

NEWSLETTER

No 6, 2012

President: **Lord Montagu of Beaulieu**
Chairman: **Chris Cunnington**
Editor: **Rosy Pugh**
Secretary: **Rosy Pugh**

All correspondence to the secretary at the registered office
Registered office: Stonewold, Berrick Salome
Wallingford, Oxfordshire. OX10 6JR
Telephone & Fax: 01865 400845
Email: secretary@fbhvc.co.uk

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 Federation welcomed a new chairman at the AGM in October. David Whale took over from Chris Cunnington, who stood down after three years at the helm. David has been instrumental in reviewing the future strategy for the Federation and gave a presentation at the meeting on what the FBHVC will be doing to meet the needs of members over the next five years.

We do now have a vacancy for a director for communications, as Roger Wrapson also stood down at the AGM this year. We all thank him for the hard work he put in and the enthusiasm he brought to the post. Details of what the position entails and how to apply are given in the newsletter.

This is the last newsletter for 2012 and thus on behalf of the board I wish everyone a very happy Christmas and New Year. 2013 will be a very special year for the Federation as we will be celebrating 25 years – let's hope that the weather improves for 2013 so that we can all enjoy getting out in our vehicles, whatever they may be.

IN THIS ISSUE

The Federation will start its 25th year with a new **strategic plan**, overseen by the new chairman, David Whale. This last year has been one of the busiest on record for us with a number of major consultations for our legislation team to deal with: more about the **MoT exemptions** and the **EU Roadworthiness proposals** are given inside. Information about **CPC training** and **towing trailers** is also explained in our legislation section, followed by our regular **fuel, DVLA** and **EU legislation** news. There now does seem to be some doubt about the date of **introduction of E10 petrol** in the UK and we welcome the prospect of a later date.

In response to members' enquiries, our new legislation deputy chairman has written a piece on **incorporation** aimed in the main at smaller sized clubs. The **trade and skills** director, Tony Davies, is asking for members' help again in this issue and this is followed by our regular section on **Events** and then snippets collected from the 200 or so club newsletters we receive in **Club News**, edited by David Davies. We also have a report on the **AGM and Conference** – minutes can be obtained from the website or via the secretary.

OUR STRATEGIC DIRECTION – THE NEXT FIVE YEARS

David Whale

Earlier this year your board of directors decided that we should review the future direction of the Federation and over the past six months a small team, Andrew Burt, Chris Cunningham, Tony Davies, David Hurley, Geoff Smith and David Whale, has been defining our strategy for the next five years.

You may ask why this is necessary but without a clear strategy we cannot manage the Federation effectively and ensure what has been achieved over the past 24 years continues to meet the need of our members and indeed stretches the organisation to perform better than it has in the past.

We are delighted to report that following four meetings the strategy was presented to the board and adopted with only minor amendment. Our strategy is defined by the following visual and I will describe the various elements in more detail.

[See pdf version for graphic]

Looking first at the centre, we see six elements: Legislation, Research, FIVA, Heritage and Culture, Trade and Skills and Technical and Events. These are the fundamental elements of what we do and indeed are complementary to each other. Surrounding these six elements is Communications and Engagement, why are these two words linked together? Well everybody will understand the need to communicate but it is critical to ensure our audience understands what we are communicating and responds creating two-way dialogue; once that happens we are engaging too. Within the outer circle we have the resources which are essential to our operation and these are defined as Administration, Finance and People.

Let us now look at some of the individual elements, firstly:

Legislation – this is the most fundamental element of what we do and embraces how we engage those who draft legislation, debate what is appropriate and finally agree and implement this legislation. We are very fortunate to have the support of the All Party Parliamentary Historic Vehicle Group which embraces both Houses of Parliament and all of the major political parties. Similarly, we have excellent relationships with the DVLA. Slightly further afield and more complex is our need to engage legislators within the European Community and we do this with the active support of UK MEPs, FIVA and indeed a specialist lobbyist.

Research – this links extremely closely to Legislation and it is essential to value the historic vehicle movement in monetary, social and political terms. The data we generate is crucial to inform political debate and discussion and may be represented by quite diverse numbers; the value of the historic vehicle movement is £4.3 billion or the mileage covered by historic vehicles is 0.24% of the overall, annual vehicle mileage in the UK. It will be understood that we continually need to update our data sources and this is why we conducted an Impact Study on the effects of the London to Brighton Veteran Car event on the town of Brighton last year and why we have completed surveys on the Beaulieu Autojumble and Goodwood Revival event this year. A considerable amount of data will be generated by these surveys and we intend to extend our research in coming years to embrace other historic vehicles and the plethora of smaller events across the country.

FIVA – The Fédération Internationale des Véhicules Anciens is the international body representing the historic vehicle movement. FIVA is fundamental to what we do and is the principal mechanism by which we engage EU legislators. In order to be effective within FIVA we need to have robust representation within the Board and various Commissions; we are fortunate to be represented by David Whale as Senior Vice President – Operations, Tony Davies, director for Trade & Skills and Zoltán Gárdos, director for Membership. Additionally we are represented on the Commissions for Legislation, Technical, Events and Motorcycles.

Heritage and Culture – this is becoming an increasingly important element as we seek to establish historic vehicles as cultural items and in turn demonstrate the cultural and economic impact of historic vehicles on society. There is a developing relationship with UNESCO and this will become increasingly important over the coming years. Our strategy defines the need to raise public awareness of historic vehicles through events like Drive-It Day and Heritage Open Days. Additionally we will develop our relationships with our Museum members.

Trade and Skills – again this is a developing element as we engage our trade supporters and particularly focus on skills preservation. To ensure our vehicles continue to function effectively we need to ensure parts and appropriate skills are retained and the latter provides the opportunity for young people to enter the historic vehicle industry, gain employment and learn skills that otherwise may be lost.

All of these elements are encapsulated in our newly defined purpose: ‘To maintain our freedom to use yesterday’s vehicles on tomorrow’s roads’ and we believe this statement perfectly describes the principal objective of the Federation.

So, what next? Revitalising our approach to communications and engagement is fundamental. We are already working on a re-branding exercise for the Federation and this will present us in a more contemporary style and make it easier to engage media beyond the historic vehicle media who already support us very strongly. We also have decided to embrace digital technology as a means of communicating with our members far faster than we have achieved in the past. Printed media, our Newsletter, still has a valuable place but as members increasingly expect virtual insight to our negotiations with legislators we need to adopt means of communicating within hours or a day or two and not the several weeks that printed media lead times dictate.

Finally, I will focus on one of our most critical resources, People, without people either as board members or members of our various committees we just cannot operate effectively. We have adopted a very proactive style over the past few weeks and I am delighted to say we have been very successful. It just goes to show what can be achieved with a determined approach and we are delighted to welcome Ken Coad (Heritage), Alan Colman (Legislation), John Kinder (Trade and Skills) and Bob Owen (Legislation) to our team. But it's not just about recruiting people to the team; we need to consider succession planning as a fundamental principle of what we do. I've already mentioned our commitment to FIVA, its board and commissions; not only do we need to be developing the skills of team members to fulfil roles within the Federation but FIVA too, if we are to maintain a robust British representation.

As you will see, the creation of our new strategy is fundamental to our future and provides exciting opportunities for all involved!

BOARD VACANCY

Director of Communications

Over the past few months the Strategic Direction of the Federation for the next five years has been agreed and an overview of this is presented in a separate article in this publication.

In order for the Federation to fulfil its obligations to its members and to play a significant role within Fédération Internationale des Véhicules Anciens (FIVA - the international body representing the historic vehicle movement), we need to secure the support of enthusiasts with the capability to perform key roles and progress within both organisations.

Alongside our people the role of Communications and Engagement is one of the most critical factors influencing our success. The director of communications will have the opportunity to influence the future direction of the Federation as a member of the board and has accountability for all aspects of how we engage a defined stakeholder group.

We are currently re-branding the Federation and this will have significant impact on how our website and newsletter are presented. Additionally we need to dramatically increase the speed of our communications and engagement process in order to inform our members, trade supporters and the media.

We welcome applications from professionally qualified people who seek an opportunity to contribute to the achievements of the Federation as it celebrates its 25th anniversary next year and looks forward to the future. For further information please contact the chairman, David Whale, via secretary@fbhvc.co.uk

LEGISLATION

Bob Owen (David Hurley is away)

Historic Vehicle MoT Exemptions

The Statutory Instrument introducing the MoT exemption was published in October and came in to force on 18 November. SI 2012/2652 The Motor Vehicles (Tests) (Amendment) (No 2) Regulations 2012 simply adds pre-1960 vehicles to the list of other types of vehicle that do not require an MoT in order to be used on the road. We understand that a final decision about exemptions has not yet been made for Northern Ireland, which was the subject of a separate consultation.

The Road Traffic Act indicates that: *the date of manufacture of a vehicle shall be taken to be the last day of the year during which its final assembly is completed except where after that day modifications are made to the vehicle before it is sold or supplied by retail and in that excepted case shall be taken to be the last day of the year during which the modifications are completed.*

The Federation's response to the original MoT consultation, backed up by the completion of the on-line survey, deliberately included the option of voluntary tests – something which had originally been opposed by DfT. The voluntary test will be the same as the statutory test with all the component and performance exemptions as allowed at present and there is thus no need to reinvent the wheel – the test is there and will remain in the VOSA manual. The vehicle testing station can log it onto the system and carry out the test as normal. As in any case where a vehicle fails its

test, whether voluntary or mandatory, the keeper has a responsibility to ensure they do not use that vehicle on a public road as it is not in a roadworthy condition.

To enable members to find a suitable testing station the Federation has carried a list of garages known to be sympathetic to our vehicles on the website for some considerable time. There are approximately 400 testers listed, all recommended by historic vehicle owners.

The situation regarding those circumstances where an MoT was required, for example, as part of the V765 procedure, was clarified at a meeting with DVLA in Swansea in September. An MoT will not be required apart from for the cherished number transfer process, which is subject to a different regulation. DVLA have announced that form V112, Declaration of Exemption from MoT Testing, will be amended to add a new category 'O' to the list of exempt vehicles manufactured before 1 January 1960. This completed form will be required in place of the MoT certificate.

The Federation has suggested that it would be in the interests of safety to require an MoT for any vehicle that has been off road and/or subject to a SORN declaration for more than three years and is about to be used on the road again. This would prevent, for example, a vehicle that was taken off the road because of a previous MoT failure coming back into use with no checks on roadworthiness. We have not had an answer to this suggestion at the time of writing.

A footnote for owners of all vehicles irrespective of age: an MoT test certificate issued after 18 November 2012 will now show the vehicles recent mileage history. This has been introduced as part of a government initiative to reduce vehicle crime. Where available, the mileage history will comprise the readings associated with the three most recent VT20s (test passes) along with the dates of those readings. This will be in addition to the mileage recorded at the time of the current test.

EU PROPOSALS ON ROADWORTHINESS TESTING

As everyone is aware, the EU Commission has produced a draft Regulation (COM (2012) 380) on periodic roadworthiness tests for motor vehicles. There has been much comment in the media on the subject, not all of it well-balanced or accurate, and much based upon a misunderstanding of the workings of the EU. In fact, within the EU, the work of examining the draft is only really beginning now.

On 17 October, the House of Commons European Scrutiny Committee considered the implications of the proposal. The position of historic vehicles was not mentioned directly but the report of that meeting makes it clear that the UK government opposes the proposed Regulation on the fundamental grounds that it breaches EU 'subsidiarity' principles because it would place a significant financial and regulatory burden on Member States while doing little for road safety. Put simply, the UK government believes the proposal to be out of proportion.

The EU Council discussed the proposal on 29 October. It is clear from the press release on that debate that there are similar misgivings amongst many other EU Governments, in particular there was strong feeling that the legislation should be a Directive instead of a Regulation. A Directive sets out general rules to be followed by each EU state legislating for the detail as it sees fit, whereas a Regulation sets out precise rules which have to be adopted exactly into the laws of EU States without amendment: it seems most Member States prefer an element of flexibility. It must be understood that the purpose of that debate was to scope how the proposal goes into specialist preparatory bodies who will then argue out the details. There is a long way to go before that task is complete.

So, at exactly the right time, FIVA, at its General Assembly on 27 October, considered the text of a paper to set out a consistent FIVA approach, in the form of a draft letter which the member Federations in the EU, including FBHVC, can submit at a suitable time to their respective Governments. The letter took account of the views of the FBHVC as expressed in a letter sent to FIVA prior to their meeting, especially as regards the difficulty of using the words 'historically correct condition' in a legal definition.

The primary points of the FIVA letter are as follows:

The letter supports the aim of excluding historic vehicles from the remit of any future pan-European testing regime, which will necessarily be adapted to the needs of modern, sophisticated, motor vehicles. The letter makes reference to the limited use and ownership by people whose understanding of their vehicles will in many cases be greater than that of the tester.

The letter supports the view that the proposed Regulation would be better and more workable as a Directive.

The letter agrees the use of a thirty year point at which a vehicle is to be regarded as historic. It supports the principle that the testing of vehicles over this age should be the responsibility of individual Member States.

However, it strongly questions the further three parts of the proposed definition of a historic vehicle:

- that maintenance has to have been done using ‘replacement parts which reproduce’ the original components, on the grounds that over the years parts used may be different, and gives tyres, windscreen wipers and windows as specific examples;
- that the vehicle has not had any of its major components, such as engine, brakes, steering or suspension, changed, on the basis
 - first, that very many historic vehicles have undergone such changes through their lives for reasons including the improvement of safety and road behaviour,
 - and second, that the words ‘such as’ in the draft make the actual definition of these components unclear; and
- that the vehicle has not been changed in its appearance, on the basis that over the years very many historic vehicles have been re-bodied and altered, some as early as the 1920s and 1930s.

The letter argues that, whether the proposal is to remain a Regulation or to become a Directive, the test of whether a vehicle qualifies for special treatment should simply be a matter of age, and that questions of historic correctness should not come in to it. The letter did, however, propose only minor changes to the recital in the preamble to the legislation (which is there to explain the reasoning behind the substantive clauses). FIVA propose that this should now read as:

Recital (9): Vehicles of historic interest conserve heritage of the époque in which they were built, are maintained in a historically correct condition and are rarely used as everyday vehicles; it should be left to Member States to extend the period of periodic roadworthiness testing for such vehicles. It should also be for Member States to regulate roadworthiness testing of other types of specialised vehicles.

The FBHVC will now concentrate on taking this policy forward to the UK Government, including making sure they do fully address the detailed points we have raised in case the overall UK view, that any change to the roadworthiness testing regime is currently not justified, does not prevail.

It must be emphasised that the EU proposal is not to exempt historic vehicles from testing as such, but to allow Member States to decide if and how they wish to test such vehicles. In UK, for instance, the government could expect vehicles over 30 years old to be tested on exactly the same basis as at present, but they would not have to demand that roadworthiness testing for historic vehicles should include checks against original specification.

DRIVER CERTIFICATE OF PROFESSIONAL COMPETENCE (CPC) TRAINING

James Fairchild

Holders of bus and truck licences are reminded that time is running out for them to undertake Driver CPC training before the blue Driver Qualification Card becomes mandatory for all commercial carriage of passengers (from 8 September 2013) and commercial carriage of goods (from 8 September 2014). In this context ‘buses’ means anything from 9 seats upwards, and ‘goods’ anything over 3.5 tonnes.

It is important to note that Driver CPC may also apply to people who passed their car test before 1997 and use their C1 (7.5 tonne entitlement) or D1 (9-16 seat minibus entitlement) to drive commercially.

Many of the typical historic vehicle situations are covered by the exemption given on the DSA website: ‘You don’t need Driver CPC if the vehicle you drive is used for non-commercial carriage of passengers or goods for personal use’. This would seem to cover giving free historic bus rides around an event, or driving your own lorry with your newly acquired car project on the back.

However ‘goods for personal use’ is unlikely to apply to situations like taking a car or horse (etc.) to a race/competition where there is a cash prize or you are being paid to exhibit it, and in the opinion of the FBHVC legislation committee, ‘non-commercial carriage of passengers’ does not apply to any hire or reward situation, regardless of whether an Operator’s Licence is displayed. Getting suitable advice on your circumstances is advisable if you think your use could be a grey area between ‘commercial’ and ‘non-commercial’.

If you haven’t attended any courses yet (five days, a total of 35 hours training, are needed) then the message is not to leave it to the last minute.

Drivers can check the CPC hours logged against their licence by visiting <https://www.gov.uk/check-your-driver-cpc-periodic-training-hours> on the new 'gov.uk' website and entering their licence number and home postcode.

Finally, new drivers (bus test passed after 9 Sep 2008 or truck test after 9 Sep 2009) need to have undertaken the CPC Initial Qualification prior to driving commercially i.e. for people passing their tests after these dates, there is no grace until September 2013.

I attended my first two CPC days last week, and found them very useful indeed. There was a mixed audience, made up of preservationists and staff from four local operators, along with an excellent trainer. I learnt a fair few things on both days, including how to react to epilepsy, and about the new VOSA fixed penalties (which apply to buses, trucks, preserved vehicles, and private cars) which commenced on 1 Oct 2012. All in all a very useful two days, and I am looking forward to doing my next three days early in 2013, as well as one day per year after that.

GUIDANCE BOOKLET FOR CONVEYING HORSES, CARS ETC. ON THE BACK OF A GOODS VEHICLE, OR TOWING A TRAILER

James Fairchild

VOSA has produced an excellent guide aimed primarily at horseboxes (which it defines as both trailers towed by a car or 4x4, and lorries with horse accommodation) and their owners/drivers. In general, this guide is useful for our people who may wish to use trailers or lorries (of any age) to transport parts or vehicles. The horsebox guide covers all relevant areas including operator licences, types of driver licences and driver CPC (see elsewhere in this newsletter), MoTs, tachographs, speedlimiters, seatbelts and child seats.

A couple of points to add from the FBHVC Legislation Committee, more applicable to the carrying of cars:

- There is a concession to allow the holder of a car licence (category B) who is aged at least 21 and held their full category B licence for two years to drive 'Goods vehicles built before 1 January 1960, as long as they are not loaded and are not towing a loaded trailer'. In our opinion, a car or horse in the back would count as a load.
- There is another concession around mobile project vehicles (where the vehicle can be any age) whereby the holder of a car licence (as above) can drive 'A vehicle which has a Maximum Authorised Mass (MAM) exceeding 3.5 tonnes, whose primary purpose is to be used as a recreational, educational or instructional facility when stationary, carrying: (i) mainly goods or burden consisting of play or educational equipment and articles required in connection with the use of such equipment, or (ii) articles required for the purpose of display or of an exhibition'. If someone considers that this may apply to their proposed use, it is recommended that detailed advice is sought.
- Rules around recovery of disabled vehicles are different (and for certain issues, more relaxed). However, these rules apply to the recovery of a disabled vehicle that has broken down in the purpose of making a legal journey on the highway only, and not (in our opinion) to the intentional towing of vehicles.
- In recent years, products have been designed to allow small cars to be towed behind larger vehicles (motorhomes or vans) without needing a driver in the small car. We understand that such A-frame/small car combinations are likely to be considered a trailer, and so require trailer brakes and rear lights to function. Whether owners wish to look into ways to adapt the braking and lighting systems of their prized historic vehicle in order that this can be done is a matter for them, but we would advise that specialist advice be taken before commencing.
- We also remind of the need to ensure that insurance covers the proposed use of the vehicle; in particular whether it allows trailers to be towed, or vehicles to be carried.

The horsebox guide can be found at: <http://www.dft.gov.uk/vosa/repository/Horsebox%20Guide%20low%20res.pdf>

FUEL NEWS

Matthew Vincent

The legislative process to permit the introduction of petrol containing up to 10% ethanol is expected to be completed by very late 2012 or early 2013. Once the enabling legislation is in place, the product, which will bear the name E10, may be sold at petrol stations, but unlike petrol containing 5% ethanol, which is already on sale, and which carries no label, E10 must be labelled. There has been recent publicity suggesting that there will be no introduction of the E10 petrol until 2014 or 2015. This may prove to be the case, and it would be a situation which naturally the Federation would welcome. However, once the law permits the sale of this product, it must be recognised that it may appear in the market place. There may be retailers who wish to sell this fuel sooner rather than later. The Federation has been keen to ensure

that when E10 petrol does appear at the pumps, it can be easily recognised for what it is, enabling the historic vehicle owner to make an informed choice over whether or not to purchase the product.

The higher octane petrol blend usually known as Super Premium contains much reduced levels of ethanol as a general rule, so this may be worth considering for those owners of historic vehicles who are concerned about possible adverse effects from ethanol addition to normal 95 octane unleaded petrol. Oil industry sources indicate that the Super Premium product, which must by law provide an octane quality of 97, but which may in fact exceed 99 octane, is blended to meet these quality levels without the addition of ethanol. In many cases no ethanol is blended into this product after it is transported from the refinery, although this is not always the case, making it very difficult to be precise about ethanol contents. Oil company producers do not always have close control over distribution terminals which is where ethanol is blended into petrol before sale at garage forecourts. However, on balance, purchasing a Super Premium blend of unleaded petrol provides the opportunity to minimise ethanol content.

DVLA

Nigel Harrison

Notifying DVLA of year of manufacture

The subject of exemption from the MoT has been covered elsewhere in the newsletter. The following concerns the details relevant to the DVLA.

Where an owner believes that their vehicle should be exempt from the MoT due to the law change but the Vehicle Registration Certificate (V5C) does not reflect this they will need to write to DVLA to request a change. The address to write to is DVLA, Swansea, SA99 1BA.

In order to ensure the accuracy and integrity of the vehicle records held at the DVLA, it is important that evidence provided to amend or add information already held on the DVLA system is accurate and truly reflects the vehicle for which it is issued. Therefore it has been decided by DVLA, after discussions with the Federation, that for these specific cases requests will only be considered when accompanied by either an extract from the manufacturer/factory record or an extract from the appropriate Glass's Check Book. Both these documents will have a direct link to the chassis number that should already have been accepted and recorded on the vehicle record as part of the initial registration process.

DVLA will not accept general dating certificates as evidence to amend or update the date of manufacture. This is a change to what was mentioned in the last edition of the Newsletter, due to the nature of some of the notifications already received by DVLA. However, dating certificates will continue to be accepted for other purposes such as V765 claims and requests for age related numbers for recently restored or recently imported vehicles.

The appropriate specialist club will need to make the necessary checks to confirm that the physical vehicle is the same as on the V5C. This could well involve an inspection but in any case an overall photograph of the vehicle, detailed legible photograph of the chassis/frame number, and a copy of the vehicle details on the V5C would need to be seen. It could be anticipated that the chassis/frame number as recorded by DVLA might be missing certain prefixes or suffixes, as recorded on the physical vehicle, or there are minor long standing transcription errors. E.g. ' / ' rather than ' 1 ', ' B ' rather than ' 8 ' etc. DVLA could well be already aware of these minor differences via the last MoT examiner. However, the core number should match or be contained in the number range of the legacy documentation.

In practical terms, I would anticipate that the named V765 scheme signatories for the specialist clubs as on the DVLA V765/1 List of Clubs, available from <http://www.dft.gov.uk/dvla/forms> or DVLA, will be able to assist owners in the location of the manufacturer/factory records if they still exist. Where this avenue draws a blank, I would anticipate that V765 scheme signatories will have their own copies of the appropriate Glass's Check Book, be it the Car Check Book, the Commercial Vehicle Check Book (which includes car based commercials), or the Motor Cycle Check Book (which includes scooters, mopeds and three-wheelers).

If difficulties arise, the Federation is here to advise.

DIY Registration

Occasionally, an owner of an historic vehicle not already registered with DVLA attempts to do a DIY registration with DVLA. This is possibly because the owner is unaware that the registration process needs to be supported by a club on the DVLA V765/1 list of clubs.

If it is an application to reclaim an original registration number, the specialist unit at Swansea will simply return the application to the owner, also enclosing a list of clubs registered with DVLA, with the recommendation that the application needs to be supported by one of the those clubs. No harm done.

If the application is for an age-related number, this is dealt with by a DVLA Local Office. On one occasion, the owner did not have a dating letter from the appropriate specialist club, and the vehicle was incomplete and so not in a fit condition to be presented to DVLA. However, the DVLA Local Office then requested the owner to fill in a V627/1 form (Built up vehicle inspection report). As said in a previous edition of the Newsletter, this is not a form that should be used in conjunction with a Reconstructed Classic application.

The owner mentioned to DVLA that repair work had been done on the chassis, and this was mis-interpreted by DVLA as being a 'cut and shut' case. DVLA were proposing to allocate a Q plate to the vehicle.

The Federation is here for advice. In this case quite a bit of advice was required to get the application back on the age-related application road.

The registration of an historic vehicle is not a DIY activity, unless of course you want a Q plate. Please seek advice from the appropriate specialist vehicle club. If it is not clear which would be the most appropriate club, the Federation will be able to help.

EU LEGISLATION

European Commission proposes Regulation to amend existing Roadworthiness Testing Directive

Much has been written about this in this and the previous newsletter. The proposed Regulation is still a draft text - it can only be adopted with the support of the European Parliament and the Member State Governments (through the European Council). The European Parliament and the European Council will be scrutinising the draft Regulation over the coming months and will undoubtedly adopt amendments, among them the suggestion that this should be a Directive and not a Regulation, which will be included in the document when it is finally approved. FIVA will therefore communicate its views to MEPs and to each Member State Government with the objective that the two institutions together amend the Commission's proposal so that the adopted Regulation presents no threat to FIVA's members. FIVA will be seeking the support of the ANFs of Member States to communicate its view to both MEPs and national Governments.

FIVA communicates its position on Vehicle Registration to the European Parliament

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. FIVA has met with a representative of Mr Manders (the MEP tasked with drafting the European Parliament position on the proposed Regulation) to:

- note that some vehicles have no registration papers and that some of these vehicles are on occasion sold within the EU;
- call for the Regulation to acknowledge that in some Member States a system is in place to allow a vehicle without registration papers to be processed with relative ease – whereas in other cases, authorities are unwilling to seek resolution leading to vehicles not being able to be used either because they are not provided with new registration documents or because they are classified as 'new' and hence are unable to meet the safety and environmental conditions applied to modern vehicles; hence FIVA:
- called for the Regulation to provide a steer to Member State authorities to help to ensure a consistent, efficient and effective approach to this matter; and suggested that:
- the Regulation adopt a provision previously included in Commission Regulation No 183/2011 of 22 February 2011 amending Annexes IV and VI to Directive 2007/46/EC, Annex in Appendix 2, Point 0 which states that: 'In the absence of a registration document, the competent authority may refer to available documented evidence of date of manufacture or documented evidence of first purchase'.

European Commission consultation on urban transport

The European Commission announced in September a public consultation on the future development of the EU's urban transport policy focusing on sustainable urban mobility plans, urban road user charging, and urban logistics. The initiative is a part of the Commission's work which has already stated its objective that European cities should be free from petrol-fueled cars by 2050. FIVA will contribute to the consultation which can be accessed at: http://ec.europa.eu/transport/urban/consultations/2012-12-10-urban-dimension_en.htm

A University study has questioned the benefits of Dutch LEZs

A study by the Dutch University of Utrecht has concluded that the introduction of low-emission zones (LEZs) in five Dutch cities has had no measurable effect on traffic-related pollution. The researchers measured air quality in eight streets in Amsterdam, The Hague, Utrecht, Tilburg and Den Bosch before LEZs were introduced in 2008 and again in 2010 and the measurements were also compared with readings taken from suburban pollution monitoring sites outside the zones. Overall, the study found changes in pollution inside LEZs were no different from changes outside the zones. The exception was a reduction in air pollution at one site in The Hague, which was attributed to a big fall in traffic

volume and not just the LEZ. The authors have suggested that the small number of lorries excluded from the zones and rising pollution from diesel cars could explain the findings.

Building new cars uses more energy than previously

The European Car Manufacturers Association has reported that the amount of energy used to make a car rose by 3.7% between 2005 and 2010 because more features are needed to improve drivers' safety and comfort. However, total energy consumption from car manufacturing decreased by 3.4% over the same period as a result of the economic downturn. The study also showed that CO₂ emissions per unit were down 2.9% over the period; that water use per unit also declined by nearly 22%; and that replacing solvent-based paints with water-based alternatives led to emissions of volatile organic compounds falling 37.5% in total and 32.9% per vehicle.

FIVA GENERAL ASSEMBLY

The Fédération Internationale des Véhicules Anciens General Assembly occurs once a year and this year was held courtesy of the German motoring organisation, ADAC, over four days in late October in what became snowy, Munich. We thank ADAC, Daimler Benz and BMW for their hospitality.

The FBHVC is the British representative within FIVA. FIVA is a truly global organisation and represents not only our EU interests but counts significant input from the Historic Vehicle Association within North America and recent new members from countries such as Japan, Kuwait, Latvia, Malta and Thailand.

We are extremely fortunate to have significant representation within the FIVA Board and Commissions. At this year's General Assembly, our chairman, David Whale, was elected Senior Vice President – Operations replacing our extremely long serving director Andrew Burt, who unfortunately had to resign on medical advice. We thank Andrew for his commitment to FIVA over many years and David hopes he may in some small part emulate what Andrew has achieved. Other board members are Tony Davies, director for Trade and Skills and Zoltán Gárdos who has recently re-located from Hungary and is the director for Membership Affairs. Our representation on the FIVA Commissions is significant too with David Hurley on Legislation, Colin Francis, Events; Paul Loveridge, Technical; Andy Steers, Motorcycles. David Whale's former role within Culture is currently vacant.

Over coming months we will report matters of interest from our association with FIVA.

TO INCORPORATE OR NOT TO INCORPORATE

Bob Owen

We have been asked by one of the smaller member clubs what is our recommendation on whether a club should be incorporated.

In responding, we must make clear we are not trying here to set out the exact legal or accounting position in the United Kingdom. These will vary depending upon where clubs are located and where events occur as there are three legal systems in the UK, in England and Wales, Scotland and Northern Ireland.

The decision of any organisation as to when, if at all, to form itself into a company must be a matter for its members.

But this is a litigious age, and it does seem preferable for any organisation which does anything in the public space to be incorporated. It is easy to think of examples of occurrences which could arise and could readily be identified as being the result of, or part of, a club event. For example a road accident occurring on a run could possibly be shown to be related to vehicles travelling together.

Incorporation does not relieve any officer or member of a club of liability for his or her actions but it certainly makes the risk of actually being taken to court less, for practical reasons of cost. It does mean that the liability of members for any debts of the club becomes limited, either to the nominal value of any shares or to the amount of a guarantee, depending on how the company is set up. Shares are appropriate for a commercial organisation, but not for a club, for which the structure of a company limited by guarantee is far better. This means that in the event of the company being wound up each member is liable to contribute towards any debts up to the amount of the guarantee, usually £1 per member. The Articles of Association will govern how the company is organised and will state that it is not run for profit and the members are not entitled to the return of any funds in the event of it being wound up.

Any motor club which holds events involving motor vehicles, on or off public property, certainly ought to have adequate public liability insurance. It will be easier to manage that insurance if the insured is a corporate body as that creates a clear legal identity. The policy will normally indemnify, to the extent possible, officers, staff (if any) and volunteers carrying out activities on behalf of the club.

Although anyone who is negligent in performing these activities may still have a liability, they will be indemnified under the insurance policy, so the advice to anyone seeking to claim would normally be to go after the club as the insured party, simply on the basis of them having the deeper pockets. And of course being indemnified usually means the insurer will wish to take over the conduct of any case, which is of itself an advantage.

Any club which organises events with an element of competition involving moving vehicles, either on or off the highway, should consider becoming a recognised club of the Motor Sport Association (MSA, formerly part of the RAC) which carries overall insurance for recognised clubs, as well as great experience in competition matters. More about this will be given in a future issue of the newsletter. It goes without saying that nothing relieves any member from his or her obligation to have proper insurance of a vehicle in place.

Finally, while all clubs set off as a collection of like-minded people with common aims, we know that sadly does not always remain the case. Incorporation requires a clear definition of what are the assets and liabilities of the club and their separation from those of its members, which might be important in the event of internal issues arising.

Since the Companies Act 2006 the task of incorporating and keeping in place a small company, which nearly all clubs would be, is now much less than used to be the case.

Small companies do not normally need to hold annual general meetings, though can of course have such a meeting if felt appropriate.

While each company does have to submit an annual return to Companies House detailing directors, the secretary, and their respective addresses and occupations, there is now no requirement for formal audited accounts for small companies. Unaudited accounts however do have to be filed, with financial penalties for late submission.

The proposed office holders (directors/board members/whatever term is used to describe the people who run the organisation) will have to comply with various statutory duties, most of which are common sense.

There will have to be a Registered Office which ought usually, for a club, to be at the office of a solicitor or accountant in case members and officers change unexpectedly.

The FBHVC does have an 'incorporation pack' available for member clubs containing a specimen Memorandum and Articles of Association and basic information about how clubs should go about it. Member clubs are a welcome to use that pack as a template to draft its Memorandum and Articles.

However, it would be wise then to incur the one off expenditure, which ought not to be too great, of consulting an accountant or solicitor, who will be able to check over the draft the club has created and thereafter to manage the incorporation process expeditiously and advise on other matters specific to the club.

TRADE AND SKILLS

Tony Davies

The responses to our 2012 web-based Trade and Skills Questionnaire for our club members during 2012 have been rather disappointing. To date (mid-October) the world-wide responses totalled around 2100 and Belgium tops the table with 500 responses, followed by Germany with 353 and Spain with 311. The UK is in fourth place with 274, ahead of Ireland with 173.

The UK really should be at the forefront of such initiatives so in an attempt to gather more opinions I am going to continue the process into 2013. However, with a new approach I shall open up the questionnaire to all historic vehicle enthusiasts in the UK via a QR Code etc. (shown below) in some of our national journals so please encourage your friends and colleagues to look out for it during 2013. Hopefully this approach will encourage more of our historic vehicle movement to express their concerns about the future.

Calling all classic vehicle enthusiasts - FBHVC and FIVA need you

The UK and World Federations for historic vehicles are addressing the issues of how the necessary technical knowledge to repair and restore classic vehicles can be retained for the future. To achieve this aim the FBHVC and FIVA with its 70 member countries are undertaking a large-scale survey of one of the key stakeholders, namely you the enthusiasts and owners of historic vehicles. The questionnaire, which can be completed via the internet, is completely anonymous as required and will be evaluated by FBHVC and FIVA.



The FBHVC and FIVA Working Groups invite all owners of classic cars, motorcycles, commercial and military vehicles etc. to take part in this survey. The questionnaire only takes a few minutes to complete and you will be helping to maintain your freedom to use yesterday's vehicles on tomorrow's roads. The findings will serve as a reference during many upcoming considerations and discussions to propose solutions for these issues. So please either enter <http://tinyurl.com/8cpqxf> on your browser or scan the above QR code with your Smartphone and you will be automatically directed to the questionnaire.

As I've said many times before the key objectives of this questionnaire are to establish the personal opinions of you the historic vehicle enthusiasts on the availability, or otherwise, of relevant restoration skills. And, to further our cause, I shall be expanding our search for such information to the trade and professional service providers to establish their views on the subject. Small and very small enterprises are, I believe, the most under threat as the larger businesses can usually fend for themselves when times get difficult.

So please continue to express your views and encourage your club members to do likewise during 2013. It is becoming more important as we move forward as both Westminster and the EU are now taking more note of our work as a result of the 2011 FBHVC's socio-economic survey, our meetings with the Department for Business Innovation and Skills and the trade and skills work I am undertaking for FIVA.

Welcome to the following traders who have recently joined:

Euroteam Services Ltd
Envisage Manufacturing Ltd
Strongman Tools Ltd
Rustybug Workshop
Coopercraft International

EVENT NEWS

Colin Francis

I went on the MK Classic Tour on Drive it Day in my wife's Mercedes and it was a great experience taking us around the Millbrook Proving Ground and then onto Prodrive in Banbury before finishing at the Porsche Driving Experience in Silverstone. Once at the end of a long convoy there is little hope of overtaking and that can be dangerous not just because of cars coming the other way but because of other drivers intent on overtaking. In a convoy one always goes at the speed of the slowest car and the only way to deal with it, if you are not the second car, is to stop and take a break. The event was organised for the Little Lives charity, a neo natal unit for premature babies, and attracted 230 cars. Get details about next year's event and other events from mkclassictours@aol.com. Some of the awards went to a 1935 BMW 315/1 driven by Eliza Morgan and a 1956 Ford Popular.

While writing about tours etc. I would like to mention a few of them. Some are organised by a member club, the Classic Vehicle Group of the CSMA. I do not think you need to be a member of these clubs to participate but it is worth asking beforehand. The CSMA has many events in most parts of the country ranging from Kent, Lancashire, and Somerset and many other places. One in Northumbria is a display of classic cars and was free if you display your car. Contact corbridgecarshow@gmail.com for details about their 2013 event.

I also went to the Vosges in NE France on the Viree des Cols Vosgiens and it was an interesting experience. Not only does the Vosges knock spots off New England in the fall but it is a lot closer to take your car and is very good value. What makes it even better is there are three categories ranging from a regularity event to a tour. Zaniroli Classic Events also sent me their 2013 calendar recently. They have many events ranging from the Neige and Glace in the Jura from 3-6 February, to the Trans Maroc in April next year. But they also have a unique event where a woman must drive called the Rally des Princesses in June 2013. All these events are regularity ones and the extent of competition varies. Get details from www.zaniroli.com.

It may be worth mentioning that HERO, who organise many of its regularity events in the UK, including the famous Le Jog running from 7-10 December this year, are now members of the Federation. Most of their events are a lot easier than Le Jog and they have recently put another event on the FIVA calendar for 2013: the London to Lisbon event running from 27 March to 5 April. There are now three British events on that calendar as the Classic Marathon returns to its roots in Cortina, Northern Italy from 15-21 June and we also have the fourth running of the Paris to Peking event next year. Contact our member clubs, HERO, the CRA and ERA for more details.

FBHVC AGM AND CONFERENCE, 6 OCTOBER 2012

There were plenty of topics to discuss at the AGM and Conference in October and around 65 organisations were represented at the meeting. At the AGM the new chairman, David Whale, was elected when Chris Cunnington stood down after a three year term. David was previously the Federation's director of heritage and has also led the development of the Federation's new strategic plan.

Following the formal business of the AGM, the conference began with a presentation of this strategy with an outline of the key elements and emphasising the need to communicate with members faster, potentially utilising digital technology. The details of this are given elsewhere in the newsletter.

This was followed by a presentation by vice-president Geoff Smith, outlining the research that has been carried out into the historic vehicle movement and its vital importance to the Federation's work – statistical data is fundamental to the Federation's ability to inform political debate and discussion.

The final element of the conference was presented by David Hurley, director of legislation. David updated delegates on the latest situation relating to several important consultations this year. These are the Historic Vehicles Exemption Review; the Law Commission's Taxi and Private Hire Vehicle review; Transforming DVLA Services, relating to the closure of the 39 Local Offices plus an associated consultation called Vehicle Online Services and of course the EU Roadworthiness proposals. The Legislation team continue to work hard on behalf of all member clubs to minimise any adverse impact and have appointed a new deputy chairman of this committee, Bob Owen, who was introduced to the meeting.

The minutes from the AGM and notes from the conference are available to download from the website or from the secretary. If a paper copy is required please send an A4 stamped addressed envelope (stamped for a large letter) to the office.

As ever we are indebted to the Sir Henry Royce Memorial Foundation and the Rolls-Royce Enthusiasts Club who allow us to use their premises for the meeting.

CLUB NEWS

David Davies

Food for thought from the magazine of the **LE Velo Club**: 'Computers make it easier to do a lot of things, but most of the things they make it easier to do don't need doing'.

There is an interesting observation on iconic cars that featured on television or on the silver screen in the **H&H CVC** magazine.

In this Olympic year it is appropriate for Stardust, the magazine of the **Sunbeam Talbot Alpine Register** to include a photograph of the Olympic torch en route to the 1948 games being escorted through Windsor and Eton by two policemen in a Sunbeam Talbot Convertible.

The **Citroen Car Club** reports on a typical display of Gallic flair in the staging of a display of Presidential Citroens in the Champs-Elysees showroom – sadly- now closed.

Staying on the other side of the Channel, the magazine of the **Deux Chevaux Club of GB** alerts us to David Conway's little book celebrating 90 years of Citroen: 'Citroen – the first 90 years'.

A bit of 'retro-engineering' in the **Bristol Austin Seven Club** magazine: how to remove and bypass the suppression resistor from Bosch rotor arms.

There is a brief but useful biography of T.G. John, the founder of the Alvis Company, in the July issue of the **Alvis Owners' Club Bulletin**.

An account of a member's experiences in the MCC Land's End Trial of 2012 makes good reading in the **Greeves Riders Association** magazine

The **Austin A30-A35 Owners Club** magazine reports that a Dutch enthusiast holds his A35 in such high regard that he has installed his car on the first floor of his company's offices so that he can admire it whilst at work!

The Journal of the **Riley Motor Club** has an obituary for Les Leston, noted motor-sport competitor who was very influential in the development of string-backed gloves and, more importantly, flame-proof/fire retardant racing overalls.

The first part of a history of Ford commercial vehicles and Dagenham appears in the October issue of **Historic Commercial Vehicle Club** News. Of particular interest in these 'green' times is the intelligence that the Dagenham works included a power house that burned 1,000 tons of London's refuse every day and which produced enough electricity for a town of 50,000 inhabitants. The magazine also reports on the annual Cart Marking Ceremony organised by the Worshipful Company of Carmen for the Corporation of London.

The question posed by the **Morris Commercial Club** is: What fate has befallen the Austin K2 ambulance presented to the Austin Motor Company after service on *both* sides during the Second World War? Intelligence of another 'charitable' donation made by Lord Nuffield - and a less contentious one at that is also described. He made up the £50,000 shortfall in the cost of the Jodrell Bank Radio Telescope. The same magazine has an article on a subject that has now become topical: the development and building of a mobile Post Office in 1939. At least two were made and one, at least, survived until 1947. What happened to them?

There is a useful article on the installation of LED tail lights in the magazine of the **Pre-war Austin Seven Club**.

An intriguing article in the magazine of the **Military Vehicle Trust** describes the Rootes Collection of models of the company's products made by apprentices during WW2. Where are they now?

Ford Sidevalve Owners Club News has an article on the inaugural Historic Sporting Trial, which attracted 20 cars and 26 competitors.

There is a useful tip in the **Bristol Owners Club** Bulletin which recommends perusal of the website *www.driving.drive-alive.co.uk* and the Driving Abroad button.

How many of you knew that a Rolls-Royce was stowed on board the Royal Yacht for use on state visits, etc. and that it is still there? Cam Chatter, the magazine of the **Cambridge and District Classic Car Club** enlightens us.

There is an interesting article in **NECPWA** News on the Opel rocket cars - a copy being on display in the Technical Museum in Speyer on the Rhine.

There are some disbelieving comments on the extraordinary prices achieved on eBay for motoring-related detritus in the **Fairthorpe Sports Car Club** magazine.

The **British-Made Car Club** magazine has an informative article on the origins of the American Oil Companies and how their names evolved.

The **Borders Vintage Automobile Club** magazine reports on the 20th birthday party for the Renault Aventine held at the Coventry Motor Museum. It seems that this was not one of Renault's finest moments...

There is a useful aide memoire entitled 'engine troubles - difficult starting' in the **Armstrong Siddeley Owners Club** Magazine.

There is an extraordinary wrap-round cover photograph for the magazine of the **Austin Seven Owners Club (London)** of the assembled hordes (500 cars) at the 90th anniversary rally in Warwick.

The **Register of Unusual Microcars** News reports that an entire museum of microcars in the USA is to be auctioned off in February 2013 by RM Auctions. The prices realised must be set alongside the remarkable results achieved at Coy's Auction of Microcars at Blenheim in July. There is a description of the genesis of what could have been the first Bond Minicar - a clandestine enterprise built on the night-shift at Blackburn Aircraft during WW2.

Staying with auctions, the **Mini Moke Club** magazine reports that Brigitte Bardot's 1967 Moke fetched €23,000 when sold in Brussels recently.

The magazine of the **Velocette Owners Club** contains a detailed and meticulously researched account of the foundation of the company by Colin Goodwyn.

The **East Anglian Practical Classics** Newsletter has a carefully reasoned article on the electric car which comes out against the concept: 'A technological dead-end', writes the author.

One or two gems from Buzzing, the journal of the **National Autocycle and Cyclemotor Club**. Firstly there is a photograph of Dennis Edwards and his wife Linda who used a James Autocycle as the 'wedding car' Secondly, there is an account of an extraordinary achievement by one Rene Willink, of Holland, who successfully undertook three continental tours of Europe totalling some 12,000 miles in one year (1951) on his 32cc Cyclemaster.

The magazine of the **Invicta Military Vehicle Preservation Society** reminds us of the British Military train which provided a daily service between Berlin through East Germany to Bruanschweig and laments the abolition of the trade of 'railwayman' in the British army – a tradition that goes back to the Crimean War - have a look at www.trainofevents.co.uk

A long-lost hill-climb venue is described in the newsletter of the **Tame Valley Vintage & Classic Car Club**: an estate road on the Rivington Hall Estate, Horwich, which was used by the North-East Lancashire Automobile Club from 1906 to 1909 and finally in 1912.

The FBHVC holds meetings at the George Hotel in Dorchester, Oxfordshire from time to time. There is an historic vehicle connection. One 'Curly' Dryden, the landlord in the 1950s, built a 2 litre Riley special with a Healey chassis - where is it now?

An account of the 60th anniversary celebrations for the Austin Champ appears in the **Norfolk Military Vehicle Group** Newsletter; 103 Champs gathered at Evesham – including two from Germany, three from Holland and a gentleman who owned 50 from Australia...

There is a brief account of the TR4 competition cars of the early 1960s in the **Club Triumph** magazine. We are told that the chassis were replaced after each major event. Engine modifications gave 130 bhp - it seems that three of the four survive.

There are two striking cover photographs on the October issue of the **Triumph Roadster Club** Review - Bristol Beaufighter and a De Havilland Mosquito. Both aircraft were produced at Standard's Canley shadow factory and the techniques used were employed in the development of the Roadster. These facts are included in a brief history of the Roadster. Total production figures for Roadsters suggest that 4,500 were produced between 1946 and 1949.

There is a strongly worded denouncement of the activities of an element of the off-road and green lane fraternity in the autumn issue of the **Series 2 Land Rover Club**. There is also an illustrated article on the development of a four-wheel-drive tractor using Land Rover components and philosophy in 1952. It seems that the project was abandoned after the prototype rolled over whilst on test.

Flutenews, from the **Vauxhall Owners Club** tells us about the Dormobile conversions inflicted on Veloxes in 1957. How many were built and, more importantly, do any survive?

There is a useful article in the **AJS & Matchless Owners Club** Magazine on the pre-war publications – the handbooks and riders' manuals that can still be found that are useful to owners and restorers, some of which are now collectors' items.

There is a brief biography in the magazine of the **Francis-Barnett Owners Club** of another of those intrepid lady riders of the pre-war days. Minnie Grenfell who, among other exploits, undertook the 395 mile journey from London to Edinburgh on a 1927 147 cc Francis-Barnett and recorded a fuel consumption figure of 214 miles per gallon.

A member's experiences with sparking plugs for his Singer Sports are recounted in the **Colne Valley Classic & Vintage Club** magazine. It concludes that resistor plug caps and sparking plugs with built-in resistors are bad news for ancient ignition systems.

Never heard of the car industry in Israel? No? Neither had I - but there was one and it is described in the magazine of the **Gay Classic Car Group**.

Where do the **Sentinel Drivers Club** find all those wonderful period photographs of Sentinel Steamers in action in their heyday? In the same magazine, there is a thought-provoking article on the implications of inheritance tax on your pride and joy.

The magazine of the **Vincent Owners Club** has delved into its archives and has come up with a photograph of a Vincent sidecar outfit, ETM 901, which was used in the 'Delta and the Bannermen' episodes of the television series Doctor Who some 25 years ago.

Congratulations to Simon Barringer of the **BSA Front Wheel Drive Club** who received a Heritage Trust award presented by HRH Prince Michael of Kent at a ceremony at Trinity House, London, for the restoration of his BSA FW32.

Good news for some of you! The **Bullnose Morris Club** magazine announces the debut of a replacement for Red Hermetite in the form of Hyotyte Red, made by the same company, Hylomar.

There will be a Singer National Car Weekend in September 2013 in Honour of George Singer - more information from the **Association of Singer Car Owners**. The association's magazine also has a nice little story about Betty Haig, the niece of Field-Marshal Earl Haig, who won a gold medal at the 1936 Berlin Olympics in her Singer Le Mans. The car survives and has been restored. The offer to make it available for display at this year's Olympics was spurned - BMW were official car sponsors for the event.

Some thoughts on the appropriate polishes to be used on historic cars are published in the magazine of the **Austin Ten Drivers Club**. The same magazine has an account of the influence that Ricardo (Dick) Burzi had on the design of Austin cars in the late 1930s and later.

The **Leeds and District Traction Engine Club** have been instrumental in the placing of a blue plaque on the house in Ackworth, Leeds, which John Fowler, the world-famous steam engine maker, died.

The **Autotruck Club** magazine has a photograph of a Grand Union tug, a somewhat muscular Wickham product used by British Waterways. Are there any more examples surviving? (As an aside, did any of the 'tugs' that worked on the Humber ferries survive?)

CALLING ALL CLUB MAGAZINE EDITORS

Michael Ware

One of the ways that motoring book publishers and the self-publishing authors can gain publicity for their newly published volume, is to receive a review in a motoring magazine. Space in these is often in short supply and many good books go un-noticed.

I am now reviewing a number of newly published motoring books which have an historical slant and making these reviews available, free of charge, to any club magazine that might wish to use them. On average they are 300 or so words each, will be accompanied by a scan of the front cover and a few of the illustrations from the book.

Many club magazines cater for one make, but you may think your members might be interested in reading reviews of books that are outside the specific interests of the club. Please contact me for more details.

meware@oakenbrow.demon.co.uk

The following are a just few of the reviews written this year:

Motorsport Explorer by Julian Hunt

Coventry's Motorcar Heritage by Damien Kimberley

Flying Cars by Patrick J. Gyger.

The Book of the Standard Motor Company by Graham Robson

Wolseley Special Products by Norman Painting.

Jowett Jupiter, Special Body by Edmund Nankivell.

Harnessing Horse Power – the Pat Moss Carlsson story by Stuart Turner.

The Automobile Handbook and Guide, an illustrated treatise on petrol, steam and electric cars for all purposes (1901). A reprint by the Society of Automotive Historians in Britain.

MEMBER ORGANISATIONS

Welcome to the following clubs which have recently joined:

Haflinger and Pinzgauer Club

Goodwood Road Racing Club

Grenadiers Scooter Club
Matra Enthusiasts Club