

## CONGLETON BEARTOWN Classic Car Club

### November 2019 NEWSLETTER

**A BIG, BIG WELCOME** is extended to our newest member, who joined at the October meeting. Andrew Culverwell from Clayton, Newcastle with his Morris Minor & Hillman SuperMinx. Andrew is our 100<sup>th</sup> member, so we must be doing something right!

#### **October meeting.**

The chair opened the meeting by telling us about the problems that had arisen due to Cheshire East making the decision to close the roads around Clonter Opera for a half marathon or something like that. The ongoing closures, with little / no diversions dramatically affected the attendance of Joe 'n Jill Public, but nevertheless the event, which we support as a Club, still managed to raise £1300 for Cancer Research.

He then moved on to the BBQ which has recently been held. He said, GOOD FOOD, GOOD COMPANY, and GOOD WEATHER, with rain on Saturday and persistent rain on Monday but Sunday was a really bright and sunny day, which is now a Beartown legend. Those members who attended had a really good day and those who missed it "tough", perhaps next year. The chair was somewhat apologetic about whom he gave thanks to at the BBQ for the help in preparing and helping to make it the good day we all enjoyed. He had thanked the caterers, also Clive and Andrea Steggel for allowing us to use their facilities and all the preparation for the event BUT he omitted to include a couple that sorted the raffle out and it was something he could not correct this evening due to them not being in attendance. That couple was Geoff and Viv, so we will thank you for the moment in your absence for all the help you give to the club it is greatly appreciated and talking of the raffle it raised £172 which is good and offsets some of the BBQ cost.

#### **TROPHIES**

The **Terry Grocott Trophy** which is presented to a club member who makes a significant contribution to the Club and this year in recognition for items he has made for auctioning in aid of Club funds and also all the photocopying provided by him in the past and that is **Bob Stelling**. **Congratulations Bob**

The **Jack Cartledge Trophy** is being presented for the first time this year. Suggestions were requested for this trophy regarding what it could be presented for but few suggestions were forthcoming. In view of the name on the trophy the Committee decided to go with the suggestion that it would be awarded not simply for standard or concourse vehicles but to award it to a car of character. There was a tie for the cup so both cars (not literally) were put in a hat and the winner was the **Fiat 500 owned by Tony Pomelli**. **Congratulations Tony**

### **BONDS TO BLEED**

The next item he spoke about the trip to Bled which two of our members have only yesterday returned from, (Sunday 6<sup>th</sup> October) Clive and Andrea Steggel. They left here on Sunday 29<sup>th</sup> September to travel the 2,000 miles to Lake Bled in Slovenia and back. This to replicate the journey of Claude Tipper race car driver who made the journey 60 years ago also in a Bond. In fact the Bond he drove went back a second time now owned by Nick and Sandra Mander NCK 373. Both couples went along with three other Bond vehicles and a support vehicle, Clive and Andrea's car NRN 897 was the sister car to the original one that went. Along the way they picked up a foreign registered Bond, so the 5 became 6 for a good part of the journey. This was all in aid of "Stop Polio Now" Campaign and it all started from a light-hearted comment just over a year ago. It was proposed by the Chair that as a Club we should donate £100 to the charity. It was added that the donation would turn in to £300 as with the other donations all money raised for the charity was to be doubled by the Bill and Melinda Gates Foundation. There being no objections from members then this donation has been made.

### **SEALED BIDS**

We were reminded about submitting sealed bids for a £500 voucher from Sandbach Carpets, remember this is a fund raiser for the Club and the closing date is 21<sup>st</sup> October.

### **NEXT SOCIAL MEETING**

*Next social will be on the 20<sup>th</sup> October at Bull's Head. A show of hands was asked for a road run. There being an adequate show of hands we meet at 10:30 for the road run. If not then meet a 12:00 to be joined by the 'road runners' on their return.*

*The evening raffle raised £55.*

### **RUSHTON SPENCER - 13<sup>th</sup>. October, 2019.**

*This is the last meeting show of the year and is still on, the signs have been seen.*

### **LAST EVENTS FOR 2019**

November 08 -10 NEC Classic Car & M/C Show, NEC, Birmingham

November 09 Klondyke Mill Bonfire Party, Draycott in Clay, Staffs

November 10 Remembrance Sunday

November 17 Newark Mega Autojumble, Newark, Notts. NG24 2N

**November 17 Beartown Classic Car Club Hot Pot Social, Bears Head**

November 24 Malvern Classic Car & Bike Autojumble. Three Counties Showground, Malvern, Worcs, WR13 6NW

November 30 St Andrew's Day

**December 08 CONGLETON BEARTOWN CCC CHRISTMAS LUNCH**

December 08 Newark Mega Autojumble, Newark, Notts. NG24 2NY

**December 14 ANNUAL CHARITY COLLECTION, Congleton Town Centre**

Winter Begins December 22

**BRRR!**

Christmas Day December 25

**HAPPY CHRISTMAS EVERYONE**

## The Electrification of Historic Vehicles – FBHVC & FIVA their position.

The subject of converting existing historic vehicles from internal combustion engines to electric motive power has been one that has sparked great discussion and debate amongst the FBHVC community in recent months. The discussions have been generated, on the whole, by an increase in the number of companies appearing in the UK offering conversion work on historic vehicles. This is also reflected across Europe, so much so, that **FIVA** (the Fédération Internationale des Véhicules Anciens), have released a statement clarifying their position on the matter.

The FBHVC, as a member of FIVA, who are the worldwide organisation dedicated to the preservation, protection and promotion of historic vehicles and related culture were consulted fully in the creation of the position statement on electric vehicles and as such we support this stance entirely. David Whale, Chairman of the FBHVC said; *“Whilst we must fully accept that owners are free to do what they wish with their historic vehicles, we must make clear our definition of those converted vehicles in terms of their historic status. We, like FIVA, feel that the combustion engine and related engineering, is a key part of the heritage of a vehicle and is crucial to how it looks, sounds, smells and feels in order to represent the era in which it was constructed as a historical piece.”*

In addition to our support for the FIVA statement, the FBHVC is keen however to make it clear that electric vehicles, manufactured in period, of which there are many examples throughout history, are very much supported as a key part of our transport heritage and will be represented equally alongside internal combustion and steam as pivotal to transport history. The FBHVC recognise that there are some superb examples of electric motive power amongst historic vehicles.

David Whale continues, *“Electric cars are not a new thing, especially within the passenger car industry; indeed, we will be exhibiting a 1912 Baker Electric at the forthcoming Classic Motor Show at the NEC and I own a rare electric motor and bespoke gearbox produced in 1940 to substitute the internal combustion engine fitted to Lucien Rosengart’s cars in the 1930s. These are all integral to the richness of transport history that we will continue to represent and support.”* Furthermore, this position also excludes vehicles that have been produced as modern tributes to older vehicles, often by the OEMs themselves, with electric power to emulate, replicate or look like historic vehicles – these are considered simply as modern cars regardless of what external styling they may have.

Position statement from FIVA:

### **Background**

An increasing number of commercial outfits are offering to convert historic vehicles to run on electric power, replacing the entire drivetrain with an electric unit and batteries. In this way, they claim, it’s possible to retain the classic appearance of the vehicle while meeting modern environmental standards. As an additional benefit, the conversion might also increase power and performance. Some conversion companies have even obtained permission from the type approval/certification authorities to retain the original Vehicle Identification Number (VIN) of the donor vehicle, despite more or less replacing the entire drivetrain.

### **Impact on the historic vehicle movement**

Conversion of historical vehicles from their original internal combustion engines to electric power does not comply with the FIVA definition of a historic vehicle, cannot be carried out in accordance with the Charter of Turin, and does not truly achieve the goal of preserving historical vehicles. Vehicles so converted cease to be historic vehicles, except for “in period” changes.

### **FIVA's Position**

FIVA (the Fédération Internationale des Véhicules Anciens or international federation of historic vehicles) understands the motivation of some owners to electrify their vehicles – and acknowledges that, subject to legislation and regulation, all modifications are a matter of personal choice. However, FIVA – as an organisation dedicated to the preservation, protection and promotion of historic vehicles – cannot promote, to owners or regulators, the use of modern EV components (motors and batteries) to replace a historic vehicle's powertrain. Conversion of historic vehicles from their original internal combustion engines to electric power doesn't comply with the FIVA definition of a historic vehicle, nor does it support the goal of preserving historic vehicles and their related culture. In FIVA's view, vehicles so converted cease to be historic vehicles, unless they are subject only to 'in period' changes. According to FIVA, a historic vehicle is 'a mechanically propelled road vehicle' that is:

- at least 30 years old
- preserved and maintained in a historically correct condition
- not used as a means of daily transport
- part of our technical and cultural heritage

Concludes Tiddo Bresters, FIVA's Vice President, Legislation, *"In our opinion, it is not the shape or body style of a vehicle that makes it 'historic', but the way in which the entire vehicle has been constructed and manufactured in its original form. Hence if any owner, motor engineer or manufacturer chooses to make such conversions to a historic vehicle, FIVA would strongly recommend that any changes are reversible, with all the original components marked and safely stored. In this way, the vehicle may – if so desired in the future – be returned to its original state and may once again become a historic vehicle.*