

NEWSLETTER

No 3, 2012

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About FBHVC

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

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

There are over 500 subscriber organisations representing a total membership of over 250,000 in addition to individual and trade supporters. Details can be found at www.fbhvc.co.uk or sent on application to the secretary.

EDITORIAL

The main story in this issue is the complete report on the fuel stability additive test results and all the latest news on ethanol in fuel.

Cloudy skies with the threat of rain were no obstacle to Drive It Day on April 22 – one of the national magazines called it the best yet – and judging by the variety and number of reports we received that must be true. We have some pictures in this issue of the newsletter and many more on our website.

This month is subscription renewal time for clubs and individual supporters. Renewal notices were sent at the end of April out just before the postal price rise took effect and many clubs have replied already. We rely on subscriptions to run the Federation and are grateful for the tremendous support our members show. In common with member clubs our directors are all volunteers, and we are always looking for talented individuals to join our sub-committees and offer support in this way also, please do get in touch if you feel you can help.

WELCOME

Roger Wrapson

One of the recent monthly magazines was very proud to reveal the worth of the motor sport to the UK. The Minister of State for Business and Enterprise had worked out that the industry invests over £1 billion in research and development and employs 40,000 full and part time staff, while teams and suppliers created over £2 billion worth of business and total motor sport sales exceed £7 billion each year.

These figures make impressive reading but we have to point out that ‘our’ £4.3 billion from 28,000 employees clearly punches well above its weight in this respect.

The article quotes the Culture Minister stating: “engineering is an incredibly important skill – people should be learning it at school”, while revealing the availability to the motor sport industry sector of Research and Development Tax Credits, the Regional Growth Fund and further funding from the Technology Strategy Board.

As the Federation’s Trade and Skills Survey gets underway it’s crucial that our net worth to UK plc is not overlooked and that the old vehicle industry is properly recognised in the corridors of Westminster so that we are included – as we quite properly should be – in training grants and other financial incentives that may be available to our industry sectors. The Federation’s highly lauded Drive it Day was a very public showcase of the industry – lets ensure we’re properly recognised.

LEGISLATION

David Hurley

MOT CONSULTATION

Mike Penning, Parliamentary Under Secretary of State for Transport, announced the results of the Historic Vehicles MoT Exemption Review on 21 May 2012. The Department for Transport is in favour of exemption for pre-1960 vehicles and it is proposed this will take effect from 18 November 2012. Owners of exempted vehicles will be able to take them for a voluntary test under the new regulations.

The FBHVC's initial response is a cautious welcome to a result that matches the wishes of the majority of respondents to the Federation's MoT survey. We hope to get more information about the detail of the proposals from the DfT in due course, particularly about passenger carrying vehicles in commercial use which would appear, from the DfT statement, also to be exempt from MoT testing.

In principal, owners of vehicle of all ages accept the discipline of being treated as ordinary motorists in order to use the road. The responsibility for a vehicle being roadworthy will not be withdrawn, nor has the need for the duty of care required to ensure that full and proper maintenance of the vehicle has been undertaken.

In our survey there was considerable interest in maintaining some form of voluntary test which with the right equipment and knowledge, should not present problems, or cause any damage. The necessity for an MoT test is also enshrined in other regulations such as: first registration on import; as part of the V765 procedure; obtaining an age related mark; transfer of marks; re-licensing from unlicensed etc. In all these circumstances a test is necessary for the protection of fraud, and in the case of the import of vehicles never made in the UK, conformity with Construction and Use regulations. The current Individual Vehicle Approval test would not be appropriate. We will be seeking clarification on these issues.

The Federation has always been mindful that the use of historic vehicles might be restricted if exemptions from the annual MoT test were applied. We have been very careful to ask this question in all dealings with the Minister on this subject.

It could be said that some have a fetish about regulations on use being imposed. Sanctions on use can never be ruled out but this has not happened in the past when, for example, an exemption from VED was introduced for pre-'73 built vehicles.

The results of the FBHVC MoT survey do not appear to be the same as other surveys conducted by the motoring press, and in some cases our member clubs have given us an opinion which is at odds with the results from our online survey of individuals. This wide diversity of opinions is being looked at closely by the FBHVC board.

OTHER TOPICS

The legislation committee are also looking at a number of other pieces of legislation and researching topics as requested by member clubs. Probably the most important of these other topics includes the Transforming DVLA Services consultation – there has been no further news on this since the consultation closed. Other topics include: Red Tape Challenge; Changes to National Park Governance; Review and recast UK tyre legislation; EU proposed regulation for the type approval and market surveillance of 2 and 3 wheeled vehicles and quadricycles; Change of Use and the Planning System (14/28 day rule); Implementation of Third Driving Licence Directive; cut-off date for VED exemption; European Chemicals Agency proposals under the REACH programme; possible national LEZ strategy; availability of archive material to clubs; Charter of Turin; Safeguarding Privacy in a Connected World, A European Data Protection Framework for the 21st Century; MSA certificates of exemption.

The scope of this work might seem a little daunting but it is absolutely necessary if we are to keep our vehicles on the road and in use. In the last issue we asked for volunteers for the post of deputy chairman of the legislation committee. Please do get in touch if you feel that you could help us with this vital work and have the necessary skills and interests.

FUEL NEWS

Matthew Vincent

FBHVC has written regularly on biofuels since 2008 when our members first expressed concern about the introduction of ethanol in petrol and vegetable oils in diesel fuel. There are two key EU Directives relating to targets for biofuel uptake: firstly, the Renewable Energy Directive (RED) which requires 10% of energy used in transport to be from renewable sources by 2020 and secondly, the Fuel Quality Directive (FQD) requires fuel suppliers to reduce the greenhouse gas intensity of energy supplied for road transport by 6% by 2020. In practice the supply of biofuels is the

primary means by which both targets will be met. Both Directives specify sustainability criteria that must be met by biofuels if they are to count towards either target.

PETROL

The Federation has responded robustly to all government consultations on biofuels bringing forward members concerns and we have been listened to sympathetically in the main. As a result of our input the DfT commissioned a major report from QintetiQ in 2010 on compatibility issues and carburettor icing and invited our representative to attend regular Stakeholder meetings held at the DfT. DfT also invited representatives of FBHVC member clubs to one of the recent meetings. The Federation commissioned an independent expert to report on combustion problems and undertook a lengthy and expensive testing regime for additives marketed to overcome the corrosion problem. In addition the website provides detailed information about (typically plastics) compatibility issues, for which there is no cure other than vigilance and replacement of non-compatible items.

The problems likely to be encountered have been summarised as corrosion, compatibility and combustion. The 2011 Conference was on just this subject and the conclusions are summarised below:

- Combustion and driveability effects: ethanol has a leaning effect and so carburettors need to be adjusted or the air/fuel ratio changes may cause driveability problems and increase exhaust temperature. Adopt measures to restrict heat transfer to carburettors by baffles, pipe routing, thermal blocks and breaks.
- Materials compatibility: replace problem materials with compatible products (FBHVC newsletter 5-2010 listed materials as does the website).
- Corrosion: ideally an aftermarket treatment should be used - added during refuelling to protect the fuel system.

The results of the test programme for suitable stability additives were received just after the last newsletter was published and is dealt with in detail below.

ADDITIVES FOR USE WITH BIOFUELS

Additives are available to protect against the main problems likely to be encountered for petrol and diesel fuelled vehicles (corrosion inhibitors, stability improvers and biocidal products).

A product for use with petrol has been designed to be added to the tank when re-fuelling to prevent degradation in storage in the fuel tank. It provides excellent protection against the possible corrosion through increased acidity which can occur when petrol containing ethanol is stored for any length of time. One bottle should provide a season's protection – although this is obviously dependent on the vehicle and amount of usage.

A similar product for bio-diesel fuel (e.g. containing rapeseed methyl ester) has also been developed. There is no corrosion issue here but one of fuel filter blockage, injector fouling etc. It is also designed to be dispensed from a plastic bottle (with graduated optic) at refuelling time.

These products existed in 2010 but did not have a commercial outlet and so through the Federation's trade supporter scheme, seven companies were introduced to a manufacturer of a corrosion inhibitor additive for petrol. At the end of April 2011 the Federation contacted all known suppliers inviting them to take part in the FBHVC test programme. The products that passed the test were entitled to carry the FBHVC logo on the packaging. This endorsement is similar to that given to the lead replacement additives that protect against valve seat recession and the products submitted were either given a 'pass' or a 'fail'; we will not grade them for effectiveness.

The biofuel test regime was different to the programme used for the lead replacement additives in that it was purely a laboratory test for corrosion.

The tests were for additives intended to provide protection for metallic components frequently encountered in the fuel systems of historic vehicles. A table was published by FBHVC showing lists of materials incompatible with ethanol in petrol. The materials listed included coated steels such as those extensively used to make petrol tanks, plus copper, zinc, and brass, together with a number of plastics (seals and gaskets) and fibreglass composite materials. The metallic materials listed were judged to be incompatible because of potential corrosion by degraded ethanol in the fuel. The additives tested are designed to protect metals only, by preventing corrosion.

There are no known additive solutions for incompatibility between ethanol in petrol and plastic or composite materials. As has been previously stated, where compatibility problems occur with gasket and seal materials, or with fibreglass petrol tanks, as used on some motor cycles, the only realistic course of action is to replace incompatible materials with suitable alternatives. A list of these was given in the table published by the Federation. At least one carburettor supplier can now supply components which incorporate materials compatible with ethanol in petrol.

The tests carried out used an accelerated aging process (details can be found in ASTM D4625 Appendix 11) in which ethanol degrades to become increasingly acidic. One week of the aging process is equivalent to one month in normal storage, so the 13 week accelerated aging process used in the test method is equivalent to one year in normal storage. This procedure increased test severity, and was felt to offer a good margin of protection to those, for example, who may lay up their cars in the autumn, and take them out on the road again in the spring, having stored fuel in the tank over the winter. Corrosion tests were carried out every two weeks to assess the effects of the aging process on the corrosiveness of the fuel. The tests compared corrosion experienced with untreated fuel against corrosion using fuel treated with corrosion inhibitor additives. Rating of corrosion was carried out visually by trained operators, there being five performance categories, from 'A' to 'E'. To achieve an 'A' rating, the test sample must show absolutely no rust at the end of the corrosion test, whereas an 'E' rating corresponds to extensive surface rust.

The results of the tests showed worsening corrosion as the ethanol aged for the test sample where no corrosion inhibitor was employed (test sample dropped from 'D' rating to 'E'), whereas additive treated fuels continued to provide a very high standard of protection right to the end of the test ('A' rating throughout). These results should instill a high level of confidence that additives evaluated in the test programme, and endorsed by the FBHVC, will provide excellent protection from potential corrosion in fuel systems of historic vehicles, including those stored for long periods (up to and including 12 months).

The tests used highly polished mild steel probes in accordance with oil industry practice, in a procedure developed by the National Association of Corrosion Engineers (NACE) of America. This method has been used for decades and is a recognised and widely used technique for establishing the performance of corrosion inhibitor additives. The use of mild steel as a medium in the corrosion testing is valid, on the basis that other metals in the fuel system (eg copper, brass) are less susceptible to acid-corrosion than mild steel. In addition, the widespread use of steel in fuel tanks in historic vehicles, creates a significant potential for corrosion damage where tanks may be up to 100 years old.

The corrosion inhibitors used within the oil industry are non-metallic surfactant products, which have been proven to be a cost effective solution to the problem of metallic corrosion in the oil industry. Some candidate additive suppliers wished to be able to combine the ethanol-protection corrosion inhibitor additive with one already proven for protection against valve seat recession. This was permitted as long as the combined additive package was tested in the ethanol corrosion testing procedure. Some, but not all, additives used for valve seat protection may contain metallic components, so it is therefore possible that some dual-function additives offered for sale will contain metals. Additives sold entirely on the basis of corrosion inhibition alone will not contain metals. Some concerns have been raised about the use of metals in fuel, but it is still permitted to sell leaded petrol in the UK for historic vehicle owners, and although the volume of sales is low, this concession to owners of historic vehicles has not been revoked by the EU, and indeed was recently endorsed for the future. In addition, at least one manufacturer sells a product containing lead alkyl additive for historic vehicle owners to dose into fuel themselves.

A limit has been placed on the permitted use of manganese in petrol by the EU, but this material has not been banned. Manganese is one metal which has been used in additive packages to prevent valve seat recession, and at least one dual-function package for use to prevent valve seat recession and ethanol corrosion was tested. The original use of the manganese containing additive to provide protection against valve seat recession was endorsed by the FBHVC in the 1999-2000 time frame after engine testing. There is no conflict in the view of the FBHVC with the renewed endorsement of dual-function additives which have been shown to perform well in both valve seat recession tests and corrosion inhibition tests, on the basis that metal may be used in the preparation. As indicated above, there is no EU ban on the use of manganese, iron or lead in fuel additives. Those who do not wish to use additive preparations containing metals can choose FBHVC-endorsed corrosion-only packages (which are non-metallic), and if desired, use a separate valve seat recession product which does not contain metal (one effective FBHVC-endorsed product uses phosphorus).

Questions have also been raised about bacterial growth in fuels containing renewable fuel components. The additives tested do not offer any protection against bacterial growth, which generally requires water to flourish. The main risk of bacterial growth lies in diesel storage tanks where water is present, and fuel is stored for long periods. The solution recommended by the oil industry is to improve 'housekeeping', i.e. to ensure tanks are clean and dry internally and therefore do not contain free water. Use of biocides is not recommended, except for 'spot' treatment of severe bacterial growth. Regular use of biocides runs the risk of the bacteria involved developing immunity to the biocide employed. Furthermore, where free water has encouraged bacterial growth, and a biocide is used, the water must be treated as hazardous waste when it is disposed of. This may have significant cost implications.

The stability additives that passed the test are:

VSPe Power Plus, VSPe and EPS from Millers Oils email: enquiries@millersoils.co.uk; website: www.millersoils.co.uk

Ethomix from Frost A R T Ltd email: order@frost.co.uk; website: www.frost.co.uk

Ethanolmate from Flexolite email: sales@flexolite.co.uk; website: www.flexolite.co.uk

These all received an 'A' rating in the research which enables all these products to carry an endorsement from the FBHVC. The endorsement is in the form of the FBHVC logo and the words: 'endorsed by the FBHVC as a fuel additive for protection against corrosion in metals'.

USE OF KEROSENE

It should be noted that the FBHVC does not advise the use of kerosene as an additive - more details are given on the website.

Kerosene (mainly for heating oil, but also with agricultural uses) is being considered for the inclusion of 30% bio-fuel component. While this has implications mainly for domestic heating, especially Aga cooking stoves, this aspect is not covered by the Federation remit. However, historic tractor owners, who use Tractor Vaporising Oil (TVO) as a fuel, may be impacted.

LABELLING REGULATIONS

The current Biofuel (Labelling) Regulations require pumps dispensing any petrol containing more than 5% ethanol or any diesel containing more than 7% fatty acid methyl ester biodiesel to be labelled. DfT consulted in the autumn of 2011 on how to implement the RED requirement that biofuel content of greater than 10% be explicitly indicated and once again the FBHVC responded. At a meeting of the British Standards Institute in March 2012 the future of fuel and its labelling in the UK was discussed. Labelling for petrol containing 10% ethanol was discussed in some detail. The chairman, Bob Saunders, had received a letter from the Government requesting the BSI PTI/2 committee to formulate the strategy for pump labelling. Two principal conclusions emerged from the discussion: the labelling format should be harmonised with EU practice; a simple form of words should accompany the indication of ethanol content.

It seems likely that the designation 'E10' will be used on the label, in line with French and German proposals (and in some cases current practice). It was agreed to approach the wording of the warning by listing only those vehicles which can use the fuel, rather than giving a lengthy list of those which might not be able to use the product safely. It emerged from the discussion that few pre-2006 vehicles were likely to be guaranteed by their manufacturers as suitable for 10% ethanol petrol, and that only by 2010 were all cars manufactured as compatible with this fuel. Clearly, unless historic vehicles have been proofed against 10% ethanol petrol it would be wiser not to use it. The 'defence' grade, super premium unleaded petrol, will always contain less ethanol, and after the introduction of 10% ethanol into normal unleaded petrol, will be limited to 5% ethanol, so this could be a fall-back for the historic vehicle owner, albeit at higher cost.

The European standards committee has agreed on volatility limits for petrol containing 10% ethanol. The upshot is that the specification is eased slightly, with wider acceptable volatility limits when petrol is blended with 10% ethanol. The implications of this for Federation members are slightly negative, as in practice when 10% ethanol is blended into petrol, more volatile fuels will be permitted. This further emphasises the need for members to take the simple measures already proposed to reduce the incidence of vapour-lock type symptoms in historic vehicles. The timetable of these changes suggests that British standards will be brought into line with Europe during 2012, with introduction of 10% ethanol fuels in Britain expected during 2015.

DISTRIBUTION OF FUEL IN THE UK

The way that fuel is distributed in the UK makes it very difficult to give an accurate and up to date picture in the newsletter about actual ethanol content in petrol at any time.

The DfT have suggested that the FBHVC be a clearing house for data from the fuel distributors so that members can have some idea of how much ethanol is in petrol in their local area. In general the premium fuel grades from all suppliers will have a lower ethanol content, and this will continue to be the case for the foreseeable future.

There are around 40 terminals distributing petrol in the UK and it should be remembered that there is not a direct link between the retail brand and the operator of the terminal so the information below does not mean that all Super retailed under Esso, Total, Conoco, Murco etc brands is ethanol free.

As at the end of April the situation was as follows:

- Exxonmobil – operate 5 fuel distribution terminals, ethanol is not blended into Super Unleaded at any of these
- Total – operate 4 distribution terminals (one jointly with Conoco), ethanol is not blended into Super at any of these
- ConocoPhillips – operate 3 (further) terminals, 2 don't supply Super, the third doesn't blend ethanol into Super
- Murco – operate 3 fuel distribution terminals, ethanol is not blended into Super Unleaded at any of these
- Valero – operate 6 fuel distribution terminals, ethanol is not blended into Super Unleaded at any of these
- Ineos – operate 2 fuel distribution terminals, 5% ethanol is blended into Super at these

The FBHVC intend to improve the frequency and accuracy of this information and will publish updates on the website.

DVLA

Nigel Harrison

SELF SCRAPPING OF HISTORIC VEHICLES

This is a subject that has been covered in previous Newsletters but we do still receive a number of questions concerning scrapping. The DVLA Press Office has issued the following statement on this subject.

Vintage vehicles do not fall within the scope of the End Of Life Vehicle legislation whereby they must be taken to an Authorised Treatment Facility (ATF) and issued with a Certificate of Destruction (CoD). Vintage vehicles are classed as vehicles kept in a proper and environmentally sound manner, either ready for use or stripped into parts, and can include historic vehicles, vehicles of value to collectors or vehicles intended for museums.

If a vehicle is broken up by the registered keeper they must tell DVLA that they are keeping the vehicle off the public road by making a Statutory Off Road Notification (SORN), until the parts of the vehicle that is left is taken to an ATF or tell DVLA that they no longer have the vehicle by filling in the V5C/3 part of the V5C, selling or transferring your vehicle to a motor trader, insurer or dismantler.

The vehicle registration certificate (V5C) is not mandatory to scrap a vehicle at an ATF, as the majority of vehicles presented to an ATF is from a third party, such as, vehicle traders, insurance companies and salvage operators.

However, if the V5C is available this should be presented to the ATF with the vehicle concerned.

If the registered keeper sends in the new red V5C [to DVLA] with an explanation that the vehicle has been scrapped, then DVLA will update the vehicle record with a notification of disposal to trade to a motor trader/insurer/dismantler to discharge the liability of the registered keeper. However, the vehicle record will not reflect scrapped.

MISSING CHASSIS PLATES

During a vehicle's restoration or repair, occasionally it is necessary to remove the chassis plate and it is important that it is reinstated onto the vehicle once work is complete. On some makes/models of historic vehicles, the chassis number is also replicated elsewhere on the vehicle; for others the chassis number is only on the maker's plate which is secured to the vehicle and there is no other location where the chassis number is stamped directly onto the bodyshell or chassis.

Part of the MoT test is to record the chassis number. Where there are a variety of numbers on the vehicle, e.g. chassis number, body number etc, it is helpful to the examiner if you point out which is the chassis number as recorded by DVLA. This gives the MoT examiner a positive result on that point.

If, however, the chassis plate is missing it is possible that the examiner will record the body number on the MoT as being the chassis number. This is a mismatch, and the follow on to this is that you could well receive a visit from DVLA/VOSA to inspect the vehicle. In one case an inspector has suggested that a Q plate might be issued.

Where the plate is missing, and it is actually the same vehicle as on the V5C, the sensible approach is to obtain a replica chassis plate, get it stamped up with the chassis number as shown on the V5C, and secure the plate to the vehicle prior to the MoT taking place. Searching on the internet using the words 'reproduction chassis plates' will produce a number of suppliers.

If the vehicle with the missing chassis plate is not the same vehicle as on the V5C, obtaining and stamping up a replica chassis plate to match the V5C is *fraudulent*.

Prior to the MoT, as well as carrying out basic checks of the vehicle, it is a good idea to check that the chassis number is present and does actually match the V5C.

EU LEGISLATION

EUROPEAN COMMISSION PROPOSES A NEW VEHICLE REGISTRATION REGULATION

In April the European Commission proposed a new vehicle registration Regulation designed to reduce the administrative burden caused by the need to re-register a vehicle if it/or the owner moves to another member state. The proposal states that re-registration for citizens who work in another EU country using a car registered by their employer will not need to re-register it and the administrative formalities for the re-registration within the EU of cars, vans, buses and trucks will be greatly simplified for those moving residence from one EU country to another and when purchasing a second hand car from another EU country. It will also become impossible to register a stolen car in another EU country.

The impact of the proposed Regulation will be that:

- Citizens who buy or sell a second-hand car in another EU country will not have to face additional technical controls and administrative problems.
- Citizens who spend part of the year in a holiday residence in another EU country will not have to re-register their car there.
- Citizens who move permanently to another EU country will have 6 months to re-register their car there.
- Citizens who work in another EU country and use a car registered by their employer there will no longer have to register it in their home country.
- Car-rental companies will be able to transfer cars to another EU country during the holiday periods without re-registration.
- For companies: cars, buses, vans and trucks should be registered in the EU country where the main office is established - other EU countries must accept this.
- It will become impossible to register a stolen car in another EU country as registration authorities will increasingly cooperate with each other.
- Many controls will be abolished altogether, with authorities getting any technical information they need about the car directly from their colleagues in the country where it is already registered.

The proposal has not addressed the (rare) problem faced when a historic vehicle has no documentation as is intended to be sold within the EU and therefore requires re-registration.

The proposal is now being examined by the European Parliament.

EUROPEAN PARLIAMENT HISTORIC VEHICLE GROUP

The next meeting of the European Parliament Historic Vehicle Group will be on 10 May. On the agenda for discussion are:

- Value of the historic vehicle movement: New UK research data and the need for updated EU-wide data.
- Results of survey on the Member State definitions of historic vehicles undertaken for the European Commission's work on roadworthiness testing.
- New European Commission proposed Regulation on Vehicle Registration
- Trade and Skills in the historic vehicles sector.

HERITAGE OPEN DAYS, 8-9 September 2012

Roy Dowding

To date, almost thirty Federation member clubs are currently discussing, or have already confirmed, arrangements to attend various heritage venues in England that are participating in the above scheme this year.

Heritage Open Days (HODs) are days on which properties up and down the country that are normally closed to the public, or which normally charge an admission fee, are open to the public free of charge. Some are very small, others much larger, and include such diverse establishments as churches, museums, National Trust properties, town halls and other sites of cultural interest.

The scheme, co-ordinated by English Heritage, is intended to celebrate the wealth and diversity of our national architectural and cultural heritage. These open days take place generally in September each year, the 2012 dates are Saturday 8 and Sunday 9 September, but some sites will also be open on the preceding Thursday and Friday.

The FBHVC sees the real potential of HOD as another opportunity to vividly illustrate the wealth of diversity and importance of the historic vehicle movement in Britain, in a similar way that Drive It Day does in April. It is keen to utilise the scheme as the UK's answer to the very successful arrangement that has been operating in other European countries for some years now, known as the Journées Européennes du Patrimoine concept.

It has proved of enormous mutual benefit to the participating vehicles and crews, the locations and their many visitors, as was the case in England last year. Following a pilot scheme in 2009, almost two dozen HOD venues - including a school, a postal museum, a dockyard, several stately homes and even a Victorian cemetery - welcomed displays of our members' historic vehicles in 2011. Besides being an enjoyable event for the club members involved, the vehicles were seen to add atmosphere and an unexpected but warmly appreciated point of interest for visitors.

If you are the member of a local or national car club, please be sure to enquire if they will be organising an event in conjunction with a venue that is taking part in the HOD scheme. If they are not, but would like to, please ask them to get in touch with the FBHVC co-ordinator, Roy Dowding, either via the FBHVC Secretary or direct by email: roy.dowding@btinternet.com, Tel: 01728 668100, to see if something can be arranged.

Or, if all else fails, do something individually!

TRADE & SKILLS

Tony Davies

I hope you have now seen, and referred your club members to, our web-based Trade and Skills

Survey/Questionnaire for 2012. I apologise for the three weeks delay in launching it, sadly a short unscheduled spell in hospital for one of my FIVA colleagues impacted on its simultaneous world-wide launch.

As mentioned in our last Newsletter the key objectives of this questionnaire are to establish the personal opinions of historic vehicle enthusiasts on the availability, or otherwise, of relevant restoration skills. It will be interesting to see how the UK's opinions compare to those of other nations around the world.

The questionnaire is slightly shorter and less complex than the initial version and should take about 10 minutes complete. Nevertheless, there is a save facility built in to enable it to be completed in more than one visit if a break for dinner etc. is called for.

If you haven't already done so please point your members to the FBHVC website via your newsletter, magazines and web-sites etc. from now until the end of August when the survey will close.

The responses will be analysed automatically and I will provide a summary of them during the fourth quarter 2012.

Welcome to the following traders who have joined as supporters:

G R Fisher Engineering Ltd; Limn Historics.

CLUB NEWS

David Davies

Most clubs now have a website, for more information about any of the snippets below simply Google the club name.

There is a fascinating account of the trials and tribulations of the Jowett company in the magazine of the **Jupiter Owners Auto Club**. Congratulations to the club on its golden jubilee.

In this 90th year of the **Austin Seven Owners' Club** the magazine reminds us that when production ceased in 1939 290,000 had been built in the UK, plus a further 100,000 built and sold under licence in France, Germany and the USA. It is estimated that 10,000 still survive.

A never-to-be repeated line-up of Senior Scramblers posed on appropriate machines in Jampot, from the **AJS & Matchless Owners' Club**, who recently celebrated its Foundation Day 60 years ago at the Ace Café.

The **Ford Cortina Mk II Owners Club's** rally will be at Stratford on Avon over the weekend of 11-12 August. To celebrate 50 years since the launch of the first Cortina, a run to Cortina (in Italy) is planned for September.

Congratulations to the **Fiat 500 Club** on its 20th anniversary and to the Land Rover **Series 2 Club** on the 100th issue of its magazine. This year is also the golden jubilee of the V8 Daimler saloon announces the **Daimler and Lanchester Owners' Club**.

The magazine of the **Scottish Military Vehicle Group** reminds us that 2011 was the 70th anniversary of the first ever production Jeep and gives us a potted history of the beast – including the (tenuous) connection with the Austin Motor Company.

Transverse Torque, the magazine of the **Ford Y & C Model Register** reminds us that February saw the 80th anniversary of the arrival of the prototype 8 hp Ford arriving in the UK.

The **Wessex Vehicle Preservation Club** observes that only a motorcyclist knows why a dog sticks his head of a car window. The **Talbot Owners' Club** suggests that the condition of a car is inversely proportional to the number of times in is advertised in Motor Sport. The **Cambridge and District Classic Car Club** avers that the length of a stretched limousine is inversely proportionate to the total IQ of the passengers.

The magazine of the **Crash Box and Classic Car Club** gives us a brief history of the windscreen wiper.

The **Citroen Car Club** points out that there are now more than one million drivers aged 80 or over out there somewhere – including 122 licence holders over the age of 100.

These difficult economic times have many unfortunate consequences and the Journal of the **Fire Service Preservation Group** contains the news that not only has the Kent Fire Service Museum closed, but the London Fire Brigade Museum closed at the end of March.

Wolseley World, from the **Wolseley Register**, informs us that the national rally will take place over the weekend of 18-19 August at Nuffield Place, the former home of William Morris now in the hands of the National Trust.

The March issue of the **Swansea Historic Car Register** informs us that the world's oldest running car – a 1884 De Dion steam runabout achieved a record sum of \$4.62 million at auction in the USA.

The **NECPWA** magazine has a thought-provoking article on buying fuel including the statistic that the number of petrol stations has fallen from 39,958 in 1967 to less than 9,000 now.

The **Keighley Bus Museum** reminds us of the Keighley Festival of Transport on Sunday 8 July at Leeds City Collage and the Ingrow Railway Centre of the K&WVR.

The magazine of the **Jaguar Enthusiasts' Club** has an informative and most useful article on front tyre wear and the checking and adjusting of tracking and notes that that the Jaguar Heritage Museum at Browns Lane will be closing later this year (September) until a new home is found and established. There is also notice of the International Jaguar Weekend, 23-24 June which will be held at Weston Park in Shropshire.

The magazine of the **Classic and Historic Motor Club** informs us that an organisation is being formed to help to preserve post-war sporting trials cars. There is more information on this subject in the newsletter of the **Chester Vintage Enthusiasts' Club** which informs us that almost 50 such cars have been identified as surviving.

Among other motoring milestones listed in the magazine of the **East Anglian Practical Classics** was the introduction of a night-time 20 mph speed limit in 1940.

The magazine Cheval de Fer, from the **Ariel Owners' Motor Cycle Club** has a useful article on preventing corrosion and on the various techniques that can keep it at bay.

This should initiate a good argument: when using a lock nut, does the thinner nut go on first, or the thicker one? The topic is raised in the magazine of the **Singer Owners' Club**.

The magazine of the **Military Vehicle Trust** gives us a brief history of the German Kubelwagen and compares it to the Jeep. It seems that more than 50,000 Kubelwagens were built in many different forms, including a half-track version.

The **Rover P4 Drivers' Club** magazine brings to our attention the website www.parkatmyhouse.com which puts car owners searching for parking or storage in touch with house owners with space on their drives or in their garages. There is also an article on the EZ power steering system - not cheap, but something worth considering.

The magazine of the **Maestro and Montego Owners' Club** relates the successful (or nearly so) journey to Romania and back in a Montego that cost £200.

The excellent magazine of the **National Traction Engine Trust** looks back over sixty years to the earliest signs of interest in steam preservation and they credit that the extraordinary publication World's Fair with raising interest and awareness in steam preservation. It is still in business – catering uncompromisingly for the fairground industry and it still shows an interest in preservation and steam.

The magazine of **Commercial Transport in Preservation** has an interesting article on the genesis of traffic signs and a photograph of an attractive Singer Bantam Van - how many others survive?

There is an intriguing little paragraph in the magazine of the **London Austin Seven Owners' Club** on twin-cam Austin Sevens. Does anyone have any more up-to-date information?

There is an informative article in the magazine of the **Berkeley Enthusiasts' Club** on the selection of the correct grade of aluminium sheet for do-it-yourself metal-bashing.

There is a brief history of John Thompson Motor Pressings, their contribution to the Land Rover and Range Rover story and their sad demise in the magazine of the **Rover Sport Register**.

The magazine of the **National Autocycle and Cyclemotor Club** has an article on the Busy Bee, a cyclemotor engine designed by Edgar T Westbury - an engineer well known for his miniature internal combustion engine designs. You

bought the castings and subscribed to the magazine 'The Model Engineer' for the instructions on how to machine it. How many of these survive, we wonder?

The **Midland Vehicle Preservation Society** magazine enlightens us to the location of the steepest street in the world, Baldwin Street, Dunedin, New Zealand – with an average slope of 1 in 5 (unless *you* know better...)

The magazine of the **London Vintage Taxi Association** tells us that, thanks to Boris Johnson's decision not to licence cabs more than 15 years old there is an entire fleet of Fairways for sale at bargain prices.

Information is sought by the **Cornwall Vintage Vehicle Society** on the Practical Mechanics £20 car designed by F.J. Camm and promoted in the magazine in 1936.

Disturbing news from the **Pre-war Austin Ten Drivers Club**: supplies of the 7LJ40 rear wheel bearing have virtually dried up – unless *you* know otherwise.

A fascinating story of times gone by on the buses in the 1930s is related in the magazine of the **Scottish Vintage Bus Museum**.

SELF PUBLISHING – SELLING THE BOOK

Michael E Ware

[Note to Editors of motor club magazines. This article may be freely reproduced, but request it's done in its entirety]

There seem to be a lot of motoring anniversaries being celebrated, whether they be of a make, a model or a club. As well as exhibitions and rallies in celebration of the event, some people's minds turn to the publishing of a book to commemorate it. A lot has changed in the book publishing world over the last few years, it's not nearly as easy as it was to get your book published by a recognised specialist motoring publisher. Selling now requires publishers to give the retailers such as Amazon, Waterstones etc huge discounts (often over 50%). The present recession (call it what you like) has curtailed the appetite of most of these publishers and they are only taking on books which are absolute certainties. In most case these are books that will sell 3,000 copies or more.

More and more authors are turning to self publishing, but this has many pitfalls. If you use a recognised publisher an author has to just write the book and provide all the illustrations, the publisher will do all the rest, reading, editing the copy, picture production, design and layout, proof reading, printing and production and, most important of all, marketing and selling. The self published author has to do much of the above him- or herself of which the marketing and selling is by far the most difficult. After all it's no use having hundreds of copies of a book, all of which have had to be paid for when printed, sitting for years under the authors stairs.

For the self publishing author there are now a number of specialist printers who will offer the first time author a lot of help with the production and give advice all through the processes and, providing you do not expect to make a lot of money out of the book, they can produce print runs as low as 300 for a book which will still sell at a reasonable price. Price your book realistically; some self published books seem priced at extremes (too cheap or too expensive).

If it's a make/model/club book then you have a basic audience for the book in the one make club, but how many members will actually fork out and buy it? The author with his rose tinted spectacles is not the right person to judge that: 10 - 20% would be a norm I would have thought. It's most important that you get the editor of the club magazine to give your book a review, an order form slipped into the magazine and some follow up reminders. A special advance order discount is helpful as it provides cash in hand when the printer has to be paid. It's helpful if the author can give the club some form of discount so it becomes part of regalia or spares sales. The author taking a stand at the annual rally or major event helps; people like signed and dedicated copies. It is always helpful to have a website for the book to which people can refer to find out more about the book, see sample pages, place an order etc.

Whilst they may not be members of your club there are likely to be many people in the wider motoring world who might have an interest in the subject, possibly for nostalgic reasons, so you want to get the book much more widely known. There are many motoring magazines on the bookstalls of people like WH Smiths; I counted over 80 in a local Smiths the other day. Now it is unlikely that the author will have any money in the budget for paying for advertising so you have to rely on the magazine giving your book a good review. Select the magazines you think might be interested (and who do publish reviews, as not all do) and send them a copy of the book asking if they will review it. Make sure that a slip is inserted in the book which mentions the important points of the book and hint at the sort of words that might be suitable for a reviewer to use. Not all reviewers actually read the books, they don't have time. You may need to reserve between 20 and 40 books for review purposes and remember in your budgeting these review copies are an overhead. Pdf's are not popular with reviewers and there is risk of the pdf files ending up on line for all to find free of charge.

It's worth contacting some of the specialist book sellers who may not require such a huge discount on sales, but there are not that many of them. Don't forget there may be enthusiasts in other countries that might like your book. Again clubs and magazines are the best way forward, but do get your calculations right when it comes to overseas post and packing and always request payment in pounds. Some printers will offer the author a service of storing the newly printed book and dispatching it for you. They will of course make a charge but it does save the author the chore of packing and posting (and storing) the volumes.

If you are contemplating a motoring book may I suggest you look on the website of the Michael Sedgwick Memorial Trust (www.michaelsedgwicktrust.co.uk). This trust exists to help with the publication of new motoring research. Even if your book does not qualify for a grant from the Trust the website contains a lot of information, especially on self publishing and the Trustees are very knowledgeable and helpful.

MEMBER ORGANISATIONS

Subscriptions for clubs, museums and individual supporters fell due on 1 June. Reminders have been sent out and we would be very grateful for a prompt response in order to keep the (now even higher) cost of posting reminders to a minimum. The cost for an individual supporter is now £14 for one year or £24 for two years; clubs pay 39.4 pence per member with a minimum fee of £25; museums pay £61.00. The club fee is well below the cost of a second class stamp per person and surely represents very good value for money. Fees are inclusive of VAT – 20% of that subscription goes to the government. If you are intending to pay by bank transfer please do make sure that you either post or email confirmation of your payment – we have over 500 member clubs and around 300 individuals due to renew and it can be tricky to sort out the anonymous payments on our bank statement. Clubs do need to send the completed form back (please send the whole page and not just the anonymous bottom half) with a declaration of member numbers. A VAT receipt will be sent to clubs and museums, and to individuals who send a stamped addressed envelope.

We continue to recruit new clubs, taking our grand total to 507. These numbers are vitally important to be able to show our politicians the size of the membership the Federation represents and ensure that our views are listened to when it really matters.

Welcome to the following clubs which have recently joined:

Cardigan Classic Car Club
Fiat 500 Enthusiasts Club
Gay Classic Car Club
Northern Duttoners

DRIVE IT DAY

The press has called it the best Drive It Day yet and although the weather was very gloomy in places it certainly did not dampen the enthusiasm for this annual event. We have had reports from all corners of the UK: from Scotland and Wales to Cornwall and East Anglia. The photos below attempt to show the breadth of the coverage over the UK as well as the range of vehicles being used and enjoyed.

The FBHVC were at the Royal Oak near Swindon, where over 120 vehicles attended representing at least 60 different clubs, and also at the Ace Café in London – a different type of venue catering for those passing through on a run.