**Federation of British Historic Vehicle Clubs (FBHVC) Club Expo**

**Gaydon Motor Museum 20th January 2024**

The meeting was opened by David Whale (Chairman of FBHVC) he explained the agenda for the day and informed us that their tree planting scheme to offset historic car mileage had reached 4.5 million miles, Tom’s Wood where the trees have been planted is now full and two new planting areas are being started, both in Scotland, they are hoping to start another area in England, but so far a suitable location had not been identified.

1st Session Ideas for Building Car Club Membership

Dave Youngs / Wayne Scott

Some of the things discussed would not work for SPWCC such as club sponsorship and tailored insurance, using insurance companies as strategic partners, our club doesn’t have enough members to interest the insurance companies and we don’t have the sort or size of events to attract club sponsors, or am I wrong?

Strategic partner insurance can offer insurance packages tailored to the club, fully comp insurance cover to drive other members cars, buy back if car written off, young people insurance (for classic cars if the club recommends the young person), reinstatement cover, more than the car is worth to cover restoration costs. All of the above is fine but the insurer (Peter James) needs there to be 1000 members!

2nd Session New approach to Archiving

Andrew Austin / Andy Bye

This is an electronic, fully interactive archiving of club material.

We were given a live presentation of the system by Andy Bye. Photos, documents, technical drawings, and 3D models can be uploaded to the system and access can be given to members by password or it can be made available to the general public, for free or the club can make a charge. The system was very impressive BUT there is a set up charge of £300 and an annual charge of £670 + VAT for up to 30,000 images!!!!

I see this only being taken up by the rich clubs.

3rd Session Motul Lubricants

Callum Goodland / Hasanaat Tahier

Callum started by explaining the company history, it was set up in 1853 in America as Swan & Finch the company was eventually taken over by Motul. It is still a private family-owned business now based in France. They make lubricants for cars, motorbikes, steam power etc, i.e. almost every type of transport. They

offer a 15% discount for club member and a 5% club rebate quarterly. They offer technical support to club members and interestingly they have an oil testing service which can identify problems with your engine, gearbox, back axle etc, they supply a kit with sample bottle, syringe, and pipe so that you can take a sample from your engine, gearbox etc and send it off to them for laboratory analysis. It costs £35 and they will get a report back to you in 3 to 5 days plus Hasanaat with ring you to explain the results, likely causes of issues etc.

4th Session Car Loan Scheme

Bob Wilkinson

Bob now has two helpers to administer the scheme.

Started out with one car, there are now 20 cars loaned out and a total of thirty cars have been used so far.

Age range 20- to 40-year-olds. The cars are leant for one year to the successful applicant who must make sure they are properly maintained and looked after. They get a special insurance rate from Peter James insurance. Sixteen or seventeen of those that have had the use of a loan car have gone on to buy their own classic car.

5th Session Solving the Fuel Challenge

Nigel Elliott (Automotive Fuels Specialist)

As Nigel had talked about ethanol in fuel before he said he was going to do something different.

He talked about electricity and power generation detailing the possible technologies to replace fossil fuels.

The headline points were:

The UK plans were not consistent with engineering reality with respect to power generation, distribution, and storage.

If all transport in this country was electric, we would need three times the current generating capacity. He had detailed figures showing current and required capacity.

If electric heating were to be added, we would need five to six times the current generating capacity!!

Oil and gas will remain the dominant energy source beyond 2050.

Wind and solar need back up generation without this back up we will have unstable power supplies.

His advice is to change components to deal with E10. He believes it could go up to E20 (20% ethanol) in the future and then E10 would become the protection level instead of the current E5.

6th Session Essential Guides

Chris Cartmel

Chris was asked to prepare this booklet at fairly short notice, we were all given a glossy copy BUT, we were advised that this 1st version has omissions, and a 2nd copy will follow.

It includes a case study from the stag Owners Club who have had non obtainable scuttle vent and door handle bowls remanufactured. The case study explains their experience and issues that came about in getting the items produced at a competitive cost and good quality.

FBHVC advised that Public Liability insurance is now in place to cover remanufactured parts, including parts exported to America.

This wouldn’t affect our club as we don’t remanufacture parts.

7th Session DVLA Question Time

Ian Edwards, David Whale

The FBHVC were a consultee on the DVLA HQ Review, they have submitted a 12 page (concise factual document) with recommendations / suggestions, but to date despite pushing they have heard nothing!! Apparently because the head of DVLA moves on very quickly nothing gets done, the last head was only there for three months so difficult to build a relationship. David Whale has been meeting weekly with the Department of Transport minister to try to hurry things along.

One item is in their submission is where a body change is made on a chassis and the chassis is numbered but the new body isn’t (pre-war type cars). The DVLA ruling was if the new body was of the same construction, it was acceptable and the vehicle could keep the same number plate BUT, DVLA changed their minds (for no apparent reason)! They have been asked to clarify their position but so far have not responded (for some months!) so several people are in limbo, they can’t tax and use their vehicles.

It appears that nothing is being sorted out at DVLA, but FBHVC are continually pushing to get the items in the 12-page submission moving and to try to remove the back log.

8th Session My Generation

Matt Coles

Matt was a young member of the Morris Minor club; he is now in his 40s. He told us about his experiences and some of the things his club (he now has an Austin 10) had done to attract junior and younger members. Someone in the audience said in his club (can’t remember what the club was) if members renewed their membership late, by a month, they were charged an extra £5 rejoining fee, the money was used to reduce young members membership fee for the first year by

50%. They also had junior membership for free, they could attend any events for free if with a paid-up member and when they joined the club, they were given a badge.

Matt closed with the following:

‘If you always do what you have always done, you will always get what you have always got’.

Geoff Bethel