker is Tesla with the model S setting standards for range, performance and a sophisticated charging network. Personally, on my travels on the M25 and M40 I have only seen a Tesla go past in the fast lane, except once when I think the driver was on his phone in lane 1 but he soon caught up and went by!

[PIC 6 Model S at supercharge point](#)

Legislation now looks to be pushing customers towards zero/low emission vehicles. In the UK, Government subsidies are being offered to purchase a vehicle and install a home charger and the London Congestion charge is zero for EV's.

Global sales of electric vehicles reached 750,000 in 2016, with China, the biggest car market in the world, with 336,000 vehicles sold, accounted for almost half of the total sales⁴.

Leading manufacturers, are also announcing EV plans, with Volvo being quick off the mark. CEO Hakan Samuelsson said the move was dictated by customer demand. It means that in two years, all new Volvo vehicles will have some form of electric propulsion. Volvo are owned by the Chinese Zhejiang Geely Holding group, parent of Geely Automobile.

The top Chinese manufacturer is BYD Auto, with over 100,000 sold in 2016. They have a joint venture with Daimler AG to develop and make luxury electric cars.

Autocar reviewed the BYD E6⁵ after it imported 50 to the UK and begun a process of "polishing" them for the European market by directing initial sales to professional fleet customers, and by engaging consultants such as Ricardo and MIRA to help.

[PIC 7 BYD E6](#)

Autocar said "driving the e6 makes BYD's expertise with electric powertrains obvious — this fast-emerging manufacturer is one of the world's most successful battery makers. What the e6 now needs is a thorough campaign of refinement, a bigger boot and a lower price. But its major components are in place."

China wants alternative fuel vehicles to account for 20% of its vehicles sales by 2025.

India is considering plans to electrify all vehicles in the country by 2032.

The US wanted, under an Obama target, to have 1 million electric cars on the road by 2015. Half this number was reached by 2016.

Both France and the UK have announced that sales will be restricted to Electric or Hybrid vehicles in the near future.

So, the current political "runes" are in favour of EV's. But outside of direct purchase subsidies and free LEZ entry, what needs to be in place?

The price of the battery packs needs to fall which seems to be possible as Bloomberg have forecast that EV's will become price competitive on an unsubsidised basis from about 2025.

Range is critical and the availability of a public charging infrastructure will be vital. The Bloomberg analysis suggest that lack of infrastructure could be a roadblock by the mid-2030's which will have a negative impact on sales growth.

The impact for historic vehicle enthusiasts is likely to revolve around continuing availability of fossil fuels the need for exemptions from legislative restrictions.

From the FBHVC perspective we may need to work out how to have a fast supercharge network for the Legislation Committee to ensure they meet the ongoing demands of the 21st Century!

This article was inspired by the editorial in Newsletter Issue 2, this year, when the editor was singing the praises of his new PHEV and his love of technology, particularly regenerative braking - it may be worth noting that the 1915 Detroit Electric had regenerative braking!

Though I suspect the boost derived from adding the petrol and electric motor power together might be more of an attraction to someone who used to race a Ducati and currently sprints a historic Formula Ford.

⁴ <http://www.telegraph.co.uk/business/0/long-winding-road-electric-car-adoption/>

⁵ <https://www.autocar.co.uk/car-review/byd/e6>

In extremis, it may be noted that Lewis Hamilton's personal road going McLaren P1 is quoted⁶ as having a total power of 903 bhp which includes 176 bhp from the electric motor. Since his home is in Monaco, I guess one gear change from 1st to 2nd could see him transit the Principality!

TECHNICAL AND EVENTS

Tony Davies

The recent summer months have seen me officiating on a couple of events as a Competitor Liaison Officer. Having fulfilled this role for quite a few years now it is interesting how some folks approach me (and, I assume, other CLOs) with their on-event queries. My work as a CLO is to help competitors understand the "technical" issues of an event e.g. navigation, regulations and to explain any penalties they may have accrued and, where necessary, investigate any that may be in error. As you might expect the first three topics are relatively straightforward to deal with but the latter one can sometimes be quite interesting. Of course, we all understand that the objective of any competitors when they query the results (that are usually produced on a daily basis) is to minimise their penalties. However, the variety of peoples' approaches is quite interesting and an insight into their characters. Some are very polite and are genuinely puzzled by their penalties whereas some are at the other end of the spectrum effectively telling the organisers "you are wrong so get it sorted". Fortunately, I've been involved in motorsport long enough to have all the necessary T shirts you might imagine!

Looking forward we are moving into the autumn but still with a few opportunities to get out and about in our beloved classics before the cold and wet winter sets in.

You may still get a late entry into the few remaining HRCR Scenic Tours available here - <https://www.hrcr.co.uk/hrcr-championships/scenic-tours-series/>

Probably by now (depending on when you get this Newsletter) the Devon Classic Rally will have taken place. This event - <http://www.shmc.co.uk/index.php/events/devon-classic-rally> really is a great weekend using a straightforward Tulip road book and no tricky navigation. Please watch out for it in 2018 as a good stepping-stone between Scenic Tours and events of a more competitive nature. HERO's Summer Trial is also an event along the same lines.

By the way, if you remember The Quarrymen don't miss the NEC Classic Show on Saturday November 11th!

A hot-off-the-press update for you – Paul Loveridge tells me that the FIVA on-line application system for the new FIVA ID Card and 2015 Technical Code will go live on **1st October 2017**. The latter will include a new Category H for vehicles of the 1980's.

Finally, for a real winter motoring adventure you could do a lot worse than join me and many others on HERO's Winter Challenge to Monte Carlo - <http://heroevents.eu/event-type/winter-challenge/>. Not an event for first-timers I suggest but certainly one if you want a real continental adventure. See you on the famous Col de Turini and in Monte?

⁶ <https://www.carkeys.co.uk/news/lewis-hamilton-s-cars>



CLUB NEWS – CLEMENT & BOGGIS AN INTERVIEW WITH NEW FBHVC TRADE MEMBERS CLEMENT & BOGGIS

James, better known as 'Alfie' (apparently, it's a long story!), is the third generation of vehicle restorer in the Clement-Boggis family. Alfie began his first 'nut and bolt' restoration in his teens and quickly became disappointed with some of the products on the market.

"The first thing I discovered was that Dad would say you needed (say) a certain paint for suspension components, but when I used it, the stuff was hopeless. We discovered it just wasn't the product Dad had known and when we questioned the vendors they said, 'It's EU regulations mate, they've ruined it', but when you look further into the facts the EU gets the blame because it is the easy default villain. In actual fact, that particular company had changed hands 4 times in 16 years and each conglomerate had tried to extract more profit from it by reducing the quality of the content."

Garry is Alfie's father and the other half of C&B. He has an additional theory about the quality of some of the products and parts on offer, "I think the historic vehicle movement has gone through something of a renaissance. In the relatively recent past it was just about the love of the vehicle and any expenditure was minimised because it was "that old banger he keeps in the garage". Parts for some marques reflected that status. These days even the lowliest historic vehicles have a recognised value and whilst that (thankfully) doesn't diminish the love, it helps justify investing in them. I think it is interesting, the number of partners you now see at shows, the historic vehicle has become 'cool', featured in TV programmes and recognised as a family heirloom worth looking after. It was interesting to read the FBHVC's recent research which backs up that theory by revealing the mainstream love of the vehicles."

He went on to explain, "The early Far East supply chain was also a double-edged sword. Its cheap production base meant a lot of items that were too expensive to tool up in Europe got manufactured that wouldn't have done before, which is great. The catch was that they were often made, shall we say, from a visual standpoint and not necessarily a mechanical one." Garry said that he went on a fact-finding mission to China a few years back, "One of the factories we visited supplied fabric and the material we'd received suffered from multiple imperfections. To our surprise when we visited, we found they had a quality control lady watching the finished fabric pass over a lightbox to identify flaws as it went from reel to reel. We wondered how the snags were being missed, but when our translator asked the QC lady exactly what faults she was looking for, she replied that her job was to watch the fabric and make sure it passed over the reels without coming off. *It has run smoothly for over 3 years she proudly stated!*"

On his return from University, Alfie decided that what he really wanted to do was work in the restoration industry and sell quality items to his fellow restorers to replace or improve on the products that had failed him personally. This was kick started by a natural rust remover Garry had developed after being inspired whilst working in the USA. **IReOx** was the first in a range of items created by the Father and Son team, with **TTACT** (Tag Today Avoid Cursing Tomorrow!) Tags for labelling wiring looms following on soon after.

"There was good stuff out there, you just have to find it - or create it," explains Alfie. So that is what they did, with a core range of items they make, topped up by really useful stuff that is off the shelf

but that you might never have heard of if you didn't 'surf' their website. "We're really just beginning," advises Alfie, "...the range expands every few weeks."

Since Garry ran a digital services company and Alfie is from the first generation that had grown up never being without the internet, they naturally decided to utilise the web and offer the range via e-commerce. Whilst they knew there was a certain type of person that considered the World Wide Web a tool of dark magic, most restorers have recognised its benefits, especially in the sourcing of rare parts or specialised products which previously would have required scouring Autojumbles with your fingers crossed whilst wearing a rabbits foot around your neck and shaking a talisman at passing Magpies.

"We also do the occasional show, you may have seen our Art Deco Garage exhibition stand at the NEC or Manchester and we are only too pleased to lend product to clubs and magazines for testing, but our focus is on the web as it works so well for the switched-on restorer and is second nature for the young people who will take the hobby forward. It also gives us access to overseas markets, we get a significant proportion of orders from the USA and Europe," advises Alfie, who clearly considers the web the core route to market, not a side channel.

"We have also tried to form relationships with the marque clubs where possible but this has been a bit hit and miss. A small contingent sees us as a commercial enterprise trying to trick their members cash out of their pockets and that attitude came as a bit of a shock, I have to say. Many have engaged with us (we're members of several clubs ourselves!) and any genuine organisation is welcome to apply for a standing club discount code for their members to use on the website. Because of our presence on the web we get quite a number of people taking their first steps in the hobby asking where to get parts and we try to promote the clubs because that is where the knowledge base is. One or two-man specialists often don't have a website or even need to advertise, so you have to be in the right 'grapevine' to know about 'Steve the throttle body engineer' or 'Harvey the handbrake bracket rebuilder'. That is why club membership is so valuable to the owner and of course, the lifeblood of the organisations themselves."

For our own research we asked why C&B joined the FBHVC as a trade member? Garry explains, "We are in no doubt that our hobby is under threat. Not maliciously, but simply by ignorance. For instance, if you ban cars with a certain level of emissions from town centres, that sounds a great idea for the good of the population, but by default it would inadvertently exclude historic vehicles from those areas. The local impact of this small number (in comparison to everyday vehicles) is tiny and if you look at the lifetime impact of a historic vehicle, it is fractional. Most of the energy and pollution from a vehicle is from its actual manufacture. Instead of the constant cycle of making and scrapping to provide personal transport, a historic vehicle has only been 'made' once! We need the presence of the FBHVC to consolidate the power of the club movement to influence government at a local and national level and perhaps even move some of the power from the governmental departments to the FBHVC's own, more empathetic, administration in the future.

In closing, Alfie explained where they saw C&B fit in the market: "We're not trying to compete with Moss, or Rimmers or Brown and Gammons et al, those companies do a good job of supplying parts for specific marques. We want to supply the *restorer*, whether they are rebuilding a historic motor cycle, car, traction engine, motor home, petrol pump or whatever. We want our range to expand to accommodate the needs of *all* those people who are maintaining every aspect of our industrial heritage."

www.clementandboggis.co.uk

CLUB NEWS

Many thanks to Alan Sharpe from the Garioch Vehicle Restoration Society who responded to our query regarding whether Vulcan's still exist. Well done to Alan as he spotted one at the Bon Accord Steam Fair at Castle Fraser on 17th /18th June.

It was delivered new to R.S Waters of Bridge Street, Wick, Caithness. It did regular trips to Halkirk (35 miles away) and the surrounding areas.

CLUB NEWS
David Davies

The **NECPWA** magazine reminds us of the need for an emissions sticker when visiting major French cities. These can be purchased on line for approximately £3.20. The fine for not having one on display is an on-the-spot fine of between £58 to £116.

The magazine of the **Steam Car Club of Great Britain** has an interesting article on electric cars and their power sources.

The **Ginetta Club** tells us that they will be celebrating their 60th anniversary next year over the weekend of 11th and 12th August 2018.

The **pre-1950 American Car Club** magazine informs us that the world's largest Ford Museum - some 200 plus vehicles – the Den Hartogh collection at Hillegom in Holland has closed. The intention is to sell everything as one lot.

The impressive magazine of the **DAF Owners Club** tells us all about the 'Workmate' and its inventor Ron Hickman.

The intriguing story behind the Bristol 'Blenheim' at the Duxford Air Museum is recounted in the magazine of the **Bristol Austin Seven Club**. The aircraft had been scrapped and the nose was sold to an imaginative electrician in the Bristol factory who fitted it on to an Austin seven chassis together with an electric motor. He drove this contraption around the Bristol area for about six years. In 1992, he donated the remains to Duxford who have reunited it with a 'Blenheim' which is now airworthy once more.

The **Albion** magazine has a photo reportage on Harrod's fleet of Albion delivery vans in the WW1 period, despite the fleet numbering in excess of 80, none of these early examples have survived – unless YOU know better....?

The melancholy tale of the MG EX234 is recounted in the magazine of the **South Hants Vehicle Preservation Society**.

A thought – provoking comparison between the Wolseley 6/99 and the Rover P5 is written up in the **Rover P5 Club** magazine.

Two more golden jubilees: - **The Colchester Vintage Motor Club** and the **20-49 Motor Club** Congratulations!

There is a short but informative history of the SU Carburettor Company in the **Riley Register** Bulletin.

Plenty of photographs of **Bucklers** being used in anger in the June edition of the club journal. Some thoughtful musings on the future of the magneto are discussed in an article in the Journal of the **BSA Owners' Club**.

A couple of observations from the Journal of the **Wolseley Register**: -
"Up from the ashes of today's chaos will rise, phoenix-like, tomorrow's cock-up"
"If you take something apart often enough, you'll have enough bits left over to make another one"

The magazine of the **Jaguar Enthusiasts' Club** has a photo reportage on what must be the biggest Jaguar scrapyards in the world, in Stockton, California. Try Google – Jaguar Parts- California. There is also an illustrated report on the gathering of 90 Jaguars outside the Coventry Transport Museum on 24th June to celebrate 92 years of Jaguar Heritage.

The **BSA Front Wheel Drive Club** remind us that 2019 will be 90 years since the BSA FWD Trike was introduced and sixty years since the founding of the club.

A **Panther Owners' Club** rally in Slovenia is proposed for September 2019

Lancia make rather splendid cars, but did you know that they made commercial vehicles? The '3Ro' was a muscular-looking and quite sophisticated beast which saw service in WW2 and afterwards.

Most of you will be unaware of the connections between Austin and the 'Jeep'. The magazine of the **Austin Seven Clubs Association** reveals all.

There is a really striking photograph of Mark Hillier's 1934 PA on the cover of the **MG Car Club** magazine. Inside is a thought-provoking article on applications for LED bulbs.

What I like about the Journal of the **National Traction Engine Trust** are the photographic studies of engines doing their bit for global warming as exemplified by Richard Metcalf's Clayton & Shuttleworth being given its head on the long climb up to Broseley during the Ironbridge Trial.

The **Vintage Austin Register** Magazine has an article on the 'Austrian Alpine Trial' of 1914. This 8-day tour involved some 1,828 miles climbing mountain passes amounting to more than 107,523 feet. The 20 hp Austin entered by the Company finished 17th overall.

The magazine of the **Armstrong Siddeley Club** informs us that their archives include more than 24,000 negatives of technical drawings and process sheets.

The **Sunbeam Lotus Owners' Club** magazine has an article on MSD (multiple spark discharge) and Capacitive Discharge ignition - all very heavy stuff indeed...

The 99th edition of the **Speedster & Spyder Enthusiasts' Club** magazine gives convincing proof of strong support for the Club's activities.

The **Austin Healey Club** Journal reminds us that 2018 sees the Diamond Jubilee of the Austin Healey Sprite The magazine also has a report on the St Goueno Masters Hill Climb in North-west Brittany which would appear to be an excellent way to spend a weekend.

Another Diamond Jubilee! Saturday 14th July 2018 was launch day for the MG Twin Cam. The **MG Car Club** magazine informs us that the launch is to be re-enacted at the Chobham test track.

There is a report on the successful laser welding and subsequent ceramic impregnation of the cylinder block and head for a 'Hyper' in the magazine of the **Lea Francis Owners' Club**.

There is a photograph of a medieval JCB Hydradigger in the journal of the **Cumbria Steam & Vintage Vehicle Society**. How many examples survive? I wonder.

The **Dellow Register** put on a brave show at the Shelsey Walsh Reunion with a line-up of 14 cars on the Sunday.

There is a brief history of the convoluted history of the tyre in the magazine of the **British Made Car Club**.

The journal of the **Traditional Car Club of Doncaster** reminds us that the millionth Porsche 911 has rolled off the production line and that it is estimated that around 70% of the beasts are still out there somewhere. The magazine also informs us that the only known surviving 'Cheswold' - made by E.W. Jackson of French Gate Doncaster - resides in the Doncaster Museum and Art gallery. A local brewery celebrates the marque with a 4.2% bitter named after it.

The **Mini Moke Club** magazine tells us that the largest fleet of rental Mokes (120) was on Magnetic Island on the Great Barrier Reef in Australia. There are now but four remaining.

The magazine of the **London Austin Seven Owners' Club** tells us how the Austin Seven contributed to the start of the 'Jet Age' as a starter motor for the E28/39 prototype.

Rumcar News reminds us that the 60th Liege-Brescia-Liege will take place on 11th -12th July 2018. There are more details and a bit of history of the event in **Fiat 500 News**. The cover illustration confirms our greatest fears, a stretched limo based on the Bond Mk G Minicar is out there-somewhere...

The **Routemaster magazine** informs us that 1,200 Routemasters still survive – in 64 countries around the world. And that December sees the 12th anniversary of the last mainstream operations. A commemorative road run is planned for the 9th December.

Congratulations to the **TR Register** on the 'Outstanding website of the year' award at the NEC at the Restoration & Classic Car Show in April.

The magazine of the **Gay Classic Car Club** has a book review of Giles Chapman's book 'Britain's Toy Car Wars'. An interesting snippet concerns the Corgi model of the Riley Pathfinder which sold 307,000 units – with a further 110,000 powered clockwork versions. BMC must have looked on with envy and in amazement – they sold only 5152 of the full-size examples.

The impressive magazine of the **Military Vehicle Trust** always provides a good read. The June issue features the Jankel Aigis2 -which must be the ultimate Chelsea Tractor – an armour plated 4X4 with very high levels of ballistic protection. Some have now been released on to the open market –where are they now?

The **Deux Chevaux Club of Great Britain** magazine tells us that the 2021 World Rally may be in Switzerland –watch this space!

The magazine of the **Norton Owners' Club** displays a wonderful spoof advertisement for all those gadgets that you didn't realise you could do without – such as a 6" whale gutting knife.....

If you have ever struggled with brakes, spare a few moments for Phil Bennett, who describes the challenges encountered with a 1970 Mack 6 x 4 tractor he imported from the USA in the magazine of the **Historic Commercial Vehicle Society**.

This year sees the Golden Jubilee of the **Manchester Historic Vehicle Club** - Congratulations!

The **Morris Minor Owners' Club** magazine has a detailed account of all the work that went into the Club's stand at the Practical Classic Car Show in the Spring. All the hard work paid off. The club received two 'Highly Commended' awards and Rosie Hamilton received the 'Lifetime Achievement Award'. Well done.

The **Traction Owners' Club** magazine can be relied upon to give us an arresting and creative cover illustration. This month it is a wrap-around photograph of Laurence Acher's pride and joy.

The magazine of the **Transport Trust** covers the 2017 awards presentations. The range of activities covered and the challenges being overcome by the recipients are very impressive and fully justify the awards.

The LSMOC London-to-Brighton run is reported on in the magazine of the **Mini Cooper Register**. The number of minis participating is not quoted but the aerial view of the line up at the start at Crystal Palace is very impressive. Can anyone let us know how many cars took part?

CLUB NEWS – Reliant Motor Club

In 1934 when Raleigh in Nottingham decided to stop producing motor vehicles, it's Chief Designer, Tom L Williams, felt that there was still a strong future for 3-wheeled vans and so left Raleigh intent on manufacturing his own. At the time Williams lived at Bro-Dawel with his inlaws, the Oliver family having married their only daughter Ellen. Williams started work on a new 3-wheeler in August 1934 in the building at the rear of Bro-Dawel. Having faith in William's belief his fellow colleague at Raleigh, Ewart S Thompson, also left Raleigh in October 1934 and together they built the first Reliant prototype. Whilst many of the parts were made with rudimentary tools, various components were also engineered at Tamworth Motor Garage that used to be in Aldergate in the town centre.

Upon building the first prototype in the rear garden, Williams then discovered he had an issue, it was 4" too wide to fit through the gap at the side of the house. To get it out of the garden, the prototype then had to be dismantled and was reassembled at Tamworth Motor Garage. On 1st January 1935, Williams registered the vehicle as a "Reliant" with Stafford County Council where it was then registered as a motorcycle with the registration number RE 8109.

Williams went on to form the Reliant Engineering Company (Tamworth) Ltd. at Two Gates in the same year and the rest is history. Following the death of William's wife in 1940, Williams remained at Bro-Dawel until 1950. Along with a new office block built at Reliant's premises in Two Gates, Williams also had a self-contained flat built above it which he then moved into and remained there until the early 1960s, when following marriage to his second wife Doris, he moved to Hopwas. He died on 5th March 1964.

Bro-Dawel has sat on the Kettlebrook Road for many years with few people aware of its connection to the Reliant Motor Company. The house is owned by Jaymie and Marc Rogers who discovering its connection to Reliant, have also enquired about a blue plaque in the past. Both they and the Reliant Motor Club along with the Tamworth Heritage Trust are delighted to award the house with a blue plaque to finally mark the birth place of the Reliant. The blue plaque itself is just the second one to be awarded in Tamworth with the first being on the old Bank House in Ladybank in the town.

Various speeches were undertaken by the following people: Caroline Payne, Secretary of the Reliant Motor Club, Margaret Clarke, Chairman of the Tamworth Heritage Trust and Barrie Wills,

President of the Reliant Motor Club. This was followed by the unveiling of the plaque by Charlotte Oliver (on behalf of Pat Afford)

After the unveiling, people are welcome to mingle in the back garden where refreshments are served. The building at the bottom of the garden was the one used by Williams and Thompson to build parts for the prototype Reliant. It is also said that for a number of years the building held many of the blue prints for early Reliant vehicles that were kept under lock and key by Reliant themselves. Jaymie and Marc Rogers plan to keep the building in its original condition.

CLUB NEWS

Drive it Day 2018

Have you organised yours?

As the summer has drawn to a close and we welcome Autumn with open arms, our thoughts are now moving towards next year's show season. Have you thought about Drive it Day 2018?

The format of the day is a tried and tested formula. The date is set for 22 April 2018. Many of you may well be organising your day, whether it be a Drive Out, Rally or a meeting at a local beauty spot or historic site. We encourage you all to take part in some way. You can download a poster for your needs from our website www.fbhvc.co.uk

The FBHVC National Coordinator for Drive it Day 2018 is Ken Coad who can be contacted via email coadspeed@btinternet.com

Secretary News

Emma Balaam

I wish to express my gratitude for the welcoming messages I have received since being appointed Secretary following Rosy's retirement at the end of June. Rosy was very well loved within the many Clubs and Associations which make up the FBHVC. I knew the mission was, and is going to be a mammoth task, but hopefully with patience and time I hope to be of help to you all. As you know my background derives from the Club scene, so I have knowledge in this area and I know how difficult it can be. The FBHVC are here to help, in which ever way we can, (dependent on the subject). We are all part of a large community of like-minded people wishing to keep our cherished vehicles on the road, and to share our passion with others. Long may it continue.

Since commencing my post as the FBHVC Secretary I have been overwhelmed with the passion our Members Clubs have in the form of their newsletters. They are all of varying sizes and formats, but the dedication involved in obtaining content and delivering the information to your membership is second to none. One thing that is noticeable is the fact only a small percentage of Clubs use the FBHVC logo and/or include any of the content from FBHVC News. I understand how difficult it is to find content, from my background with the Ford RS Owners Club, so why not use the applicable articles from our newsletter to inform your members? Please remember as a member of the FBHVC you can download the logo and content, both in PDF and Word format from our website for use in your publications. They can be found by visiting www.fbhvc.co.uk, under 'members pages', then selecting 'newsletter archive'. Hopefully this will make your mammoth task a little easier?

Whilst on the subject of Newsletters, many of your newsletters are still being sent to our old address. A big thank you to those who have amended your details, for those of you that have not yet made the amendment, I kindly ask that you do so. Our new address is PO Box, 295, Upminster, Essex, RM14 9DG.

I hope to meet many of you at our forthcoming AGM on 21st October and again at the Classic Motor Show at the NEC Birmingham in November, although I cannot promise to remember all your names!

Kindest Regards
Emma Balaam
FBHVC Secretary

Welcome

Welcome to the following clubs who have joined the Federation: □ Classic Car Club of Bury St Edmunds □ Gwynedd Historical Transport Club □ Unipower GT Register
Welcome to the following member who has joined the Federation: □ Mr Ian Dilnot-Smith

EIGHTEENTH ANNUAL GENERAL MEETING

Saturday, 21 October 2017 - Reminder

The eighteenth Annual General Meeting of the Federation of British Historic Vehicle Clubs Limited will take place at 1100 in the British Motor Museum, Banbury Road, Gaydon CV35 0BJ on Saturday, 21 October 2017 for the following purposes:

1. To consider and approve the minutes of the Annual General Meeting held on Saturday, 15 October 2016 as made available to members in November 2016. *[Copies available on request and are available on the FBHVC website.]*
2. To receive the Financial Statements for the year ending 31 May 2017.
3. Election of Directors. *[See note 2 below]*
4. Special Resolution.
To approve revised and updated Bylaws for the Company by way of the following special resolution to be proposed at the meeting:
'That the Bylaws produced to the meeting be adopted as the Bylaws of the Company in substitution for, and to the exclusion of, the existing Bylaws of the Company.'
A copy of these Bylaws is available on the FBHVC website www.fbhvc.co.uk or available from the secretary on request. *[See note 3 below]*
5. To receive the Report of the Directors.

Notes

1. Changes to the Articles of Association were necessary in order to comply with the Companies Act 2006. For the purposes of the Companies Act the member organisations that are incorporated can vote on resolutions at the meeting as a legal entity. An unincorporated organisation does not have a legal persona and, in the eyes of the law, is not able to hold a position of member - but only the person given as the 'nominated contact' on the FBHVC database may vote. Any organisation may appoint a proxy other than the FBHVC nominated contact if they so wish, though for an unincorporated organisations the Form will have to be signed by the 'nominated contact'. The financial statements, directors' reports and the proxy form will all be distributed to club nominated contacts in September.

2. Nominations for directors to fill the posts of Deputy Chairman, Trade and Skills, Research, Events and Technical, Heritage and Legislation are required by 8 September 2017.

3. These Bylaws are made pursuant to the Articles of Association of the Federation of British Historic Vehicle Clubs approved on the 15 October 2016. If there is any conflict between the Bylaws and the Articles, the Articles take precedence.

CONFERENCE

Saturday, 21 October 2017, 14.00
Chairman, David Davies

This year's topic is: Safeguarding Marque Legacies

COST AND REFRESHMENTS

Attendance only tickets are free to nominated delegates from FBHVC subscriber organisations and supporters but are £10 to others.

Attendance & Refreshment tickets include morning coffee, buffet lunch and afternoon tea and are available at **£13.00** each to nominated delegates from FBHVC subscriber organisations and to FBHVC supporters but are £18.00 to others.

Please note: lunch tickets must be pre-booked.

Tickets should be ordered from FBHVC secretary by **Friday, 13 October**. Payment can be made by credit/debit card or cheque. Alternatively, you can pay via BACS (Sort Code 30-65-85, Account Number 47342260). Please send an email with your name, address and Club name (if applicable) where you wish for your ticket(s) to be sent.

FBHVC, PO Box 295, Upminster, Essex, RM14 9DG. A SAE would be appreciated.
Telephone: 01708 223111
E-mail: secretary@fbhvc.co.uk

Federation important to us all.....writes Peter James

“As the UK’s leading specialist Insurance Broker, we try to underline the importance of the FBHVC to our thousands of clients. Whenever applicable, we like to point out that club membership will often lower their insurance premium because as genuine enthusiasts we know the vehicle will be cherished and looked after, often saving them pounds. This applies to everything we insure from classic, veteran or vintage cars or motorcycles plus kit and replica, vintage and classic commercial, classic military, 4x4’s, tractors and steam vehicles. With nearly 40 years of combined experience, there’s not much our team doesn’t know about classic vehicles!

Having been a supporter of the Federation of British Historic Vehicle Clubs for 37 years, we as a Company are delighted to see it going from strength to strength. There is no doubt that the British classic vehicle movement has benefited enormously from the Federation’s determination to uphold the freedom to use historic vehicles on the road, the task has never wilted and they have never wavered, standing up for the movement against pernicious attack from wherever it might come.

During my four decades in the insurance industry, we have pioneered products including multi-vehicle, limited-mileage and agreed value cover. Let’s talk and find out how you can help inform your members about the FBHVC Club Member – Specialist Vehicle Scheme, if you have specific club/policy requirements we would as always be delighted to help...”

Peter James is the Managing Director of Stewart Miller & Peter James Insurance and can be contacted on 0121 506 6040