FBHVC news

The Newsletter of the Federation of British Historic Vehicle Clubs

Issue 1, 2016

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REACH asbestos

Young Craftsman Awards

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FBHVC news
The Newsletter of the Federation of British Historic Vehicle Clubs

FEDERATION of British Historic Vehicle Clubs
Yesterday's Vehicles on Tomorrow's Roads

Editorial

The issue of spares availability is a constant topic of conversation amongst historic vehicle enthusiasts but of late it seems to have really come to the fore. Some may recall that last year we featured the topic at our AGM and Conference and judging by the attendance and the animated Q&A session we had struck a nerve. Always keen to address the issues closest to our member's hearts, we took note and have initiated a number of actions.

Immediately after the AGM our Research Director, who was one of the speakers on this topic, began a survey to attempt an initial quantification of the spares issue. What he has discovered is fascinating and will help to direct our approach to the issue going forward. We will cover the survey results in more detail in a future issue but as a taster here are some snippets to whet your appetites.

Respondents to the survey were all members of FBHVC affiliated clubs and of these nearly three quarters reported experiencing problems sourcing spare parts. Of these more than half of the problematic parts were body and trim panels, engine parts and brightwork. Least problematical were electrical and braking components. More than half the respondents reported that their clubs were involved in parts sourcing and if you add to this the number of respondents who foresaw the need for their clubs to become involved in the future the figure grows to 94%! As we suspected a hot topic!

It is entirely appropriate then that our main feature in this issue profiles a company whose contribution to the supply of body panels for historics has been incalculable, British Motor Heritage. One of the country's foremost motoring journalists, Steve Cropley has written the feature and very timely and insightful it is too.

Given the strength of club involvement in parts manufacture and sourcing I would also direct you to Karl Carter's report in this issue, following the successful conclusion to the annual insurance negotiations. Once again we have secured product liability cover for those clubs requiring it at a competitive rate.

Geoff Lancaster

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The Federation of British Historic Vehicle Clubs exists to uphold the freedom to use historic vehicles on the road. It does this by representing the interests of owners of such vehicles to politicians, government officials, and legislators both in the UK and (through membership of Fédération Internationale des Véhicules Anciens) in Europe. 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. FBHVC is a company limited by guarantee, registered number 3842316 and was founded in 1988.

Lavenham Press are the preferred supplier for print to the Federation of British Historic Vehicle Clubs. They have a wealth of experience in the field of club magazines and newsletters and can also offer database and membership services
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Cover photo: A Sherman tank on a parade celebrating the liberation of France in 1944. New EU legislation may affect such frivolity in the future.

Registration Matters

In the last Newsletter I set out the reasons why we are not at one with DVLA on the licensing processes. I wish I could report real progress. While, as Ian sets out in his section, we are proceeding with what amount to some workarounds arising from the problems DVLA's approach is currently creating for us, our view of the underlying principles has not changed, but nor has DVLA's. As we firmly believe our view, particularly of the history of this matter, is evidence based, we will set out to gather the evidence.

Perhaps most worryingly, while, from the outset of the V765 and related schemes, the Federation has clearly been recognised as a stakeholder and DVLA still treats us as a participant in the system when it is to their advantage, for example by referring applicant queries, even from those who are not in member clubs to us for assistance. Thus we were able to express our views on the last formal consultation on the subject in 2004-2005. However, DVLA have, as I explained, undertaken a redesign of their processes. This redesign has largely been presented to us as a fait accompli, with changes and refinements having to be sought and negotiated after the fact. It might be thought that it would have been much more efficient for everyone if the Federation had been invited to comment on the proposed redesign and its ramifications before they went into force. Instead, we had to wait until the meeting in September to even be told there had been a formal redesign.

We are concerned as well that there seems to be some doubt in the minds of the DVLA people that the Federation are, in making our arguments, not truly reflecting the views of our members. This is partly based upon the immediate reactions at the September meeting, which did not appear generally hostile. This probably mainly reflected politeness, but also for sure the fact that there was a lot to digest and some of the significance of what was said only really became clear as people gave the information proper consideration. We believe very firmly that our approach is indeed fully in line with our members' needs, and we will continue to press our points on this understanding.

We are also concerned about the failure of DVLA clearly to explain their policies to applicants in general. Guidance Notes are, almost without exception, now out of date and the only way to assess the changes is from careful examination of the notes of the September meeting at Swansea. These are not always clear and in any event DVLA has declined to make them generally available.

While DVLA have now allowed the Federation to make the information known outside the limited number of organisations DVLA felt able to invite in September, they have assumed that the Federation then has general responsibility to reach the entire historic vehicle movement in the UK. With the best will in the world, and while we do try to reach as many as we can and expand our coverage, it is nevertheless simply the fact that there are many owners of historic vehicles out there who are not members of Federation member clubs and who thus have no access to up-to-date guidance. I must say I am surprised that DVLA considers this situation satisfactory.

I have to report that the first approach by the All Party Parliamentary Historic Vehicles Group (APPHVG) to Government has not achieved very positive results. Following the presentation of our arguments in a meeting with the Minister, Mr Andrew Jones MP by the APPHVG chairman, Sir Greg Knight, and our chairman David Whale, the only response has been that: "The policy has not changed". While this comment was made during a speech and so was accompanied by no detail, we understand Mr Jones is writing to Sir Greg, which might mean we get more clarity on the reasons why DVLA consider this to be the case. We do not doubt that Sir Greg will wish to take the matter further and we will be working out how best to support him.

Meanwhile we can only say to those with projects which now appear to be at risk because of changed bodywork styles that they ought not to despair, but on the other hand would probably be best to be patient and not to put forward applications for the next little while, as things might well get a little better.

Insurance Values and Write-Offs

I reminded you last time of the possibility of problems with damaged vehicles if the insurance Salvage Code of Practice is unsympathetically applied. The problem is that the existing Code relates decisions on writing-off very closely to the ratio of the cost of repair and the market value. That approach might not be applicable to historic vehicles, especially of the smaller varieties.

A new Code of Practice is in the course of being drafted and the Federation has been invited, through the good offices of the DfT, to participate in a review of the most recent draft. We expect that activity to occur during the next few weeks. Our aim will be to ensure that the interests of historic vehicles are properly considered.

Meanwhile, there is a live issue people should be aware of. There is a presumption that a vehicle which is inundated in a flood must be written off. While this probably makes complete sense for a contemporary vehicle stuffed full of electronics, it is questionable in the case of older vehicles, which may be little affected. We have received warnings that this may have become a live issue after the Cumbrian floods and we will be monitoring the situation.

Proposed EU Directive Amending the existing Weapons Control Directive

While this is a matter very different from the usual activities of FBHVC, last year we were alerted by a member to upcoming EU legislation which would affect preserved military vehicles.

Reacting to growing European security concerns, the European Commission has, during 2015, been considering measures to tighten the existing requirements on deactivated firearms to ensure they are rendered inoperable, thus preventing malicious reactivation. The Commission's work has been accelerated in the wake of the Paris terrorist attacks. The current draft text proposes that private ownership and possession of the most dangerous class of firearms (known as Category A Weapons) should be banned even if they are deactivated. These weapons would generally include those which are mounted on historic military vehicles.

The draft text also includes a provision to allow EU Member States to permit the continuing possession of deactivated Category A Weapons by bodies, recognised by those States, concerned with the cultural and historical aspects of weapons. It is assumed that this concession would be confined to museums, and thus that collectors of military vehicles would be affected by the change. The decisions in the United Kingdom would presumably devolve to the Home Office.

The FBHVC alerted the FIVA Legislation Commission to the issue and the Legislation Commission in turn approached the Utilitarian Commission for its views. The Legislation Commission is discussing the matter at its meeting in Brussels in early February with a view to deciding how FIVA should react to these proposals and identifying any advice FIVA ought to give to its Member Federations within the EU.

Meanwhile the FBHVC would advise any UK Member organisation concerned with military vehicles and their weapons to approach the Home Office directly.

Roadworthiness Testing Directive

The next month or so should see the issue of a DfT Consultation which will cover various options to amend eligibility for and the process of the MoT to enable the UK to meet the requirements of the EU Roadworthiness Directive. We already know that the actual changes to the MoT are likely to be minimal but that the range of possible exemptions and definitions might be quite wide.

Immediately the Consultation is issued we will commence consideration of what the Federation response should be.

We will try to consult member clubs as widely as the response time permits, as we know there is quite a wide variation of views among members as to whether and how far historic vehicles ought to be exempted.

The Federation view is obviously going to be dependent upon the extent of changes to the MoT. Our basic principle will continue to be that no historic vehicle, which is roadworthy in the terms of the standards at the time it was manufactured, should be banned from use on the road by reason of a test which it cannot pass.

Vehicle Enquiry System

In the last Newsletter I offered advice as to a possible solution to the long-running saga of incorrect makes which DVLA has been reluctant to amend. This is of course more important than it used to be, as 'Make' is one of the mandatory search terms for accessing the VES.

I suggested that, as DVLA were insistent that there must be 'vehicle specific' evidence to get an entry corrected, people with the problem try using something like the advised paperwork to get their Make details corrected. I have also spoken to one member club, who I know have a large number of such errors, and they are going to try it. They will feed their experience back to me.

If anyone else follows this process and it still results in a refusal, please let me or the secretary know. As I said before I would also really like to know of successes, so I can feed back our thanks to DVLA if this long-standing sore point is at last fixed.

NOVA

We can confirm that as we understood, the NOVA policy people are still in Dover and it is only the correspondence which is handled in Salford.

Asbestos

The Certificate of Exemption under REACH exempting 'heritage vehicles' from the ban on putting products containing asbestos in the market was signed on 23 December 2015. A copy, together with the Health and Safety Executive's Frequently Asked Questions is reproduced here.

While this represents the satisfactory return to legality of the sale of historic vehicles which may, or may not, contain asbestos, HSE was not actively policing the previous illegality of historic vehicle sales but we must assume they will take some steps to see that the Certificate is complied with. We succeeded in making the compliance requirements as simple as possible.

- The definition for the Certificate of Heritage vehicle is one built over thirty years ago. The definition does roll forward.
- 'Placing on the market' includes lease, loan and gift. The word 'seller' in the following bullets it is a shorthand for someone selling, lending, leasing or gifting a vehicle.
- The seller does not have to take anything apart to find out if there is asbestos; the advice is against doing that.
- The seller does not have to seek out an expert on asbestos to give an opinion on its likely presence.
- The seller does have to provide written notice of the presence of asbestos. Thus if the vehicles has old brake shoes or an old clutch, they need to be mentioned. If there might be more, say in gaskets and insulation, that possibility should be mentioned.
- If the transaction is by way of loan or lease (whether or not any money is involved) the person taking the lease or loan must have a copy for his or her own use.
- The Certificate does not include trailers, though a semitrailer put on the market together with its tractor unit will be treated as a single vehicle. We intend to continue discussions on how trailers should be dealt with as this issue was only recognised vary late in the discussions last year.
- The definition for the Certificate of Heritage vehicle as built over thirty years ago leaves some vehicles in the black hole between then and the point at which all use of asbestos ceased in 1990. So vehicles which go into preservation early, such as a step-entrance vehicles which cannot be used as buses since 1 January, do not qualify. We don't have a solution at the moment, but HSE are aware of the issue, but simply could see no way of including in the Certificate. We will continue to seek a solution, which could be urgent in the case of some buses which could otherwise be lost forever.
- The Certificate covers only complete vehicles and does not cover parts. This might seem obvious, but it would apply to a whole engine, in respect of which the proper advice must be, before selling on, to remove, under the prescribed workshop conditions, gaskets and insulation which might have asbestos and replace them with more modern substitutes.

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Heritage Vehicle Exemption Certificate, FAQ

Does this exemption include parts for heritage vehicles, which contain asbestos?
No this exemption does not include parts for heritage vehicles – the 'placing on the market' of vehicle parts containing asbestos is strictly prohibited.

Does this exemption certificate cover the 'placing on the market' of heritage trailers or semi-trailers?
This exemption certificate does NOT cover the 'placing on the market' of trailers which contain asbestos; however, a heritage vehicle and its accompanying semi-trailer can be placed on the market together, provided the exemption conditions are met in respect of both units (the semi-trailer is also over 30 years old etc.)

What qualifies as a heritage vehicle?
A heritage vehicle, means a vehicle manufactured at least thirty years before the date it is placed on the market.

What parts of a heritage vehicle are likely to contain asbestos?
There are a number of parts where asbestos might be found in a heritage vehicle. Brake shoes, clutch plates, gaskets, and clutch linings are the most common, but there may be other parts.

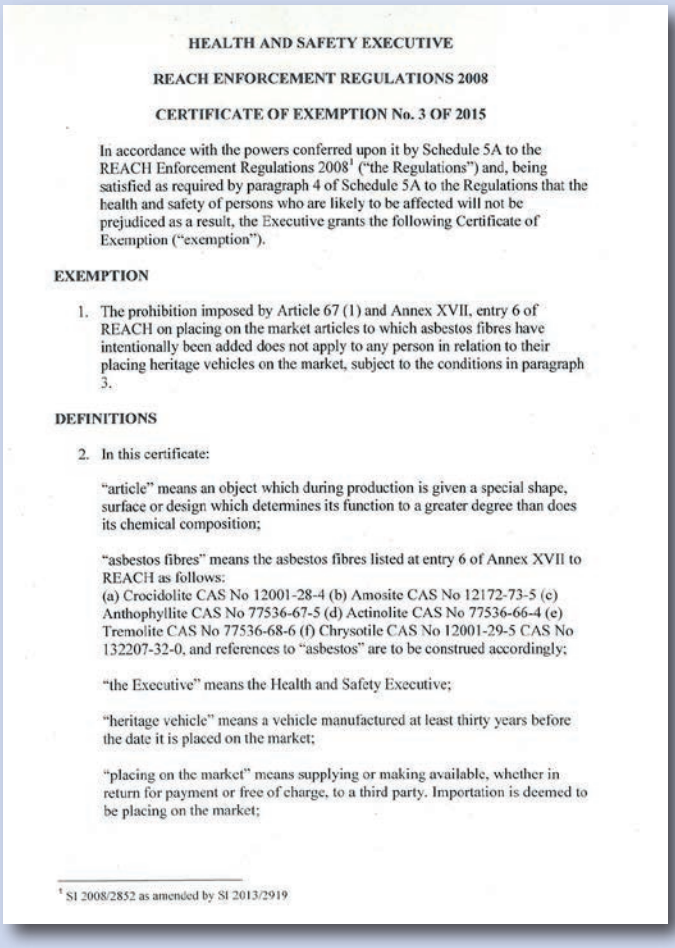
Could the asbestos parts be changed for non-asbestos parts before the heritage vehicle is placed on the market?
If the parts are reasonably accessible such as brake shoes, then these can be changed, but this must be done by a competent person with adequate controls in place to prevent the spread of asbestos.

Does this exemption certificate cover vehicle hire, such as wedding cars, where the owner/driver remains in charge?
The REACH prohibition does not apply in these circumstances as this activity is considered to be 'continued use' rather than 'placing on the market', therefore no exemption is required.

Does the definition of vehicles include vehicles such as tractors, fire engines and preserved fighting vehicles, as these are not actually intended to carry goods or passengers?
Yes, the definition will cover all vehicles such as tractors, fire engines, fighting vehicles etc. as they all involve transport of people/goods in some way, even it if that was not their primary function (e.g. a fire engine was used to transport fire fighters to the scene of a fire).

Does the definition cover motorbikes?
Yes, it does cover motorbikes.

Condition 3b requires a record of the articles, location and type of asbestos in the vehicle. What if there is uncertainty to which parts of the vehicle contains asbestos? Are we expected to dismantle the vehicle to find out?
No. Condition 3b gives a requirement to provide this information 'as far as is reasonably practicable'. Dismantling the vehicle to check for asbestos would not be reasonably practicable and we would very much advise against this.



HEALTH AND SAFETY EXECUTIVE

REACH ENFORCEMENT REGULATIONS 2008

CERTIFICATE OF EXEMPTION No. 3 OF 2015

In accordance with the powers conferred upon it by Schedule 5A to the REACH Enforcement Regulations 2008[1] ("the Regulations") and, being satisfied as required by paragraph 4 of Schedule 5A to the Regulations that the health and safety of persons who are likely to be affected will not be prejudiced as a result, the Executive grants the following Certificate of Exemption ("exemption").

EXEMPTION

1. The prohibition imposed by Article 67 (1) and Annex XVII, entry 6 of REACH on placing on the market articles to which asbestos fibres have intentionally been added does not apply to any person in relation to their placing heritage vehicles on the market, subject to the conditions in paragraph 3.

DEFINITIONS

2. In this certificate:

"article" means an object which during production is given a special shape, surface or design which determines its function to a greater degree than does its chemical composition;

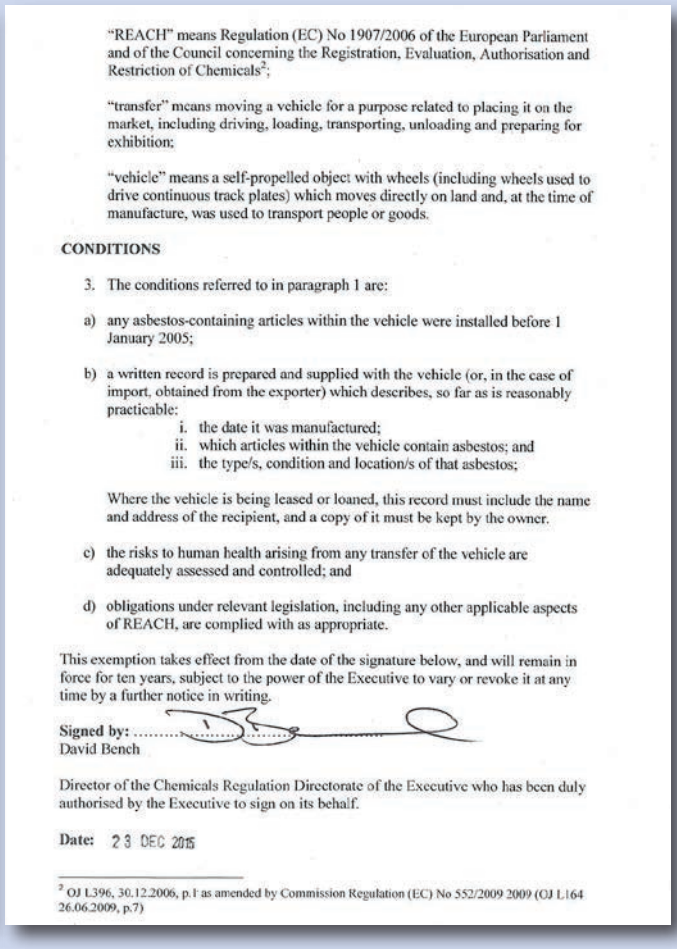
"asbestos fibres" means the asbestos fibres listed at entry 6 of Annex XVII to REACH as follows:
(a) Crocidolite CAS No 12001-28-4 (b) Amosite CAS No 12172-73-5 (c) Anthophyllite CAS No 77536-67-5 (d) Actinolite CAS No 77536-66-4 (e) Tremolite CAS No 77536-68-6 (f) Chrysotile CAS No 12001-29-5 CAS No 132207-32-0, and references to "asbestos" are to be construed accordingly;

"the Executive" means the Health and Safety Executive;

"heritage vehicle" means a vehicle manufactured at least thirty years before the date it is placed on the market;

"placing on the market" means supplying or making available, whether in return for payment or free of charge, to a third party. Importation is deemed to be placing on the market;

[1] SI 2008/2852 as amended by SI 2013/2919



"REACH" means Regulation (EC) No 1907/2006 of the European Parliament and of the Council concerning the Registration, Evaluation, Authorisation and Restriction of Chemicals[2];

"transfer" means moving a vehicle for a purpose related to placing it on the market, including driving, loading, transporting, unloading and preparing for exhibition;

"vehicle" means a self-propelled object with wheels (including wheels used to drive continuous track plates) which moves directly on land and, at the time of manufacture, was used to transport people or goods.

CONDITIONS

3. The conditions referred to in paragraph 1 are:

a) any asbestos-containing articles within the vehicle were installed before 1 January 2005;

b) a written record is prepared and supplied with the vehicle (or, in the case of import, obtained from the exporter) which describes, so far as is reasonably practicable:
   i. the date it was manufactured;
   ii. which articles within the vehicle contain asbestos; and
   iii. the type/s, condition and location/s of that asbestos;

   Where the vehicle is being leased or loaned, this record must include the name and address of the recipient, and a copy of it must be kept by the owner.

c) the risks to human health arising from any transfer of the vehicle are adequately assessed and controlled; and

d) obligations under relevant legislation, including any other applicable aspects of REACH, are complied with as appropriate.

This exemption takes effect from the date of the signature below, and will remain in force for ten years, subject to the power of the Executive to vary or revoke it at any time by a further notice in writing.

Signed by: .....
David Bench

Director of the Chemicals Regulation Directorate of the Executive who has been duly authorised by the Executive to sign on its behalf.

Date: 23 DEC 2015

[2] OJ L396, 30.12.2006, p.1 as amended by Commission Regulation (EC) No 552/2009 2009 (OJ L164 26.06.2009, p.7)

DVLA

There is very little new to report this time. This is partly because I am writing these words only a few days after the end of the Christmas and New Year holiday but also partly because, as Bob Owen reports elsewhere, we are engaged in discussions with both DVLA and our Parliamentary contacts on a number of topics, amongst which are some preliminary considerations of the issues surrounding replacement bodies, but as yet there are no conclusions to share. Meanwhile I will of course continue to attempt to assist with individual cases where I can.

Among the topics mentioned above is the requirement for a new DVLA VIN to be applied to restored vehicles in certain circumstances and particularly the associated requirement for the original frame or chassis number to be obliterated. We are receiving a number of very concerned comments and observations on this subject from member clubs and FBHVC entirely shares these concerns. We have already raised them in the meeting with Andrew Jones MP that Bob refers to under the Legislation heading and will continue to press the point.

DVLA have informed us that following comments received at the Swansea meeting on 23 September regarding dating certificates they intend to collect more information about registration applications that are supported solely by a dating certificate. Thus for a period of three months from the beginning of January a random selection from all such applications, for vehicles of all ages and types, will be chosen for inspection. As is now normal the inspections will be carried out by SGS at a location of the applicants choosing and at no cost.
The resulting reports, supported by photographs, will assist DVLA in judging how the process might be improved for the future. Thus you may have become aware of an increased frequency of inspection but this should not be a cause for alarm, there is no sinister motive! DVLA have offered to share their findings with the Federation and indeed hope to share them with a wider audience at a repeat meeting likely to be held in Swansea around April.

Attendees at the September meeting will have received a follow up from DVLA listing 20 topics from that meeting and the progress made in addressing them. For the benefit of those who were not able to attend this is, with DVLA's agreement, reproduced below. We would stress that this is a DVLA document and, as noted in an earlier Newsletter, FBHVC does not necessarily agree with all of it and is continuing to lobby to that effect.

SUBJECT	QUESTIONS	BACKGROUND	PROGRESS
DATING			
Heritage Certificates (Policy)	Why does a heritage certificate need to be supported with a dating certificate?	When a Heritage Certificate is issued no checks are made to confirm that the details provided are for the actual vehicle being presented for registration. As such a further confirmation is required to confirm that the vehicle exists. This is often presented in the form of an additional dating certificate.	Ultimately DVLA need to be satisfied that the vehicle exists and details are the same as provided on V55/5 application. However, the form in which the confirmation has to appear is being considered.
NOVA (P)	Is NOVA required for pre '73 vehicles?	When contacting HMRC to establish if NOVA is required for a pre-1973 vehicle, often customers are being advised that there is no VAT interest in the vehicle.	There is a legal requirement to notify details of any vehicle that will be imported/first registered in the UK, to HMRC. A NOVA notification must be made
Template (P)	Could DVLA provide us with a template dating certificate?	Could DVLA provide us with a template dating certificate?	DVLA to review. In the meantime clubs should ensure certificates are: · An original on letter headed paper · Include contact details of the club providing the letter/certificate · Record the make, model, chassis number/VIN and date of manufacture · Include a date of issue · Explain how the date of manufacture was determined and how the vehicle is linked to that date (i.e. inspection or photos and chassis rubbings) · Reference the source material used to determine the manufacture date (factory records etc) · Be worded so date of manufacturer is clear. 'Representative of' is not acceptable.
Expiry Date (P)	Could the 1 year expiry date on a dating certificate be extended to 5 years?	It is reasonable to expect, that following restoration, the dating certificate would be requested shortly before an application is presented to the DVLA. The 1 year expiry date is to safeguard any changes which could be made to the vehicle following receipt of a dating certificate. Some club representatives asked if this could be extended to up to 5 years.	DVLA to review.

Manufacturer Dates (P)	How do we correctly date a vehicle if only the period of manufacture is available?	Some clubs have difficulty in providing an exact date of manufacture and can only date a vehicle based on a manufacturer's period of design.	The date of manufacture should be taken from the end of the period.
Rejected Applications (Operational)	Can clubs be made aware on first registration applications why a dating certificate has been rejected?	Clubs explained that rejection letters at 1st registration are unclear as they do not give the customer a specific reason why a dating certificate has been rejected. Also clubs are not advised of the reason. DVLA clerks use a standard letters package for reject letters. Where necessary, letters are tailored. Bespoke letters cannot be produced for every rejected application, nor can they be sent to the club as well as the applicant.	DVLA to review current reject letters.
V765 SCHEME			
V765/3 (P)	Can the V765/3 be updated to make it clearer that tax discs alone are insufficient evidence?	Clubs feel the leaflet is misleading. However, the information currently provided in the V765/3 should not be read in isolation. It has always been a requirement to demonstrate a clear link between the vehicle and the registration number. Tax discs on their own do not provide a link as they only contain 'general' details.	DVLA to review at next forms revision.
Incomplete Vehicles (P)	Can incomplete vehicles be registered under the V765 scheme?	Vehicles must reflect what they were originally registered as i.e. shown on VE60 /old style log book. The DVLA records must reflect the finished build.	Incomplete vehicles cannot be registered under the V765 scheme.
Bodyshell (P)	Can we replace a body shell if it is of a different style?	Clubs were concerned about vehicles fitted with Coach built bodies. *[sic]* Where an application is made under the V765 scheme and a replacement body has been fitted, for coach built bodies the completed vehicle sometimes differs to the evidence presented in support of the claim for the registration.	Initial discussions underway with the FBHVC Clubs as to how clubs can evidence this.
VES (O)	Could Customer Enquiry Group (CEG) confirm there is a full record in VSS?	Clubs asked if they could call DVLA's customer enquiries to check if a full record is held before submitting a V765 application. The 0300 790 6802 number is the DVLA general customer contact centre number for vehicle related enquiries.	Clubs should not be calling the DVLA contact centre for confirmation if a vehicle record exists. Where a customer has a vehicle that is displaying a registration number but they are not in possession of a registration certificate the advice is to complete a V62 and DVLA will investigate on receipt.
Contact Details (O)	Could contact details for individual clerks be provided?	Clubs asked for specific contact details for individual clerks.	DVLA are unable to provide specific contact details for individuals. A 'V765' and 'kits and rebuilds' email address are already in place for clubs to contact the relevant processing team with enquires.
VE60 (O)	If a VE60 is sent in with a V62 the VE60 is not always returned, why?	Clubs asked why VE60s are not returned to keepers when an application for a registration document is made using a V62 form. The current practice is to return VE60/Old style log books, when received with V62 applications.	Clerks are instructed to return the VE60 in all cases.
RECONSTRUCTED CLASSICS			
Rebodied (P)	Where a replacement body (under 25 years old) is used, can a vehicle still be considered under the scheme?	A reconstructed classic must be built from a collection of all genuine period parts, over 25 years old. This includes the body, which must be appropriate to the vehicle. A vehicle built from a mix of old and new parts is not acceptable.	Initial discussions underway with the FBHVC.
Definitions (P)	Could definitions be provided for rebuilt, restored and repaired vehicles?	Clubs asked for definitions of each of the terms in order to ensure correct terminology is used on the applications.	This will be considered, however, it should be noted that there is difficulty in providing definitions as they depend on the nature of the work carried out.

DVLA VIN (P)	Why do DVLA issue VIN'S to reconstructed classics, why can't original identity from a chassis/frame be kept?	Vehicles built with components from more than one source vehicle, cannot be considered as the original vehicle, and will require a DVLA VIN. These are newly constructed vehicles using old parts and therefore a new entity. The vehicle cannot be allowed to retain the identity from one particular component part because it is just that – a component.	DVLA to review.
Non Transferable (P)	Once a vehicle becomes an historic vehicle can the vehicle registration mark automatically be made non-transferable?	Where a vehicle is re-registered and assigned a pre-1963 registration number, it is currently allocated on a non-transferable basis. Clubs suggested in order to retain the historical integrity of the vehicle, the VRN becomes non-transferable when moved into the Historic tax class.	This is something that DVLA have also considered, and will look at going forward.
OTHER			
Process Map (P/O)	Could we have a process map for clubs showing different registration routes?	It was clear from the event that there is confusion about different registration routes.	A process map will be considered.
Post Office (P/O	Could Post Office® branches authenticate documents?	Clubs asked if Post Office® branches could authenticate documents. Other clubs in an applicant's immediate area can already authenticate documents. It does not have to be the club for the marque.	Post Office® branches will not be authenticating documents.
Rolling 40 year exemption (P)	Can a vehicle move into the historic tax class without a licence being issued?	Currently, a change of tax class can only be carried out when a licensing application is made.	DVLA to review.

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Member States want weaker pollution laws

The Member States are considering new and greater flexibility in the revised National Emission Ceilings (NEC) Directive to make it easier for them to comply. Low Emission Zones are often implemented in order to meet the conditions of the Directive. One proposal being considered would allow countries to breach their annual emissions reduction commitments during dry summers or cold winters, provided an average is met over three years. The proposal is for the three-year rule to apply if countries can demonstrate that adjusting energy policy to deal with the seasonal change, 'would lead to disproportionate costs, substantially jeopardise national energy security or pose a substantial risk of energy poverty for a significant part of the population'. Environmental groups are opposed to the actions saying that the flexibility would lead to significant health risks. The European Commission has set a target proposal of a 52% reduction in the health burden of air pollution by 2030 compared to 2005 levels.

European Parliament adopts report on Sustainable Urban Mobility

At the beginning of December, the European Parliament (EP) adopted a report drafted by its Transport Committee on Sustainable Urban Mobility. When the report was first written by Karima Delli MEP, the draft included the recommendation, 'that Member States ban the use of diesel vehicles in urban areas by 2020 and that they should gradually reduce the use of petrol cars in urban areas by 2030, with a view to taking them out of cities completely by 2050'. However, after deliberations in Committee and in Plenary, the final and adopted report does not include this recommendation.

Instead, amongst its 63 recommendations, it refers back to the objective noted in the European Commission's 2011 Transport White Paper by stating that the EP: '*Encourages the Member States to support the goals of the Transport White Paper of halving the number of "conventionally fuelled" cars in urban transport by 2030 and of phasing them out in cities by 2050.*" That paragraph goes on to say that the EP, *'invites cities to promote and support shifts towards alternative means of transport and less-polluting vehicles, taking into account their real carbon footprint with the view to achieving the EU targets of reducing greenhouse gas emissions by 60 % by 2050…'* Other relevant paragraphs in the report state that the EP: (Paragraph 16): *Encourages the competent authorities to take preventive measures, in accordance with the precautionary and proportionality principles, to improve air quality in towns and cities and to guarantee that pollutant concentrations do not exceed the levels set in the World Health Organisation guidelines; to that end, supports local setting-up of lowemission zones; stresses that it is the responsibility of the competent authorities to offer safe and healthy mobility solutions to their citizens…;* (Paragraph 17) Points out that there is a need for a holistic approach to air pollution in European cities; calls on the Commission, therefore, to put forward effective measures that enable the Member States to comply with the Ambient Air Quality Directive (2008/50/EC), notably by setting effective and ambitious emission ceilings for 2025 and 2030 under the National Emission Ceilings Directive (NEC), and by ensuring better coordination of measures under the NEC Directive and the Ambient Air Quality Directive, by setting ambitious car emission performance standards for 2025 and 2030 in a timely review of the CO_2 *and cars Regulation (EC) No 443/2009, and by setting a clear timeframe for the implementation of Real-World Driving Emission Testing for private vehicles.*

FIVA is well aware of the actions to reduce the use of conventionally fuelled vehicles in urban areas. While these actions are not directly aimed at historic vehicles, FIVA is aware that policy objectives and measures may impact on historic vehicle use. FIVA is therefore actively involved in all discussion at the European level designed to achieve a common approach to Low Emission Zones with a view to helping decision makers appreciate that:

- HVs are owned and driven for pleasure not necessity - their mileage is significantly lower than every-day vehicles and they and they are well maintained by their owners;
- very few HVs have diesel engines (the primary target of many LEZs);
- HVs are not a part of the general transport mix in the context of the policy discussions on improving urban mobility because they are rarely used during peak traffic times;
- The HV contribution to air pollution is therefore proportionately negligible, but that their cultural/ heritage value is high.

During December, FIVA submitted further comment to the ongoing consultation by the European Commission on this matter (please see September 2015 EU issues update) to stress that the European Commission should provide guidance to member state authorities that historic vehicles can be and should be exempted from LEZ measures.

UK pushes for more low emission air zones

The UK government has announced the introduction of Clean Air Zones (CAZs) for the cities of Birmingham, Leeds, Southampton, Nottingham and Derby which are to be implemented by 2020. The objective is for older diesel buses, coaches, taxis and lorries to pay a charge to enter the cities while cleaner vehicles will enter free. Broader measures will apply in Birmingham and Leeds, where measures will also

cover older diesel vans and where park-and-ride schemes will have to be implemented and infrastructure for alternative fuels such as liquefied petroleum gas and electric recharging points will have to be provided. The Government was required to publish the plans by the end of 2015 following a UK Supreme Court ruling on a case brought by the environmental group *ClientEarth*, which stated that the government had not put in place sufficiently ambitious plans to comply with NO_2 limits set in the EU's Ambient Air Quality Directive. Other UK cities will also be free to adopt CAZs, which will be divided into four classes, the strictest of which can cover private cars.

The 2015 United Nations Climate Change Conference (COP 21)

The 2015 United Nations Climate Change Conference (COP 21) held in Paris reached agreement on a broad range of measures which give another clear indication of the intent of governments to take action to mitigate against climate change as a consequence of man-made actions. The Paris Agreement obliges the 195 signatory nations to limit global temperature rise to 'well below 2°C above pre-industrial levels' and to undertake efforts to meet a 1.5°C goal. The agreements do not impact on air pollution as it is an agreement to reductions greenhouse gas emissions – but it is a part of the overall recognition by Governments that man-made pollution – CO_2 emissions or sulphur dioxide (SO_2), nitrogen oxides (NOx), volatile organic compounds, particulate matter (PM10 and PM2,5), lead, benzene and carbon monoxide and ozone, all need to be reduced to protect the planet and human health. Further actions to reduce CO_2 emissions of vehicles and to reduce their use will therefore be an output of the overall agreement.

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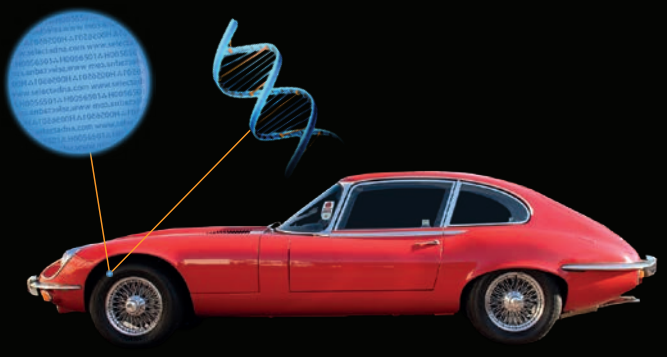

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An Inspector Calls

With lots of recent debate about the pros and cons of the MOT exemption for pre 1960 vehicles, and the speculation around how that might develop under the forthcoming roadworthiness changes, I thought some brief information on how the modern day bus/truck industry assure their vehicles are roadworthy may be useful. Some buses and trucks can genuinely do a six figure mileage in a year, so therefore a once per annum visit to a tester is insufficient.

I am seeing comments in different places at present over whether car owners should use a garage that's a member of one or more independent schemes that have been recently created.

Modern day buses and trucks are firstly subject to a daily walk-around check, usually done by the first driver to take the vehicle out of the depot. He or she does a visual check of the vehicle and its controls. Translated to historic cars, this would be lights (ideally including a second person, or a stick, or a video camera to check the brake lights), a visual look at tyres, bodywork and glass, together with a quick look under the bonnet to check for leaks etc. (though nowadays some of the larger bus companies ban their drivers from the engine compartment on the grounds of health and safety, but conversely the smaller companies would typically require that the driver starts the daily check by checking the engine oil level). Together with a check of the operation of all controls, a verification that both footbrake and handbrake work, that is about it. For buses and trucks used for hire or reward, an entry onto a defect card or a defect book is made and signed.

Buses and trucks then have an inspection over a pit. This is usually every six weeks, though based on mileage/use it can be as soon every four weeks or as little as every twelve weeks. The frequency is set in conjunction with DVSA. An engineer then checks the vehicles underneath (and inside/exterior too), essentially doing an MOT test. This would typically start with a topside check, then onto the pit to check underneath, then if available shaker plates, brake test rollers, and emissions analysis. Often a service may be carried out (perhaps at the time of every second inspection.

Some bus and truck companies have a further level of compliance, by having their own engineers do the above, then sending the vehicle to an external provider for the

assurance. Organisations such as the Freight Transport Association and Road Haulage Association provide such a service.

The idea is therefore that the annual visit to a DVSA Examiner is a simple formality: indeed, bus and truck operators receive adverse scores for MoT test failures.

Similar principles apply in the light aircraft world, with pre-use checks every time the plane is being prepared for flying, as well as further checks every 50 hours, and every year, and a CAA inspection every three years.

What wisdom does the above have for the typical historic car or motorbike owner? Possibly not much, though owners will have a local engineer/garage whom they trust. This engineer will be competent to look at a vehicle and report to your instructions. You may wish to ask him/her to look at brakes, lights steering, and to look for any corrosion, or you may wish to ask him to follow the MoT manual based on the age of your vehicle. Indeed, you may also wish him to check engine settings and levels at the same time. It oughtn't to be an onerous process, and the engineer should be able to give a written report without the notion that he is somehow warranting that the condition of the car will remain thus over the next 12 months.

On the FBHVC website we have a list of garages recommended by the owners of other historic vehicles (additions always welcome) and we are confident that most garages with suitable facilities and suitable experience will be happy to look over your vehicle for you.

Keeping The Past Alive

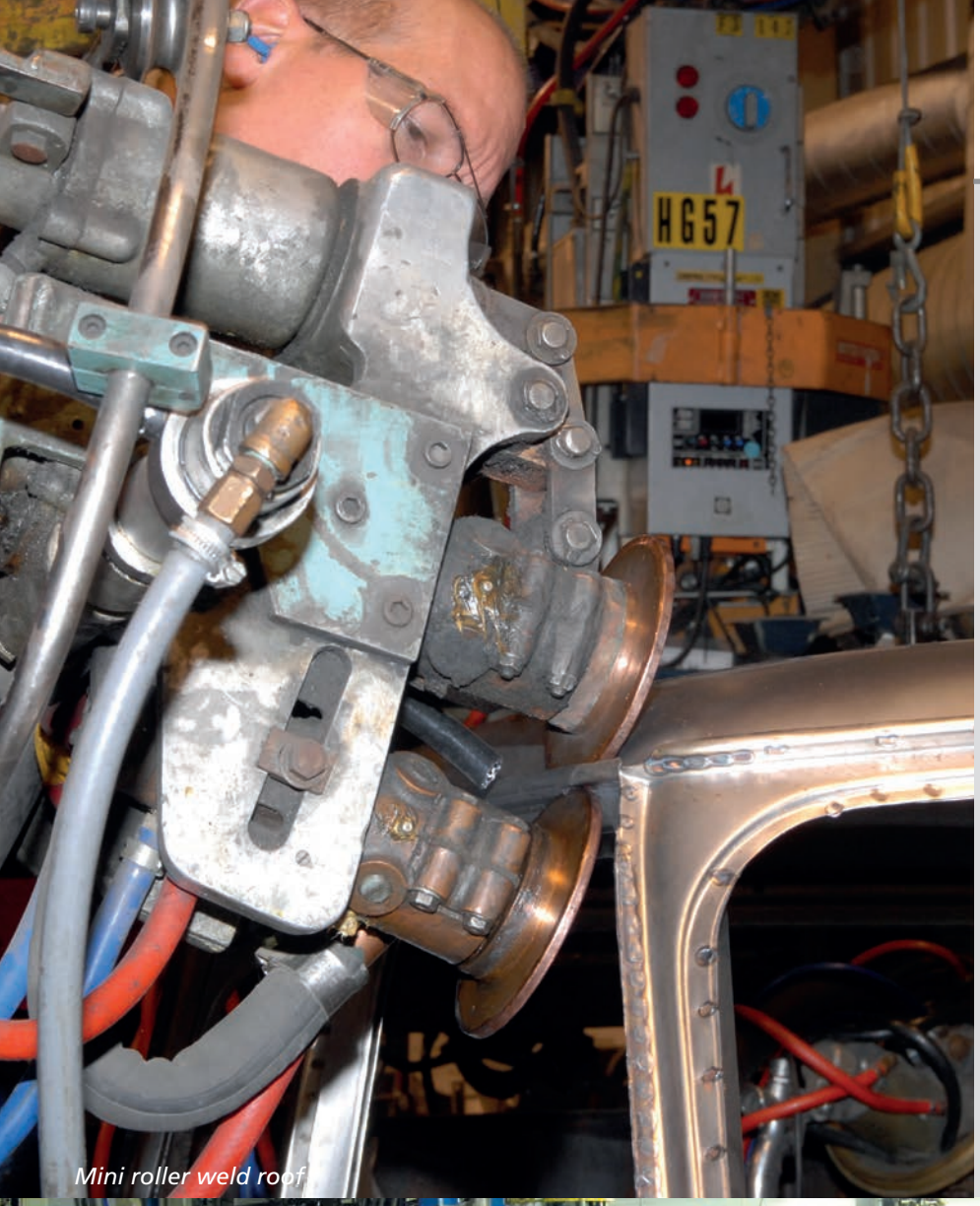
This article first appeared in September 2015 in Autocar magazine and FBHVC gratefully acknowledges the permission granted to reprint it here. Steve Cropley is editor-in-chief and is regarded amongst the most authoritative motoring writers of his era.

One firm is keeping British classics alive using original tooling and traditional skills. Steve Cropley takes a closer look

If it wasn't for British Motor Heritage (BMH), the Oxfordshire-based maker of replacement bodies for British cars of a certain age, it's probable that thousands of otherwise healthy classics would by now have returned to the earth as red oxide. Either that, or they'd have been consigned to the crusher as a result of structural incapacity to begin a new life as soup cans or fencing wire.

↑ *Mini production line*

↓ *Mini Shell*

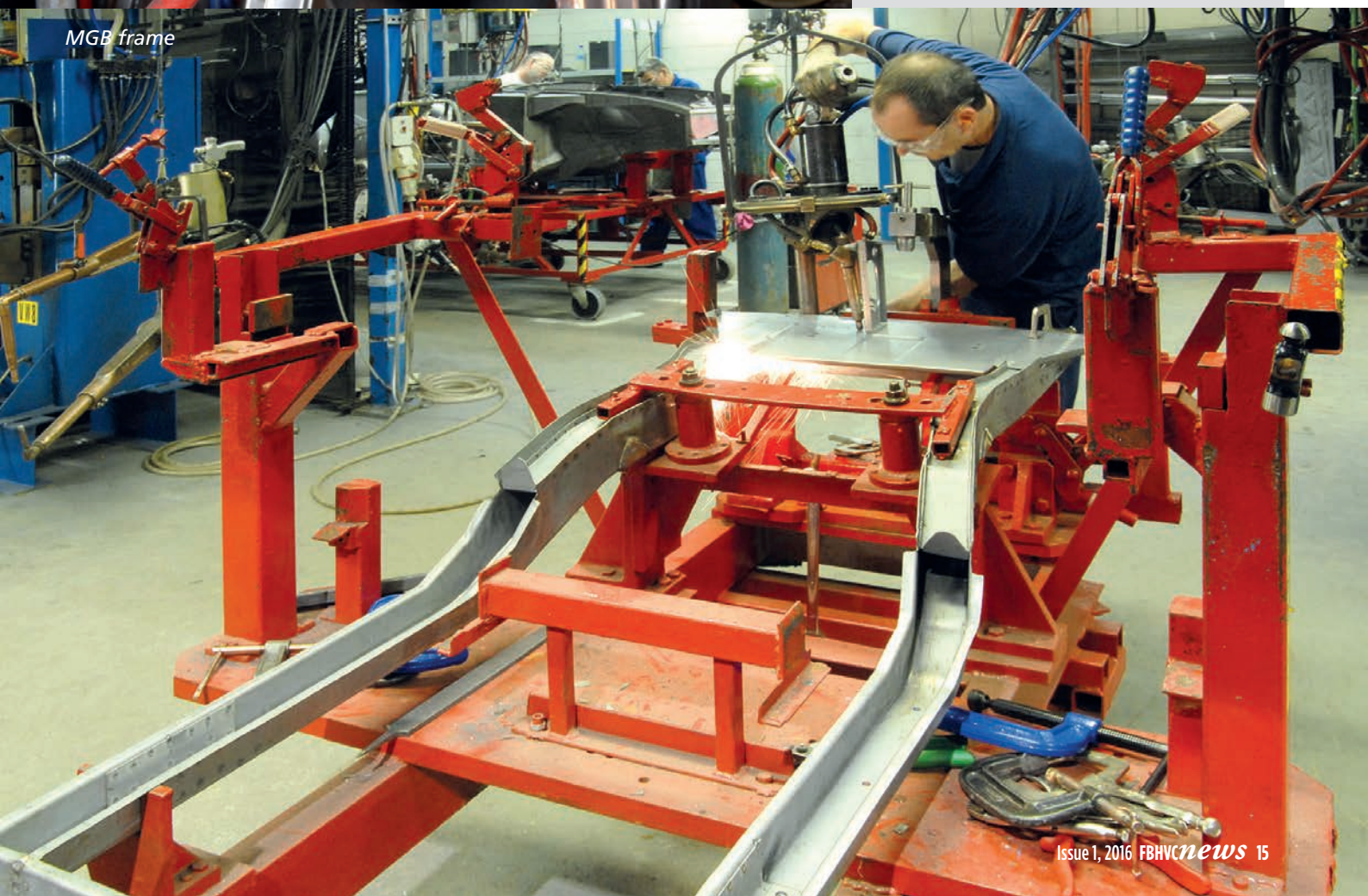


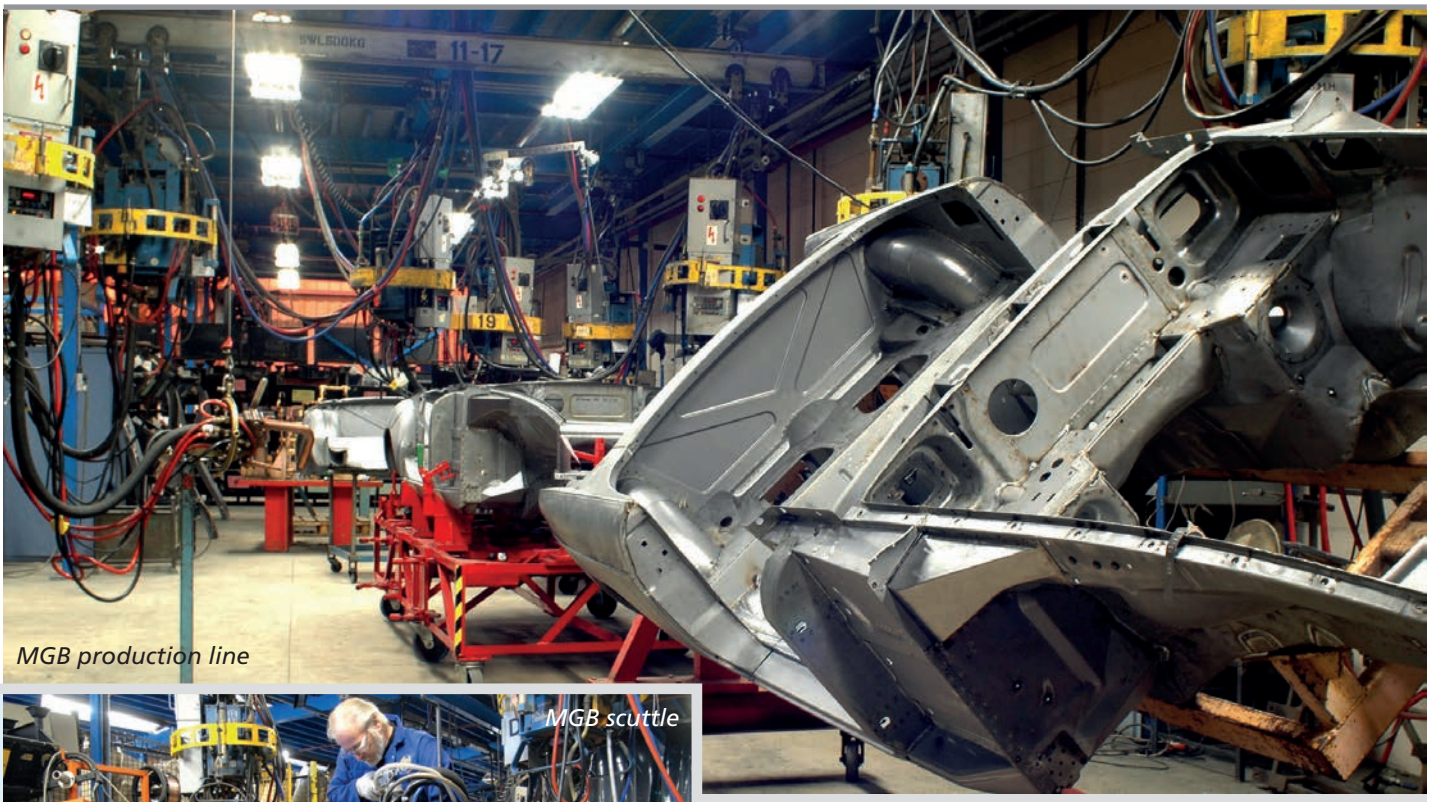
Mini roller weld roof

When British Motor Heritage was born as part of British Leyland back in 1975, rustproofing in cars was regarded as an unnecessary luxury. Only expensive cars were built to last. British car owners expected their cars' sills to bubble extravagantly after five years, and after 15 many an owner would be treated to views of the road through the footwells.

Although it was the nation's largest car maker, BL at the time was beset by already terminal problems with engineering development and manufacturing quality. It was building some of the least durable cars on the road – yet these days you see a surprising number of old Minis, MGBs, Spridgets, and Triumphs still driving happily about. This is partly because the cars are enjoyable to own and drive, so owners look after them, but mainly because crucial replacement body bits, made off original tools, are affordable and easily available through BMH.

At first, BMH's role was to meet a growing demand for early pattern parts; the original Mini, MGB and the rest were still in production. It functioned happily enough into the 1990s, supplying more than 2000 MGB bodies for the RV8 project in the mid 1990s. "It was a monument to BL's inefficiency that the tooling was still available," says current


MGB frame



MGB production line

MGB scuttle

BMH MD and owner, John Yea. "Most companies would have scrapped it long ago."

The business passed into the hands of BMW in 1994 with its £800 million acquisition of Rover Group, but when the Germans decided in 2000 that their bold British exploit was never going to work, BMH was acquired by a team steered by Yea, a former Rover finance man, initially with several partners. "BMW's overriding priority was to avoid bad publicity," Yea recalls. "They were desperate to be seen as good citizens." Yea thought the business had potential, although it was saddled with quite a lot of slow-moving stock stored in two distribution centres when only one was needed. "It was clear the company's prospects would be better if it was controlled and owned by one person," Yea says.

Yea soon cleared the old stock and started building on the company's core strength as a supplier of panels to the classic car market. It had ready access to original tooling for more than 40 different UK-built models, and its people had unique metal finishing skills. He soon added a lucrative line: that most vulnerable of all Jaguar E-Type components, the huge, rear-opening bonnet.

"Tooling of that era isn't good enough to finish the panels as the market likes them," Yea explains, "although the ex-BL tooling is actually of a high quality. The Jaguar E-Type stuff isn't so good – among the worst, actually. It won't finish the complex bonnet curvature at the front, so we have to do that by hand. But E-Type demand is quite steady. We'll make a batch of 10 next month."

Apart from the evergreen Mini, a 'younger' product that keeps on giving, Yea acknowledges that the demand for the original panels that BMH started making in 1975 is in slow but noticeable decline. Replacement MGB shells, properly protected to last a lifetime. BMH has compensated by expanding its export markets, by planning the manufacture of panels for upmarket British marques not yet catered for ("we have big aspirations but I can say no more") and establishing a thriving web-based accessories business called Motoring Classics.

These days, BMH can sell you any steel body part for an MGB roadster or GT or Midget. It also makes original Mini doors and boot lids, full Mini bodyshells from the 1969-1970 model onwards (including Clubman) and Minivan rear doors. Triumph lovers can get most of what they need for a TR6, many key pieces for a Stag or Spitfire and several high demand items for a TR7.

"Everything is batch built," says Yea, "and demand is quite reliable, so production planning isn't difficult. We expect to do runs of 10 complete MGB shells and 30 Mini shells twice a year."

BMH's headquarters at Witney is a standard-looking industrial unit in a well concealed industrial estate, but take the two-minute walk out back to the manufacturing area and you're rapidly transported back several decades, a fact from which Yea does not attempt to shrink. The company's purpose, he reminds you, is to use original tooling, original build processes, and material as near as you can get to the original steel to make body parts as close as possible to the originals. Its top quality steel, though and parts get

Metacoat corrosion-proofing, so they're ready to fit and paint.

BMH employs about 40 people, many of whom are experts in body techniques that get rarer as the weeks go by. Hand manufacture is the watchword; an MGB bonnet consists of five major pieces that take a good two hours to fit and finish. (On a modern car like a BMW Z4, Yea points out, the same piece is far easier to make.) Period tools abound. One prize exhibit is a purpose-built multi welding machine, dating right back to the beginning of Mini production in 1959, that joins early Mini window surrounds to door inner panels in a rolling series of spot welds.

MGB front wing

For 15 minutes, we watch a Mini body being created from pressed component to a single load bearing steel structure, an operation conducted by two strong men who have clearly done it many times before. It involves lots of clamping, judicious leverage, trial fitting, discussion and some judicious application of brute force, delivered by what the pair describe as "Dave's educated hammer". In full swing, Dave and his pal can do three or four Minis in a day. When I talk to the pair an hour later, they've just finished fitting another roof to another car. "It went on really well," says Dave with satisfaction, "We hardly had to use the hammer at all. "We warn visitors not to expect Lexus panel gaps," says Yea, "and if they are expecting bodyshell construction to be a delicate process, we advise them to look away now. It's hard, physical work for the people who do it, and when they go home, they know they've done a decent day's work."

But it's important – and satisfying. BMH isn't the kind of firm that creates headlines, but talk to the people that work there and you'll soon discover their pride in the place on two counts. They're well aware that their skills are rare, and that they're helping to keep some important cars on the road.

"I feel huge pride in this place," says Yea. "It's not a huge turnover concern, but it's important. Our challenge is to keep finding the people who can keep it going."

MGB Finishing

The Worshipful Company of Coachmakers Young Craftsman of the Year 2015

I am pleased to be able to report that our craftsman of the year for 2015 is Jed Parke of RR&B Garages Ltd of Stoke Prior near Bromsgrove in Worcestershire. Jed started at RR&B Garages in August 2013, which at the age of 19 made him a slightly older apprentice. His apprenticeship is Level 2 Vehicle Body Repair and Paint Finishing and he is now in the process of completing his Level 3. Jed presented his personal project and it was the restoration of a 1990 Volkswagen Caddy pick-up with a 1.6 diesel engine. Jed bought the car three years ago when he purchased it from a friend following its MoT failure. Ian Pinder is his boss at RR&B Garages and he was good enough to bring the vehicle to the presentation that Jed did to members of the Worshipful Company and FBHVC. Jed brought a full portfolio of all the work he has undertaken, most of which has been done in his garage at home all be it limited space. Ian has helped Jed with the final work by giving him space in the business garage, which has been a big help.

From the photographs the Caddy was in a poor condition and I am sure there would be few people who would wish to take on such a project. What impressed the panel of judges more that anything was the research that Jed had

done into the Caddy and the location of parts and panels, which have been extremely difficult to find. As some of the panels are not available this has meant either making or modifying panels and he has certainly shown great skill that has been part of his apprenticeship and the training provided by RR&B Garages.

Jed's prize is a cheque for £3500 and presentation of the award at the Worshipful Company of Coachmakers and Harness Makers annual dinner later in the year.

The award panel also decided to award a runner-up prize to Jack Baker, who works for Ashridge Automobiles Ltd at Great Billington, Leighton Buzzard. Jack is a Level 2 apprentice on the FBHVC Restoration Apprenticeship at Bicester and is now in his second year. It was good to get an applicant from our apprenticeship scheme and the project that Jack presented was the re-upholstering of a pre-war Riley Merlin Saloon. The work included a new headlining, carpets and door cards from scratch having not been provided with any reference material. All wood, leather, millboard, headlining and carpet was cut, measured and fitted by Jack with learning assistance provided by the Ashridge team. The work took six months and Jack presented a full portfolio of photographs showing his expertise that he has learnt during his apprenticeship at Ashridge Automobiles. The award panel decided to award Jack the runner-up prize of £1500.

The Worshipful Company of Coachmakers Young Craftsman of the Year 2016

The Young Craftsman of the Year Award 2016 is now open and candidates can get application forms from the Secretary, FBHVC, Stonewold, Berrick Salome, Wallingford, Oxon OX10 6JR. Candidates must be craft or technician apprentices/ trainees engaged in the automotive industry involved in the repair, restoration or preservation of historic vehicles. Candidates are required to produce a significant piece of work or project, which clearly demonstrates their skills to a very high level. In addition, the candidate has to produce a portfolio to support the project and be prepared to present themselves and the project to a judging panel. Judging takes place in November 2016 and only a shortlist of candidates will be invited to present their work and portfolio to the joint judging panel, comprising Liverymen from the Worshipful Company of Coachmakers and members of the board of the Federation of British Historic Vehicle Clubs.

FBHVC welcome member clubs nominating apprentices and trainees and all apprentices on the FBHVC restoration apprenticeship courses are eligible to apply for the award.

FBHVC Club Insurance Scheme

Last year for the first time we recommended two insurance brokers for the club insurance scheme, these were Aston Scott and Peter James Insurance. Following discussions with both companies we are again recommending these two brokers for 2016. There have been some changes at Aston Scott and they have chosen to work with Hiscox as their new insurers for 2016. This has allowed Aston Scott to not only match the previous cover available, but also the rates that they were charging in 2015. In addition, they have also provided us with a new option that allows eligible club officers to protect their own personal liabilities under a 'directors and officers' extension to the club policy at competitive rates.

Aston Scott has been awarded the prestigious 'Chartered Insurance Broker' status by the Chartered Insurance Institute. This exclusive title is only awarded to firms which meet rigorous criteria relating to professionalism and capability.

This is the second year that we are recommending Peter James Insurance for clubs and specifically for those clubs who need product liability protection. For any club that is selling spares and particularly those deemed to be critical spares where safety could be an issue, product liability cover is essential. Peter James Insurance can provide the products liability protection via its clubs combined and liability insurance schemes. Often seen as a complicated and expensive area, if your club is an exporter of goods then it is essential that you have the correct products liability cover should you become the subject of a claim, especially in North America and Canada, where you can be held liable should you fall into the supply chain of a product deemed faulty. Peter James Insurance is also giving discounted rates for FBHVC members on their popular commercial legal expenses package, together with competitive rates for club members.

AstonScottGroupplc

Contact details for Aston Scott are:
Web: *www.astonscott.com/farnborough*
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Tel: 0121 506 6040

Diary Dates 2016

5-6 March **Practical Classic Restoration Show** NEC. See us at stand 9-325

19 March **Club Expo, British Motor Museum**
We are pleased to announce that this popular event will take place this year after all, at the newly refurbished and relaunched venue.

24 April **Drive It Day**

3-4 September **International Autojumble** Beaulieu

8-11 September **Heritage Open Days** See www.heritageopendays.org.uk

15 October **FBHVC AGM** British Motor Museum.

Well, the New Year has come and gone so we can now look forward to some better weather and enjoying our historics on the open roads once again.

Scenic tours are always a very popular way of seeing the countryside during the spring, summer and autumn months. I recommend entering one or more of these one or two day events – you won't be disappointed. HRCR's calendar of scenic tours has some very enjoyable non-competitive low-key pleasurable and scenic driving if that is what you are looking for. A visit to the HRCR web-site *https://www.hrcr.co.uk/hrcr-championships/scenic-tours-series* will provide you with any further information you may require.

If you feel a little more adventurous you could always try to get a late entry into HERO/CRA's Winter Challenge to Monte Carlo in February. This is always an enjoyable event and, as well as visiting some of the famous roads frequented by the WRC Monte Carlo Rally, you could also get the opportunity to practice your driving on snow. A real adventure and should not be missed; I hope I'll see you there.

For something a little closer to home have a further look at: *https://www.hrcr.co.uk/hrcr-championships/clubmans-road-rally-championship*. Here you will find information on all the best National B events on the calendar. The usual format of no really devious navigation together with some fun tests on private land is common to all of these one day events. Hopefully you may still be able to get an entry on some of them but don't delay as most are usually oversubscribed within a few days of entries being announced.

2016 not only marks FIVA's 50th anniversary, it also sees FIVA taking up its new role, expanded from its former mostly statutory function, to reflect FIVA's new mission statement: 'To protect, preserve and promote world motoring heritage'. A first initiative is to draw attention to the growing importance of heritage in the automotive field by announcing 2016 as World Motoring Heritage Year. For more information please see: *www.fiva.org/site/documents/frontpage/press%20release%20engl.pdf*

This year's FIVA World Rallies are:
FIVA World Rally Slovakia 2016; 7-12 June.
http://www.fivawr2016.org/en/home
Or if 2/3 wheels are your preference: FIVA World Motorcycle Rally Czech Republic 2016, 22-26 June
http://fivamotorally.vcc.cz

Finally it is good to hear that HERO/CRA and ERA, two of the UK's top organisers of classic rallies, expect to have several rallies included on FIVA's International Calendar this year. This is not only a sign of the progress that these organisations are making but also recognition that they can compete with the likes of the Mille Miglia etc. for the quality and value for money of their events. Congratulations and well done to both organisations.

Colin Francis OBE, 1935-2015

Colin Francis, aged 80, sadly passed away on Tuesday 10 November 2015 following a short illness bravely borne.

Colin is survived by his wife Val, his two daughters Helen and Avril, sons-in-law Derek and Terry and his two grand-children Heather and Connor.

Colin was born in October 1935 in Aberdare, South Wales where he grew up and was educated in Aberdare Grammar School. His working life started in Customs and Excise in Llantrisant and continued in Wombourne, Staffordshire. In 1978 he joined the Welsh Office in which he served until his retirement in 1995. His time at the Welsh Office included a three-year secondment to the US for the Welsh Development Agency,

Colin was a great family man and a loving father dividing his time between them and his passion for rally organisation, administration, officiating, team management and navigation. He was deeply involved in the rallying branch of motorsport for the majority of his adult life. He enjoyed success at all levels of the sport from the early days of Club events up to heady heights of International events. He even found time to manage the Dealer Team Vauxhall works rally team during the 1970s. His family and friends will always remember him as a quiet, kind, capable and endearing person, with a mischievous sense of humour,

who was always willing to give a helping hand to those less capable.

His expertise as a competent administrator, organiser, competitor, event official and wordsmith was put to good use by the historic vehicle community. Colin was a member of the FBHVC Board with specific responsibility for events and also a member, and vice-chairman, of the FIVA Events Commission.

Colin - you will be sorely missed by your many friends from the world of rallying and historic motorsport; you will never be OTL again.

Drive It Day, Sunday 24 April 2016

Last year saw a record turnout of enthusiasts on the roads for the Federation of British Historic Vehicle Clubs promoted event. It commemorates the running, in 1900, of the 1000 Mile Trial when 64 cars started from London on a test of reliability and roadworthiness. A truly eclectic collection of vehicles takes part, not only historic cars (to be classified as historic, a vehicle has to be 30 years old or more) but buses, motorcycles, trucks, military or agricultural vehicles, petrol, diesel and even steam and electric powered vehicles.

The format for the day is a tried and tested formula. The Federation sets the date each year (as close as possible to the anniversary of the 1000 Mile Trial) and publicises the event nationally. FBHVC member clubs then plan and schedule regional and local events throughout the country. The events are as varied as the vehicles taking part and include scenic drives, rallies, and meetings at local beauty spots or historic sites.

Important venues such as the National Motor Museum in Beaulieu, Brooklands, the British Motor Museum at Gaydon and Bicester Heritage have already announced plans to take part, but there will be scores of events the length and breadth of the country.

Clubs are encouraged to let the Federation know their plans so that they can be publicised in further press releases as the day approaches and on the FBHVC website and Facebook page.

FBHVC national coordinator for Drive it Day 2016 is Ken Coad who can be contacted on email: *coadspeed@btinternet.com*

The official supplier of Drive It Day Rally Plates for the Federation of British Historic Vehicle Clubs is Dragonfly Design, who can send out one-off plates direct to any classic vehicle owner. Clubs can also order in larger quantities so that their members can take advantage of better unit prices. The easiest way to order is online through the Dragonfly webstore: *www.dragonflyhouse.co.uk/driveit*

BRITISH MOTOR MUSEUM

Heritage Motor Centre has been re-named as the British Motor Museum. The new brand identity heralds a £5.1 million project that has transformed the museum and has funded the new Collections Centre. This major investment was designed to firmly position them as a leading international attraction and more accurately reflects the recently achieved Arts Council England 'Designated' status, meaning the collections are considered of national significance.

This is no way affects the governance or ownership of the collections; which remain under the auspices of the British Motor Industry Heritage Trust.
The Museum will re-open, along with the new Collections Centre, as the British Motor Museum on Saturday 13 February 2016. The offices remain open during this time.

Lakeland Motor Museum

The Lakeland Motor Museum is to open its doors for special evening events in 2016, following a flurry of interest from groups looking for an unusual or unexpected venue to host private functions.

Last year the museum's annual visitor numbers broke the 80,000 barrier for the first time and in recent months it has been approached by several groups asking to visit the attraction out-of-hours. That ranges from local social clubs and societies to large-scale organisations, who are looking for a more personalised experience of the 30,000 exhibits on show. Until now, these have been one-off requests, but the attraction has decided to offer special evening openings to groups on a more regular basis for 2016.

The Museum will be available for two hour slots for private or corporate groups of between 20 and 100 people, with the option to add catering - from tea and coffee to a full evening meal.

Evening venue hire (excluding catering) varies according to the time and size of group, with rates starting at £140 for a group of 20 for a 6pm-8pm slot. To book an event, call 015395 30400 or email *info@lakelandmotormuseum.co.uk*

Club News

The **Bristol Austin Seven Club** newsletter gives us a fascinating insight into the early motor sport activities of Colin Chapman by Nigel Allen.

The bulletin of the **Lancashire Automobile Club** has a centre spread of the some of the more alarming designs which, thankfully, never got beyond the concept stage of the American motor industry.

The **Sunbeam Talbot Darracq Register** reminds us of the 90th anniversary celebrations of Seagrave's land speed record which will be held on Southport Sands on Wednesday 16 March.

Rapier Register News has a report on the Chanteloup les Vignes hillclimb which is still run as a 'demonstration' every year. This would appear to a good weekend's entertainment.

An ingenious and seemingly effective technique for addressing minor ovalities in a motorcycle brake drum is outlined in the journal of the **BSA Owners' Club**.

The **TR Register** reminds us that the TR International Weekend will take place at the Lincolnshire Showground 11-17 July. Their magazine also has an article on the subtle charms of the fuel injections systems fitted to TR5s and TR6s.

The **Road Roller Association** journal alerts us to the publication of the fourth edition of the European Traction Engine Register published by the **Leeds and District Traction Engine Club**. This now includes some 2,900 entries covering more than 280 manufacturers. The centre spread of the Journal depicts a remarkable scene of two Aveling and Porter road rollers with adjacent works numbers posed together at Old Warden.

The rear cover illustration of Steam Car World from the **National Steam Car Association** is an striking photograph of a Stanley steamer making a vigorous ascent of Tal-Y-Lynn Pass.

Delorean motor cars do lend themselves to creative and imaginative photography. The **Delorean Owners' Club** autumn edition of their magazine has a striking centre spread of some 13-plus cars lined up outside the Team Lotus factory.

There is an interesting but brief history of the **Beamish Museum** in the journal of the **Cumbria Steam & Vintage Vehicle Society**.

The journal of the **Traditional Car Club** has a fascinating article on the developments in the materials used in the manufacture of modern motor vehicles and the radical methods employed in (literally) sticking them together.

The journal of the **Shuttleworth Veteran Aeroplane Society** contains a fascinating and highly detailed description of the pre-flight checks required for a Hawker Hurricane.

The magazine of the **Morris Register** tells us that a new weekend rally is planned for 13-16 May in Llandrindod Wells.

A striking photograph of Mr Blackmore's car graces the front of the **Triumph Roadster Club** newsletter

The **Standard Motor Club's** Review tells us that a plaque has been affixed to the house in North Avenue, Coventry where the co-founder of the Triumph company, Siegfried Bettman lived.

The **Austin Ten Drivers' Club** magazine has a useful article on lighting and LEDs plus a timely article of advice on antifreeze.

The newsletter of the **Vauxhall Owners' Club (1903-1957)** informs us that 2015 was the 40th anniversary of the Chevette. There is a photo-reportage on a challenging restoration project embarked upon by Nicholas Kent. It will be interesting to receive updates on this project.

The **Jaguar Enthusiasts' Club** magazine informs us that 2016 will be the 30th anniversary of the XJ40 and this is an excuse to hold a celebration event at Dunkeld, Scotland, on Monday 29 August.

The front cover of the **Pre-war Austin Seven Club** is a collage of action photographs involving appropriate cars in times gone by with an invitation to identify them.

The journal of the **Aston Martin Owners' Club** reports that an estimated £24 million worth of exotic cars were destroyed, including seven Aston Martins, in the making of the latest James Bond film 'Spectre'.

The sad news of the passing of Anne Wisdom, co-driver with Pat Moss, is reported on in the magazine of the **Midget and Sprite Club**.

The magazine of **Club Triumph** has a useful series of drawings depicting the location of serial numbers on Mk 2 Triumph 2000s. There are also full details and entry forms for the 25th Round Britain 2000 Mile 48 Hour Reliability Run.

A reproduction of a 1934 advertisement in the magazine of the **Association of Singer Car Owners** refers to the Rudge Whitworth Cup in the Le Mans 24 hour race. Is this still competed for?

Be afraid, very afraid... there is a description of a very serious 2CV in the **Deux Chevaux Club of GB** magazine. It would seem that the insertion of a BMW R1100 GS motor cycle power unit is a practical proposition.

The **A30-A35 Owners' Club** reports on a garage find that has been in repose for 50 years and 10 year old Judah Colbear who has commenced work on his two-door A 35, and, some useful tips on garage door security.

The magazine of the **Rover P4 Drivers' Guild** has an article on the application of Nural 21 to repair corroded cylinder heads – any comments? The Guild's year book has an article for number eight hats in the form of an analysis of suspension and handling of the P4.

The front cover of the **Talbot Owners' Club** magazine is an atmospheric photograph of a car in full cry in the 1931 Inter-Varsity Trial Inside are details of the 2016 Welsh Weekend to be held on 20-22 May at a venue near Wrexham. And, finally, an idea for widgets to assist you with the assembly of components where nuts are all but inaccessible.

There is full coverage of the Sentinel centenary in **Sentinel Drivers Club** Transport News showing all manner of them doing their bit for global warming at a gathering in Shrewsbury.

The front cover of the **Morris Commercial Club** magazine has a reproduction of a splendid artist's impression of a one-ton truck of circa 1924.

The magazine of the **Southern Daimler and Lanchester Club** informs us that the National Motor Museum has launched an appeal to raise £30,000 to build a new gearbox and carry out further restoration work on the 1920 350hp Sunbeam Land Speed Record car.

There is a (small) photograph of an Armstrong Siddeley fire engine in the magazine of the **Riley RM Club**. The suggestion is that the location as Nottingham and the date was WW2 - there are headlamp masks in evidence. Can anyone tell us more?

The front cover of the magazine of the **Military Vehicle Trust** shows a REAL piece of hardware caught in action; an AS-90 doing its thing in a forest somewhere. Inside is a comprehensive photo-reportage of the military aircraft themed event at Old Warden on 5 July which attracted an impressive display of early military transport – including a completely original RFC Phelan and Moore motorcycle which was discovered in a cellar in Cairo.

We are informed by the **H&H CVC** magazine that each year the average wiper blade travels 350 miles across the windscreen (I suspect that the figure for 2015 will have been much higher. Editor)

There is a brief, but informative, history of the Duesenberg brothers and their cars in the magazine of the **Pre-1950 American Automobile Club**.

The magazine of the **National Traction Engine Trust** reports on the Anglian Section diamond jubilee road run and looks back at the celebrations for 25 years that took place in 1975.

There is an interesting article in the **BMW Historic Motor Club** magazine which describes an ethanol removal kit.

A timely reminder concerning the different blends of antifreeze and the consequences of utilising an inappropriate formula in your historic vehicle is included in the magazine of the **Austin Ten Drivers' Club**.

There is hope for the movement yet. The **Land Rover Series One Club** magazine reports on 18 year old Seppe Verhaeghe, from Belgium who has spent the last four years restoring his 1951 80-inch Land Rover.
There is a photo-reportage in the Journal of the **Austin Healey Club** of club members getting up to all manner of mischief at the Goodwood Revival in September.

Did you know that Matchless (of Plumstead and motorcycle fame) made a motor car? Neither did I, but there is one for sale in the **AJS & Matchless Owners' Club** magazine.

Scammell lorries do lend themselves to imaginative and arresting colour schemes and the October issue of the **Scammel Register** News contains some magnificent examples.

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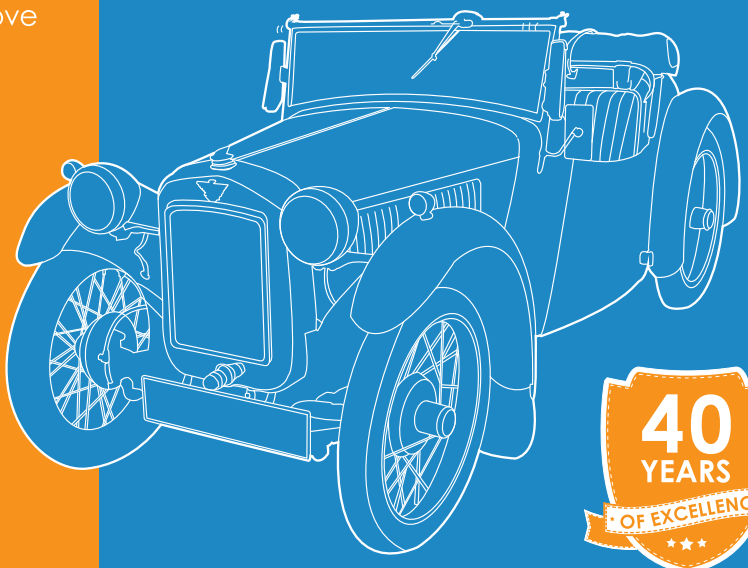

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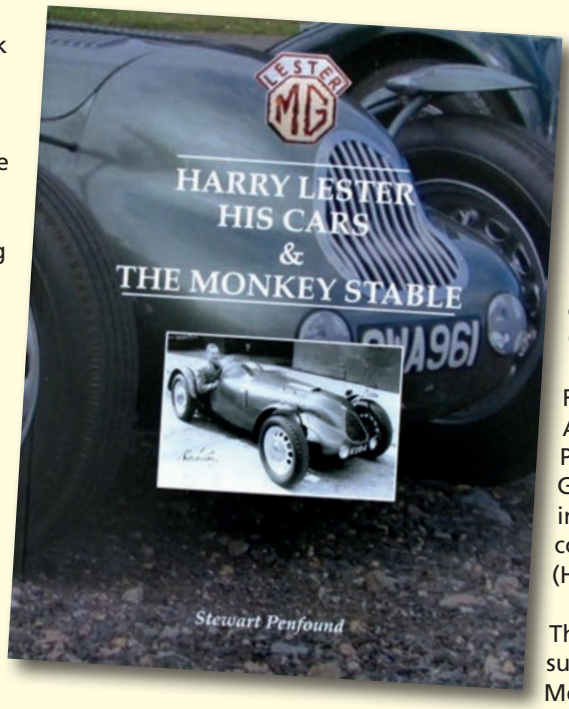
The SAHB Michael Sedgwick Award for 2015

The SAHB is delighted to announce the winner of the Michael Sedgwick Award for 2015 from a shortlist of three very strong entries, the clear winner was Stewart Penfound, for his book Harry Lester, His Cars & The Monkey Stable (BR Books, 2015) - the story of Harry Lester, who produced 30-odd Lester MGs during the late '40s and early '50s, which were mainly raced by the Monkey Stable.



The judges said of the book: 'If the criterion for the Sedgwick Award is original research, then this book is a strong contender. Lester owner Stewart Penfound has gone to considerable trouble to set down this well-researched story and has not jibbed from making it a warts-and-all account. Like many of his ilk, Lester was a good engineer but poor businessman; he was also a cankerous old buffer with a chaotic private life. […] a book that is packed with hitherto unpublished information and a fine selection of previously unseen photographs. It ticks many of the required boxes.'

The author was presented with a plaque and a cheque for £250 by the chairman of the judging panel, Dr Craig Horner.

Runners up were Bruce Dowell and Alan Richens: Sunbeam, the Brass Period (Privately published, 2015) and Graham Robson: Works Triumphs in Detail: Standard-Triumph's works competition entrants, car-by-car (Herridge and Sons, 2014)

The SAHB acknowledges the generous support of the Michael Sedgwick Memorial Trust in making this award.

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From the Office

We love meeting our member clubs and museums, and trade and individual supporters at shows around the country and we'll always do our best to try and answer the many and varied questions you have. We'll be at the NEC for the Practical Classics Restoration Show, then at Club Expo to see the re-launched British Motor Museum at Gaydon, and for Drive It Day we will have a small display at Bicester Heritage. In September we will be at Beaulieu for the International Autojumble and to round off the year you will find us at the NEC for the Classic Motor Show once more. The AGM will be in October as usual, but we have a change of venue this year, to Gaydon, where we will have much more space – and we'll need it as we have a very exciting speaker at our conference this year – more about that in a later issue.

We don't want this traffic to be all one-way and we do like to be able to publish our members' news too. Please do let us have information on what your club is doing for Drive It Day, for instance, and we will include it on our website. This is strictly for members only – we cannot publicise non-member events. We have a vast amount of information on the website and our Facebook page and welcome contributions. We are also always looking for pictures for our own newsletter, especially for the cover where they need to be in portrait format.

In response to questions raised at the last AGM and conference we are looking at the problem of part supply and would like to thank all our members who have contributed to that debate. Look out for some news of the way forward very soon. There is another very important area where we need your help. We will shortly be starting the 2016 survey of the historic vehicle world and your contributions are vital. This survey takes place every five years and is vital in gather information which we can use to make our case to politicians in the UK and Europe.

The majority of clubs have updated to use the 'new' FBHVC logo but there are still some of you using the old version. On the previous page is a reminder of the range of logos available for clubs and traders – not so new now, they were launched in January 2013!

This is the format for cover pictures. James Fairchild's bus seen here having just passed its MoT.]

When corresponding with the office, especially by email, it is helpful if you give the full name of your club. We have around 550 names to choose from and it can take a long while to work out what those sets of initials do represent.

In April we'll send out your club, museum and individual subscription reminders. Please do take this opportunity to keep us up to date with changes of address etc. Please note that the directories on our website are completely separate from the main database and changes to this should be notified separately. An email address is also very helpful as we will be sending more correspondence by email in the future to keep our costs to the minimum.

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