

FBHVC

news



The Newsletter of the Federation of British Historic Vehicle Clubs

Issue 2, 2013



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Two New Impact Studies

Economic benefits of Beaulieu and Goodwood events

The Burrell Project

Steam Apprentice Club to build working steam engine

The Charter of Turin

FIVA event marks landmark for historic vehicles

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The UK Member of FIVA



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If you wish to obtain a quotation, or you simply want some more information please contact one of the people below who will be happy to assist:

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Editorial

It seems to have been a particularly eventful few weeks since the last Newsletter. Undoubtedly the highlights for the Federation and of great significance to the Historic Vehicle movement in general, were the publishing of our latest economic impact studies relating to last year's Beaulieu International Autojumble and Goodwood Revival.

These studies are undoubtedly of great academic interest but for the Federation they are the lifeblood of our efforts to influence parliamentarians and legislators. They provide us with an independently researched body of facts to back our assertions of the value to our economic as well as cultural life of the use and preservation of historic vehicles. The numbers are quite surprising and I hope you will be interested in the feature on this research in this issue.

Owners of classic vehicles received a boost in the Budget. Classic vehicle tax exemption has been moved forward by a year, so vehicles built before 1 January 1974, will now qualify for a free VED disc. Previously this applied only to cars built before 1 January, 1973. This to take effect from 14 April 2014.

In addition anyone wanting to declare their vehicle as being off the road will no longer have to do so on an annual basis, because SORN declarations are now open ended.

Geoff Lancaster
Communications Director



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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.

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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

Subscriber clubs and organisations can reproduce the text of items from this publication in their own publications provided that FBHVC is

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Cover photo: Chairman David Whale pictured at Goodwood with a 1894 Peugeot Type 5 Paris-Rouen V Twin 2.5hp, owned by Tim Moore.
Photo: Geoff Lancaster

EU Roadworthiness

During a recent off the record conversation with a DfT expert, the comment was made that the EU Roadworthiness proposals will be subject to numerous stages of fine tuning before the final version is formally adopted. Briefly, submissions have been made by Werner Kuhn (Germany), rapporteur for periodic roadworthiness tests for motor vehicles and their trailers, and Malcolm Harbour (UK), rapporteur of the committee on the internal market and consumer protection. Some of their suggested amendments are helpful but others fall short of following the full FBHVC and FIVA stance. The proposal and suggested amendments will go forward next into the EU parliamentary process and may well be amended further. If the Council of Ministers general approach disagrees, we will enter a further bureaucratic procedure before final approval. Both the FBHVC and FIVA will be monitoring progress and will take advantage of our close relationship with EU and UK MEPs to lobby and amend. We hope that a change from a Regulation to a Directive will allow member states some latitude in implementation into national legislation – certainly the UK wishes to retain the status quo.

Consultation – Motoring Services Strategy

This high level document outlines the desire of the DfT to rationalise all of its operating agencies: DVLA, VOSA, DSA (Driving Standards Agency) and VCA (Vehicle Certification Agency) and sets out its longer term view. The drive for more computerisation of functions continues along with reappraisal of whether functions can be moved to other providers.

Very few concrete statements are made within the consultation but we have picked up points that are vaguely mentioned or implied in the document and have commented upon them. Also we have read between the lines and have made several criticisms and warned of the blanket imposition of going to on- line transactions and thus ignoring the necessary checks required for some transactions needed for our older vehicles. One topic which was proposed was the 'consideration' of removing the necessity for a VED licence disc, which in our view would impede the quick identification of evaders or abandoned cars.

The Legislation Committee

The committee meet every two months to discuss a very wide variety of topics ranging from current consultations (from all government departments, not just transport related) to insurance, MSA regulations, FIVA ID cards, DVLA matters, copyright issues, research – the list is endless.

The last meeting, in February, welcomed new member Toby Ward of the Veteran Car Club to the committee. He joins David Hurley (chairman and director for legislation), Bob Owen (deputy director), Jim Allen (MoT), Jacqueline Bickerstaff (motorcycles), James Fairchild (commercial vehicles), Nigel Harrison (DVLA), Tim Holt, Chris Hunt Cooke, Nick Jeffery, Paul Loveridge (FIVA Technical Commission), Matt Vincent (fuel) and Jim Whyman. The secretary and FBHVC chairman also attend the meetings.

Taxi and Private Hire Services

The Red Tape Challenge published report from DfT indicates that no progress is due to take place on the Law Commission's document on taxi and private hire services until November 2013.

Changes to MoT tests, from 20 March 2013

There are some changes due to take effect to the MoT test for all classes of vehicles from 20 March 2013. I will leave out references to items that obviously don't relate to vehicles constructed in the mid-1980s or earlier, like electronic stability control, supplementary restraint systems and will simply suggest that

those wanting to see how the changes might affect current vehicle may wish to search online for 2010/48/EU (the directive number) and view detailed information themselves.

I recommend that all vehicle owners with reasonable technical knowledge

download a copy of the current MOT manual for their type of vehicle. To do this, navigate to <http://www.dft.gov.uk/vosa/publications/manualsandguides/vehicletestingmanualsandguides.htm> and a variety of options will be listed here. The truck document is '2013 Consolidated HGV Inspection Manual'

(which downloads as a PDF) and for older cars and motorbikes, click "Mot Inspection Manuals and Guides" about halfway down. For newer vehicles there are manuals for Individual/Single Vehicle Approval. For preserved buses, you have the choice of the 2013 Consolidated PSV Inspection Manual for class 6 vehicles, or the manual for class 5, which is contained within the same document as for cars.

As an aside, these documents download (and open) fine on a smartphone or a tablet, and some people may find it useful to keep a copy saved on their mobile device, for easy reference at the roadside or in the workshop. Anyone without internet access is advised to visit either a friend or relative, or their local library.

In each of these documents, there are a number of reasons for failure that are listed in blue type. These items are advisory points (until 19 March 2013) but by the time you receive this newsletter they will be fail items. Note that files with 'March update' in their title have just gone live (as this article was being written) these however do not have the blue type, and hence do not easily show the changes. The list of items that follow is in the (approximate) order of the manuals.

Registration plates front and rear are now a requirement (hitherto, it was possible to test a vehicle just on its chassis number) and must conform to the regulations in force when the vehicle was new.

Lamps: we have a new reason for failure being 'the front and rear position lamps do not illuminate with a single operation of the switch' (side lights and tail lights) which for commercial vehicles fitted with them, also needs to switch on the position lights (which are the front and rear upper marker lights of the 1980s onwards).

On a vehicle manufactured after April 1986, the main beam 'tell-tale' is required to work, that is to say the blue indication on the dashboard must work.

There is a new section entitled 'Electrical Wiring and Battery'. The



reasons for failure here seem common-sense. Included here is battery security and whether the battery is leaking.

There is a check on the steering lock (on vehicles where this was fitted as original equipment), both that it doesn't deploy with the engine running and that it does deploy with the key out (the manual states that where it isn't clear whether one was fitted as OE, the benefit of the doubt should be given.

The presence of steering lock stops (where originally fitted as standard) is verified (previously it was just the security and correct adjustment of those fitted), as is power steering fluid level.

The brake fluid warning lamp becomes a testable item where fitted. This may be combined with other things such as worn pads or parking brake applied.

Exhaust brakes (HGV/PSV) inoperative or removed are reasons for failure if fitted as a mandatory fitment (if not, removal may be acceptable if the notifiable alteration procedure is followed).

The speedometer section now applies to all vehicles and not just class 5 (in the detail, we are reminded that this is 'all vehicles first used on or after 01 October 1937').

Engine mountings (including gearbox mounts where they provide essential support for the engine) are a reason for failure.

Steps and stairs (on class 5 vehicles) require more thorough checking.

The adjustment of the driver's seat is also checked (specifically, that it can adjust, where adjustments are so provided).

A reason for failure (class 5) is any occasional or crew seat that doesn't flip up automatically

A catalytic converter missing where one was fitted as standard (I wasn't going to include this item, until I saw on Wikipedia that the automobile cat was actually invented in 1973, and initially fitted to American cars of the mid 1970s)

In July 2013, some brake requirements will change (a higher efficiency requirement for cars July 2010 onwards, as well as an amended imbalance standard for cars of all ages).

By the end of 2013, a further small change is that the mileage (currently not included on HGV/PSV certificates) will be included along with the country of vehicle registration.

In summary, a vehicle doesn't need to be fitted with anything that wasn't OE when it was new, however more components that were originally fitted to a car will be checked. In reality this shouldn't cause any burden to the owner of a well-maintained vehicle. There is a large section (which I have omitted from the above) about ABS, EBS etc and one would expect that the owners of classic vehicles fitted with it (which in Europe, started with the Mark III Granada of 1985, badged Scorpio on the continent) ensure this system is in full working order.

We ask all member clubs to reinforce that vehicles must be kept in a good standard of repair whenever they venture out onto the road. Vehicles that benefit from the pre-1960 MoT exemption still need to comply with all parts of the MoT manual (subject to date exemptions etc.) and if deficiencies are identified at the road side (whether in a car or a HGV) the vehicle driver and owner could be subject to VOSA or police sanction.

Fuel News

At the beginning of March the FBHVC sent representatives to the latest fuel stakeholder meeting, held at the DfT and chaired by the Managing Director of the Low Carbon Vehicle Partnership. This meeting was mainly concerned with the best way to launch E10 fuel in the UK and was attended by representatives from the DfT, Low CVP, fuel companies, the AA, RAC and the Society of Motor Manufacturers and Traders. The FBHVC was the sole voice representing the historic vehicle movement

Right at the start of the meeting the DfT expressed the opinion that 'the time is not right' to introduce E10 and 'the government preference is that E10 will not be introduced soon'. However the

introduction will be a purely commercial decision by the suppliers, who DfT hope 'would be cognisant of the impact on consumers'. The British Standard for the labelling of the fuel on the forecourt has now been agreed and in theory the fuel could now be available at the pumps, albeit with very clear warnings on the label about possible compatibility problems.

Looking back at case histories of the introduction of E10 in Europe there are lessons which have been learned about advance publicity and the amount of information that needs to be available to the public before the launch. Retailers have been told not to answer compatibility questions – the idea is to

get consumers educated before they get to the E10 pump. SMMT and the LowCVP do have concerns about the lack of information they have on compatibility with historic vehicles and expressed a desire to deal with the Federation. We will of course assist in any way we can. A rough rule of thumb would seem to be that if a vehicle uses carburettors then it is unlikely to be compatible with E10 petrol.

Until the end of 2013 protection grade fuel will definitely be available: this will be guaranteed to contain a significantly lower proportion of ethanol. At the end of the year the agreement to supply this fuel officially ends but the Federation will campaign to ensure its continued availability.

DVLA > Nigel Harrison

MoT exemption letters

The DVLA criteria for dating vehicles in order to claim exemption from the MoT is that requests to correct the year of manufacture on the DVLA database will only be considered when accompanied by either an extract from the manufacturer/factory records or an extract from the appropriate Glass's Check Book. General dating letters will not be accepted in these cases, but *will* be accepted for other purposes such as the V765 scheme, and requests for age-related numbers. This was all explained in FBHVC Newsletter 6-2012.

A dating letter produced by the holder of original manufacturer records has recently been rejected by DVLA. The letter failed to meet the DVLA criteria on two counts.

1. It was not obvious either from the letter header, or the contents of the letter, that the organisation was the custodian of the original manufacturer's records.
2. The letter did not include an extract from the actual manufacturer's records.

The dating letter was produced before the DVLA requirements were published, so it is understandable that the writer did not know the new requirements.

The holders of original manufacturer records may wish to take into account the new DVLA requirements when producing MoT exemption letters.

The alternative avenue for owners is to obtain an extract from the appropriate Glass's Check Book. If the appropriate specialist club does not have its own copy of the Glass's Guide, the Federation should be able to provide an appropriate extract.

New VAT forms for imported vehicles

On 15 April 2013, HMRC are introducing a new on-line system called Notification of Vehicle Arrivals (NOVA). After that date, HMRC will not accept VAT 414, VAT 415, C&E 386, C&E 388 or C&E 389 forms. There will also be the option to make notification using a paper form (NOVA1) and returning it to HMRC.

Some historic vehicles are imported into the UK for restoration, and it could be

months or even years before they are roadworthy, and so could be registered with DVLA.

DVLA have indicated that DVLA leaflet INF106 called *How to Import your vehicle into Great Britain* will be revised shortly in line with the NOVA changes, and that: '*DVLA will accept the VAT & C&E forms post April 14 provided the form is stamped by HMRC with a date that precedes April 15 or the date of postage, identifiable by the franking stamp, is prior to the 15 April. Customers who import vehicles after that date will need to follow the new requirements.*'

Dating of imported historic vehicles

Three dating letters have recently been rejected by DVLA for imported vehicles, and the owners asked to get a dating certificate from the manufacturer.

The DVLA guidelines for determining the year of manufacture of an imported vehicle are also contained in INF 106. The DVLA first choice of document would be the non-GB registration document, and the second choice would be a dating

certificate from the manufacturer. The DVLA third choice is dating from an 'other acceptable choice', which would include a dating letter from a V765 scheme signatory.

If a vehicle is more than 15 or 20 years old, it is likely that the original manufacturer could well have lost interest in those older vehicles, and the most practical source of a dating letter would be from a V765 signatory.

DVLA indicated that: 'the current instructions were introduced in 2009 because of an increase in the number of inaccurate dating certificates and other sources. However, we [DVLA] are aware of the problems and are in the process of writing out to manufacturers to try and establish who has historic records. The operating instructions will then be changed to reflect the information we receive'.

It is possible that DVLA may continue to reject a dating letter for an imported vehicle until they have amended their operating instructions.

Dating of reconstructed classics and the V55/5 form

There is a recent and on-going case where a particular DVLA Local Office has rejected a dating letter for a reconstructed classic, and the DVLA staff member verbally indicated that the owner should obtain a letter from a manufacturer. This should not have occurred, because the DVLA leaflet INF26, with the wordy title of *Guidelines on how you can register kitcars and rebuilt or radically altered vehicles*, indicates that the vehicle should be dated by 'the appropriate vehicle enthusiasts club for the marque (make)'.

The clubs' V765 scheme signatory had quite sensibly completed the relevant parts of the rather complicated V55/5 form, leaving the owner to add his date of birth, and sign and date the form. Unfortunately in this case the club official had used a felt tip pen so the carbon copy was practically unreadable; had omitted that it should have a tax class of *historic*; had populated the manufacturer box; which should be left blank; and most significantly had omitted to indicate the year of manufacture. A lack of a year of

manufacture can lead to a Q plate.

The sample V55/5 form shows what needs to be completed for an age-related number for a car. With a goods vehicle that is over 3500kg Gross Vehicle Weight, one of the weight boxes would also need to be populated. Chassis numbers should include any leading, trailing or embedded letters to reflect what is actually stamped on the chassis plate. The reverse of the form is included to cover the answer to the question on type approval.

With a claim for an original number, the registration number would be added. If an old style logbook or certified copy of the original registration register is part of the supplied evidence, then the Date of Original/UK Registration boxes should also be populated.

There is a Federation produced dating letter template for use by V765 scheme signatories. This is on www.fbhvc.co.uk under Legislation & Fuels, then Useful Documents.

If a dating letter does get rejected, the Federation is here to assist.

Application for a first tax disc and registration of a used motor vehicle
 See leaflet V55/5 for notes on filling in, as incomplete forms will be rejected.
 Please fill in using black ink and capital letters. Please do not write above this line.

SAMPLE FORM

1 Registration Number: **A 2570807** V55/5 2/10
 2 Tax Class: **HISTORIC**
 3 Period of tax: MONTHS: **12** WEEKS: **0**
 4 Registration Fee: Tax payable: **C**
 5 Manufacturer: **[LEAVE BLANK]**
 6 Make: **MORRIS**
 7 Model: **MINOR**
 8 Type of Body/Vehicle: **4 DOOR SALOON**
 9 Wheelspins: **2 AXLE ROAD BODY**
 10 Colour(s): **BLUE**
 11 Type Approval Number/Category: **[LEAVE BLANK]**
 12 Type: **[LEAVE BLANK]**
 13 Variant: **[LEAVE BLANK]**
 14 Version: **[LEAVE BLANK]**
 15 Length mm: **[LEAVE BLANK]**
 16 HC g/km or g/kWh: **[LEAVE BLANK]**
 17 Unladen Weight (kg): **[LEAVE BLANK]**
 18 Number of Seats (inc. driver): **5**
 19 Max Net Power (kW): **[LEAVE BLANK]**
 20 Technical Permissible Maximum: **[LEAVE BLANK]**
 21 Track Width (mm): **[LEAVE BLANK]**
 22 Width mm: **[LEAVE BLANK]**
 23 HC g/km or g/kWh: **[LEAVE BLANK]**
 24 Revenue Weight (kg): **[LEAVE BLANK]**
 25 Number of Standing Places (where appropriate): **[LEAVE BLANK]**
 26 Max Permissible Mass (kg): **[LEAVE BLANK]**
 27 Year of Manufacture: **1954**
 28 Euro Status: **[LEAVE BLANK]**
 29 Date from which tax disc is to run: **1954**
 30 Type of Fuel: **PETROL**
 31 VIN/Chassis/Frame No (in full): **A12345678**
 32 Engine Number: **C12345/E**
 33 Cylinder Capacity (in cc): **1078**
 34 Wheelbase (mm): **[LEAVE BLANK]**
 35 CO₂ g/km: **[LEAVE BLANK]**
 36 Mass in (kg): **[LEAVE BLANK]**
 37 Particulates (ppm) g/km or g/kWh: **[LEAVE BLANK]**
 38 CO g/km or g/kWh: **[LEAVE BLANK]**
 39 HC + NOx g/km: **[LEAVE BLANK]**
 40 Trailer Weight (kg): **[LEAVE BLANK]**
 41 Stationary Sound Level (dB(A)): **[LEAVE BLANK]**
 42 Engine Speed Sound Level (min-1): **[LEAVE BLANK]**
 43 Drive-by Sound Level (dB(A)): **[LEAVE BLANK]**
 44 Power/Weight Ratio (kW/kg): **[LEAVE BLANK]**
 45 Date of original registration: **[LEAVE BLANK]**
 46 Date of registration in UK: **[LEAVE BLANK]**
 47 Date of registration in UK: **[LEAVE BLANK]**
 48 Date of registration in UK: **[LEAVE BLANK]**
 49 Date of registration in UK: **[LEAVE BLANK]**
 50 Date of registration in UK: **[LEAVE BLANK]**
 51 Date of registration in UK: **[LEAVE BLANK]**

47 Partial Postcode of Purchaser: **CH3** Industry in which vehicle is to be used: **[LEAVE BLANK]**

Original Dealer Code: **[LEAVE BLANK]** Original Dealer (Name, Address and Postcode): **[LEAVE BLANK]** Selling Dealer Code: **[LEAVE BLANK]** Selling Dealer or Agent (Name, Address and Postcode): **[LEAVE BLANK]**

110: **[LEAVE BLANK]** 111: **[LEAVE BLANK]**

local office to affix form V53 to this box.

Leasing/Contract Hire Use: **[LEAVE BLANK]**

Export Code: **[LEAVE BLANK]** Phase: **[LEAVE BLANK]** Dealer's Make: **[LEAVE BLANK]** Business: **[LEAVE BLANK]** Fleet: **[LEAVE BLANK]** Manufacturer: **[LEAVE BLANK]**

Note: There are more questions overleaf. The new keeper or transferee should complete this form and return it to the DVLA.

48 Name and Address of Vehicle Keeper (the address which appears on your Registration Certificate will be the Post Office's preferred format and may not be identical to the address on the application form).

Please tick box: Mr Mrs Miss Unincorporated Bodies (if registration is in business or association name, please also give full name of person responsible for vehicle).

Title or Business/Company Name: **[LEAVE BLANK]**

First names (in full): **FREDRICK**

Surname: **BLOOM**

DVLA Fleet No: **[LEAVE BLANK]**

Address: **100 ANY STREET**

Post Town: **CHESTER**

Postcode: **CH3 5LQ**

49 Date of Birth: **31.03.1950**

50 Is the vehicle exempt from Type Approval? If so, please indicate the full reason for exemption: **AGE**

Answer questions where appropriate, if the vehicle is a goods vehicle exceeding 3,500kg revenue weight.

51 If the vehicle is a rigid goods vehicle exceeding 12,000kg, will it be used to draw laden trailer(s) exceeding 4,000kg gross weight?
 Answer Yes or No
 If the answer is Yes, give the highest plated weight of any trailer drawn: **[LEAVE BLANK]** kg.

52 If the vehicle is an articulated goods vehicle exceeding 12,000kg gross weight, indicate below whether the vehicle will be used to draw laden semi-trailers which have:-
 One axle
 Two axles
 Three or more axles

53 Is the vehicle a goods vehicle exempt from the provisions of section 53(1) of the Road Traffic Act 1988 (in Northern Ireland, Article 69(1) of the Road Traffic (Northern Ireland) Order 1985), or is it a vehicle to which the Goods Vehicles (Plating and Testing) Regulations 1988 (in Northern Ireland, the Goods Vehicles (Testing) Regulations (Northern Ireland) 1985) do not apply?
 Answer Yes or No

54 Mileage recorded on Speedometer: **[LEAVE BLANK]** Miles (not Kilometres)

Declaration To be filled-in in all cases.
 Making a false declaration is a criminal offence for which you could be fined and/or imprisoned.
 I declare that I have checked the information given in this form and that to the best of my knowledge it is correct.

I enclose valid documentation confirming the vehicle keeper's name and address details or a filled-in Notification of Name and Address Check (V950); the duty payable (where appropriate); filled-in Declaration of entitlement to license at the basic goods rate of vehicle excise duty (Small Islands Goods Vehicles) (V900) (where appropriate); a valid certificate of insurance (not the policy or schedule) or security in respect of liabilities to third parties which provides insurance cover for the named keeper of the vehicle; suitable evidence of revenue/untaxed weight (where appropriate); a form DLA104, WPA442 or MHS330 (Disabled tax class only); Reduced Pollution Certificate (where appropriate); Certificate of Initial Fitness or its equivalent (PSW401, 408, 500, 506) where appropriate (in Northern Ireland PSV Certificate) or Pre Registration Inspection (PRI) Certificate; filled-in Declaration of Off Road Vehicle (INF850) (where appropriate); European Community Whole Vehicle Type Approval (ECWVTA) Certificate of Conformity; Individual Approval Certificate (IAC); Single Vehicle Approval (SVA) Certificate; Motorcycle Single Vehicle Approval (MSVA) Certificate or Mutual Approval Certificate (where appropriate); Customs form (where appropriate); a valid MoT Certificate (where appropriate).

Signature: **F Bloom** Date: **11.2.2013**

In the case of a partnership, limited company or other legal entity, state capacity in which signed
 In the case of signature by a duly authorised agent, state full name and address

Warning When a vehicle is taxed in a particular tax class there are limitations on the use to which it can be put without breaking the law. Booklet V355/1 'Notes about Taxation Classes', obtainable from DVLA local offices, sets out these limitations. A motor dealer signing on behalf of a customer should draw the customer's attention to these limitations. DVLA are empowered to disclose information to the Police, Local Authorities or other third parties who can show reasonable cause.

Official Use Only
 IDC: LQV959
 Duty
 Insurance
 Revenue/Untaxed
 DLA104/WPA442/MHS330
 Reduced Pollution
 Initial Fitness/PRI
 Type Approval
 Customs
 Non DVLA Reg Doc
 Dating evidence from Manufacturer
 MoT
 *Delete as appropriate

LO Stamp

The following is an extract from FIVA's regular update provided by its lobbying service, EPPA.

Roadworthiness Testing – EU institutions examine the Commission proposal

The European Council and the European Parliament are progressing with their examinations of the European Commission's draft Regulation to replace the 1996 Roadworthiness Testing Directive (http://ec.europa.eu/transport/road_safety/pdf/road_worthiness_package/proposal_for_a_regulation_on_periodic_roadworthiness_tests_en.pdf).

On December 20, the Transport Council reached a General Agreement – this is an expression of intent by the Council as its first formal position will only be able to be taken once the European Parliament has adopted its First Reading Opinion which is expected in July. The General Agreement reflected the explanation provided in the October-November 2012 EU issues update. Hence FIVA's concerns remain that the Member States still do

not fully appreciate the concept of a historic vehicle as their proposal for a definition is still too restrictive.

The European Parliament examination of the text also started. The Parliament's Transport Committee has been given responsibility for the proposal. Within the Committee, Werner Kuhn (German, Christian Democrat) has been appointed to draft the report for the Committee while the Socialist Group position is being led by Debora Serracchiani (Italian) and the Liberal Group position is being led by Phil Bennion (UK). FIVA met with each in early January to explain our concern that the Commission's proposal for a Regulation (which is directly applicable in the Member States) rather than a Directive (which is implemented by the Member States into national law

and therefore is more flexible) coupled with the definition it offers of a historic vehicle will result in many historic vehicles falling outside of the definition. Consequently, those vehicles will have to be tested according to the provisions of the proposed text which in some cases may not be possible and therefore will not be able to pass a roadworthiness test. This message has been understood by members who are now considering the amendments they will propose to the Commissions' text. This concern was raised by two MEPs (one of which was Mr Bennion) during a Hearing the Transport Committee held on the issue on 22 January. FIVA was also able to explain its view to the members of the EP Historic vehicle Group which met on 23 January. The Transport Committee will consider a draft report in March.

European Commission reviews passenger car taxation

In December, the European Commission presented a Communication designed to clarify the EU rules on car taxation and recommend new measures to enhance the Single Market for car tax to minimize the problems encountered by citizens and businesses moving cars between Member States and to remove obstacles for cross-border rentals. The Commission has previously attempted to harmonise Member State car tax laws but has not been successful because taxation proposals require unanimous agreement in Council and this has not been possible. However, the Commission is still concerned about the

tax differences faced by the owners of the more than 3 million cars which are moved between Member States every year. Recognising that a new EU law may not be possible, the Commission is keen to ensure that the Member States respect basic EU principles to ensure that citizens and businesses do not suffer higher taxes or discrimination. It has therefore identified best practices that Member States should implement – which include providing better information on the application of car taxes in cross-border situations; refunding part of the registration tax for cars which are permanently

transferred to another Member State; and making provisions for the temporary use of vehicles, particularly rental cars, which are registered in another Member State. The paper also encourages passenger car tax-structure based on CO₂ emissions rather than on technology-specific criteria, for example engine size, as is already the case in an increasing number of EU countries

The Commission document can be found at: http://ec.europa.eu/taxation_customs/taxation/other_taxes/passenger_car/index_en.htm

Charter of Turin

Landmark international protocol indicates pathway to official recognition of the heritage significance of historic vehicles

On 29 January 2013, the Turin Charter came into force, having been adopted by the Fédération Internationale des Véhicules Anciens (FIVA) General Assembly in October 2012. This policy paper highlights the cultural and historical importance of all road vehicles and advocates their responsible treatment and use.

These principles and guidelines provide support for owners of historical vehicles in the use, maintenance, repair and restoration of their vehicle. The charter is a landmark document, recognised worldwide. It is FIVA's reaction to the requirement from international political organisations such as the EU Parliament and UNESCO for such an international voluntary protocol setting standards for the preservation and use of historic vehicles.

Its adoption by the international historic vehicle movement paves the way for official accreditation of our movement, and its international representative body FIVA, by the most senior heritage promoting authority in the world,

UNESCO. In adopting the Charter of Turin, the historic vehicle movement follows in the footsteps of historic ships and railways enthusiasts who have the Barcelona Charter the Riga Charter respectively.

Some, who have failed to grasp the political significance of this important development, have sought to portray the charter as an example of officialdom constraining the use and preservation of historic vehicles. Nothing could be further from the truth. The freedoms that we enjoy to own, and moreover use, our historic vehicles are jealously guarded and valued. But as with all freedoms they come with responsibility. Freedom without responsibility is, after all, anarchy and officialdom's response to anarchy is legislation. The Charter of Turin is the very demonstration of the responsibilities that we voluntarily accept and its existence proves to international and national bodies that we can responsibly manage the freedoms of use that we enjoy without the need for recourse to restrictive legislation.

The Charter was ratified on 29 January 2013, at a ceremony held at the Mercedes Benz Heritage Centre in Stuttgart, exactly 127 years after Carl Benz received patent no. DRP 37435 for his three-wheeled vehicle with a gas-powered engine from the Imperial Patent Office in Berlin. This date signified the birth of the automobile and marked the beginning of personal motorised transportation and was thus particularly poignant for such an important event.

"If we want to be able to experience classic vehicles in the future, we must make sure they are recognised as a part of our culture worth protecting now", said FIVA president Horst Brüning. "And that doesn't mean putting old vehicles in museums. Quite the opposite, we hope this charter leads to people seeing more classic vehicles on public roads. This is the only way to share their history and the fascination they hold with everybody."

To read the Charter of Turin in full go to the FIVA website at: www.fiva.org

FIVA responds to EU consultation on the urban dimension of EU Transport Policy

In December, FIVA contributed to a European Commission consultation which had a series of questions on Low Emission and congestion zones. FIVA's contribution included the following points and observations:

- Historic vehicle should be recognised as being distinct from old vehicles because of their limited use, high standards of owner maintenance, safety record and cultural value – hence historic vehicles should not be unfairly and unnecessarily impacted by LEZs and exemptions are appropriate and are already in place in some Member States.
- FIVA wants the European Commission to share information among all other Member States and authorities about LEZs and congestions to ensure a consistent approach and that the action should highlight the exemptions applying to historic vehicles in some Low Emission Zones so that this best practice can be commonly and consistently applied across the EU.



Andrew Burt was presented with a gift on his retirement from the FIVA board by David Whale, senior vice president of FIVA and FBHVC chairman.

The Burrell Project

Two year project will see young steam apprentices build a working steam traction engine

The Steam Apprentice Club (SAC) was formed in 1979 as the junior branch of the National Traction Engine Trust (NTET). The SAC is open to all young people up to the age of 21 who have an interest in traction engines.

Over the next two year's all the SAC's apprentices will have an opportunity to be involved in building a 4 inch scale model traction engine. It is planned the finished model will take part in the National Traction Engine Trust's (NTEC) National Road Run in 2014. This is no toy but a working model weighing just over half a tonne!!

The model is made up of 24 kits which have been supplied by Steam Traction World, one of the SAC's sponsors. Apprentices will have to hand-finish all the components before fitting them together....and finally paint the model. When the model is completed the boiler will be inspected by an experienced engineer surveyor and comprehensively insured – both companies providing their services free of charge. Then the model will be available for apprentices to drive...but always under supervision of an experienced engineman!

Work has already started at two events last year and over the coming months, apprentices in all parts of the country will be invited to take part in building the model. A number of workshops from Cornwall to County Durham have been made available where SAC members

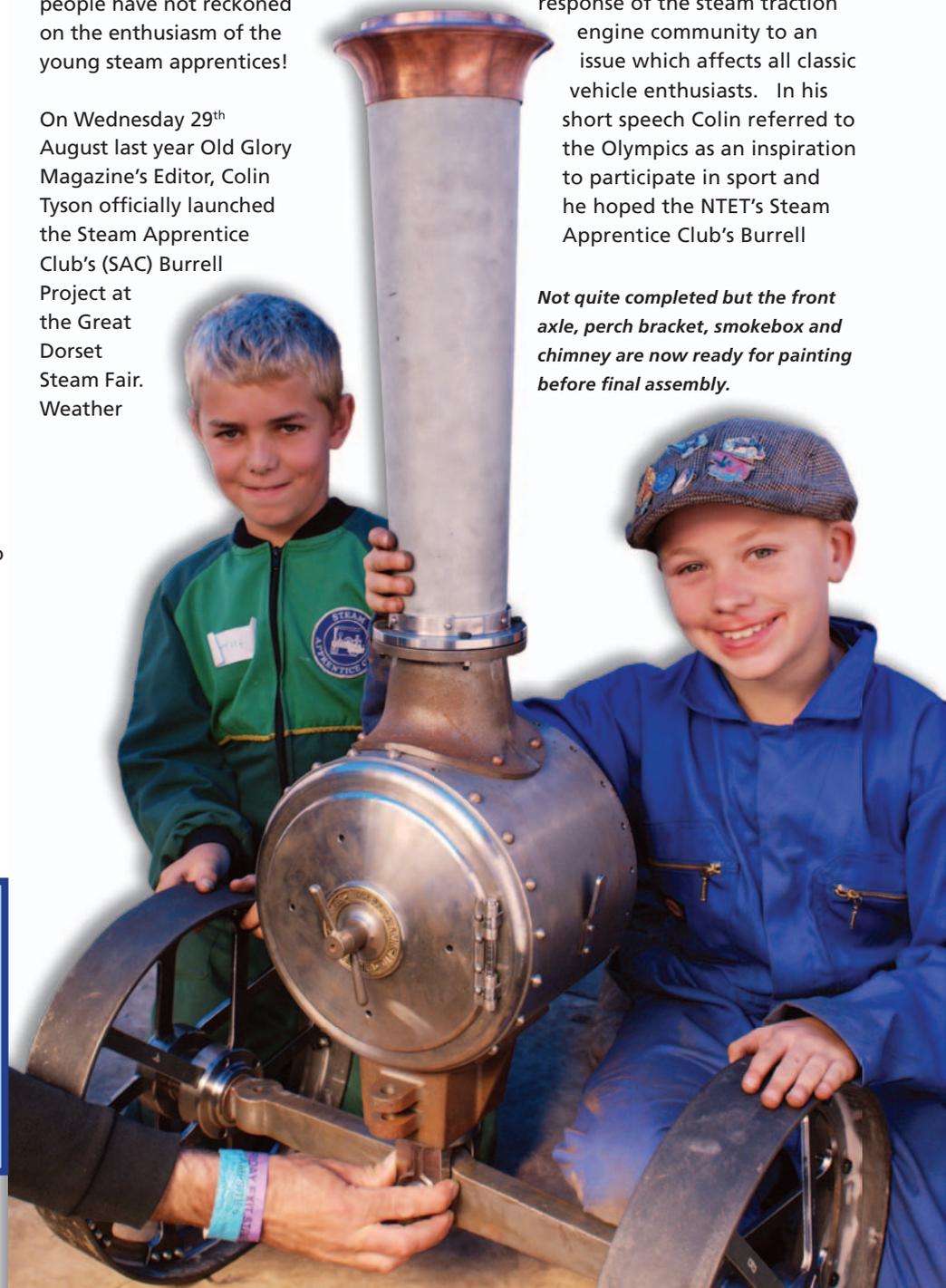
will be able to be involved in building the model. Expert help will always be on hand, so hopefully it will not be long before the boiler becomes a rolling chassis on its wheels. However, the motion and the fitting of all the smaller components will take a long time. To have the model completed in two years may seem over ambitious – but people have not reckoned on the enthusiasm of the young steam apprentices!

On Wednesday 29th August last year Old Glory Magazine's Editor, Colin Tyson officially launched the Steam Apprentice Club's (SAC) Burrell Project at the Great Dorset Steam Fair. Weather

conditions were appalling but a good crowd attended the start of the build of the Burrell 4 inch scale engine.

The worlds of heritage steam and model engineering are increasingly inhabited by an older generation. How do we encourage young people to participate in our great hobbies? This is the response of the steam traction engine community to an issue which affects all classic vehicle enthusiasts. In his short speech Colin referred to the Olympics as an inspiration to participate in sport and he hoped the NTET's Steam Apprentice Club's Burrell

Not quite completed but the front axle, perch bracket, smokebox and chimney are now ready for painting before final assembly.



Details of the Model:

- Length 70 inches
- Width 28 inches
- Height 45 inches
- Weight 1100 lb
- Cylinder 3 inches by 3¾ inches stroke
- Working pressure 120 psi





The chimney base was the first component to be completed.



How long does it take to prepare 32 spokes for the rear wheels? These apprentices are making good progress.



A group of the younger apprentices with Colin waiting to get their hands on the first components.

Project would do the same for heritage steam and model engineering. He went on to talk about the importance of involving youngsters in our activities and gave the example of the Bluebell Railway with their Stepney Club and 9F Club.

Colin presented a collection of original Pete Wilford cartoons featuring that great character Isaac Leverdick which will be auctioned to raise funds for the project and also presented a cheque for £300. Within minutes youngsters were cleaning spokes with emery paper and de-burring components with files. By the end of the afternoon a number of parts were being assembled. All the parts in the 24 kits come ready machined but require preparation before they can be assembled. The youngsters have to be able to understand engineering drawings and follow written instructions. Many of the apprentices were quickly learning

the correct names of the parts of a traction engine and how they fitted together. It was very helpful to have Tim Watson's engine in steam so the youngsters could see what the finished engine will look like.

Those readers who work in engineering will be familiar with STEM (Science, Technology, Engineering and Mathematics). The Burrell Project may not fulfil all those aspirations but it will inspire a new generation of steam enthusiasts.

It soon became apparent there are many adult enthusiasts who would like to become SAC members - but the cut off age is 21. Perhaps there should be another project for adults? One comment overheard from an onlooker was "Why aren't they doing things like this in schools!" Yes, well ...but we couldn't possibly comment.

By the end of the show the apprentices had completed the front axle assembly with the smokebox and chimney. The preparation of 20 spokes is not the most exciting task! The hornplates are now completed and are ready to be fixed to the boiler when it arrives. Over the winter a number of workshop sessions took place at different locations throughout the country, with the first one in Sussex.

The Steam Apprentice Club was then invited to attend the Model Engineer Exhibition at Sandown Park Racecourse in Esher, Surrey, on 2nd, 3rd and 4th November last year. Over the three days they planned to complete the tender and rear wheels for the 4 inch scale Burrell and a good number of apprentices attended to ensure the work was completed.

As the model is built from a kit, there are no rivets but a vast number of small bolts. The plates for the tender were prepared, the holes correctly aligned, and then the numerous bolts could be inserted and tightened.

Whilst one group of apprentices worked on the tender others worked on the rear wheels. Adult Model engineers expressed their admiration at seeing a younger generation involved in building a model traction engine. The show organisers have already invited the group to attend their show in 2013 so everyone can see the progress that they hopefully will have made. We here at FBHVC applaud this superb youth project and will follow its progress with interest.

The team have been working on the two main FBHVC events, Drive it Day and Heritage Open Days.



Drive It Day

Drive it Day on the 21 April is an initiative launched and publicised by the FBHVC to increase public awareness of historic vehicles. Cars, motorcycles, military and commercial vehicles either related to vehicle clubs or independently can make the most of the day by using the public roads, showing the vehicles and meeting at local venues and places of interest throughout the UK.

This year will see a FBHVC presence at the Heritage Motor Centre Gaydon, led by Ken Coad our co-ordinator. Gaydon, just off the M40, is an excellent motor museum with approximately 200 exhibits and various displays, plus the manufacturer's own Land Rover Experience course. In support of Drive it Day, the Heritage Motor Centre will offer a special admission price of £5 per person for museum entry for those arriving in historic vehicles. In addition a discounted rate will be offered for the Land Rover Experience. This is a ride, as a passenger, through the steep and twisting multi-terrain track, either in a modern Discovery or an early Series III. Also a reserved parking area will be available for all historic vehicles and free entry to reserved parking, grounds and cafe. Additionally, for 30 year or older vehicles, whose owners have pre-registered via www.fbhvc.co.uk/heritage-culture-and-museums/drive-it-day will be eligible for a special gift as part of the FBHVC 25th year celebration. Also Drive It Day rally plates can be ordered via this link. Note as a special concession by Gaydon, those arriving in vehicles 20 years or older will also qualify for the discounted entry and Land Rover Experience ride. Ken Coad is the FBHVC Drive It Day co-ordinator and can be contacted on 01923 262960 or email coadspeed@btinternet.com for further information.

The venue that has become a traditional meeting point for Drive It Day at the Royal Oak in Bishopstone, near Swindon (SN6 8PP) is also ready to welcome visitors and their vehicles. The Federation secretary will be attending ready to welcome everyone. Last year this venue attracted over 120 vehicles of all kinds throughout the day. It is recommended that you book in advance with the pub if you require lunch Tel: 01793 790481.



Heritage Open Days

Heritage Open Days will take place from 12-15 September. Historic vehicles, whether they are motor cars, motor cycles, steam, agricultural, commercial or ex-military, form an important part of our engineering heritage. The Federation is keen to link historic vehicles with the well-established heritage world that concentrates so much on historic houses and gardens. The FBHVC is actively working to encourage the continental practice of staging displays of appropriate historic vehicles at as many of these venues as practical, particularly to augment any special events or open days.

Heritage Open Days are those on which properties up and down the country that are normally closed to the public, or those which normally have an admission fee, are open free of charge. Some are very small, others much larger. The scheme, co-ordinated by English Heritage, is intended to celebrate the wealth of our architectural and cultural heritage.

The list of properties for 2013 has not yet been released, but locations are expected to be evenly spread across England and Wales and details will be available at a later date when the venues have advised English Heritage. More details can be found at www.heritageopendays.org.uk. The important issue is to put the dates in your events calendar, keep in touch, and advise us of your preferred area and roughly how many vehicles your club or organisation may want to display, to allow us to identify suitable venues for you.

Some venues are suitable for only a limited number of vehicles while others have substantial land where parking is easy. The FBHVC co-ordinator, Roy Dowding, can help to match clubs with venues. Roy can be contacted on 01728 668100 or email: roy.dowding@btinternet.com



Trade Supporters

To provide some further necessary substance for our programme of skills preservation initiatives we need the assistance and cooperation of our trade supporters who are engaged in historic vehicle restoration businesses. It is you, the professionals, who enable us, the owners and users of historic vehicles, to keep them on the roads now and in the future. To perpetuate this ability I believe a continuous provision of training for skilled staff is essential if we are to guarantee such a future. This no doubt applies to all businesses but primarily my concern is for the smaller enterprises (with fewer than 15 employees or so) as the larger businesses are generally more able to look after themselves when it comes to finding suitable staff to replace expertise about to be lost. To this end I am looking into the provision of a significant financial annual award of some kind for apprentices/trainees who are employed by our trade supporters. I hope this will encourage more businesses to take on trainees and to join us in our fight to maintain our ability to use yesterday's vehicles on today's and tomorrow's roads. So please come and join us and look out for a more formal announcement later this year.

Welcome to the following new trade supporter:
Classic Rock Oil Ltd.

Are British events too expensive?

British events are usually more expensive than continental ones. For example I am doing the Costa Brava rally in Catalonia, Spain, in early April and it costs under €1000 for three full days and is well organised with the hotels included in the price. British events are among the best that I know and most are run by commercial organisers whose objective is to make enough profit to live on. So where do they lose out? Firstly continental events appear to have a lot more advertisers and sponsorship and secondly we are an island and it is expensive to go onto mainland Europe. At least you know it will be a good event if run by a member of the FBHVC

The last newsletter had a good summary of touring events: one of the best is the MK Classic based on Woburn Sands run on Drive It Day on 21 April. It is run for charity, details are on their the website or Tel: 01525 290117. Also all are welcome to visit us on Drive it Day at Gaydon and please bring your vehicles.

If you wish to do a continental event go to the FIVA website www.fiva.org and look for events. There are usually plenty taking place in Belgium and Germany although France is lacking. There are two events from the UK as well. One event not listed is the Ennstal Classic in Austria over 17-20 July: people who do it tell me it has a great atmosphere. Details may be found via Google.




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IS YOUR CLUB MISSING OUT?

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Scenic Tours, an update

Following the article in the last newsletter Simon Fowler, Competitions and Clubs Manager at MSA has sent us further clarification and the MSA website FAQs have also been updated.

Authorisation is required by the Motor Vehicles (Competitions & Trials) Regulations 1969 (as amended) for competitive events on the Public Highway.

The vast majority of scenic tours organised by motor clubs are non-competitive and therefore do not require authorisation. Organisers should however be aware that if they introduce an element of competition to their event it would then come under the remit of the legislation which is part of the Road Traffic Act. For instance, if you included some treasure hunt type clues or had awards or penalties the event would become subject to authorisation of the route. Authorisation of events in England and Wales are administered by the Competition Authorisation Office (CAO) at the MSA, Scotland has a separate office at the Royal Scottish Automobile Club <http://www.rsacmotorsport.co.uk/index.cfm/fuseaction/RouteAuthorisation>.

The MSA considers the presentation of 'finishers' awards' an indication that competition has taken place. To avoid an event being classed as a competition do not use the word 'award' when describing any plaques, certificates, mementos or souvenirs that may be given to those taking part.

Within the legislation, Regulation 5 permits certain competitive events to be automatically authorised, so there is no requirement for formal authorisation. This is where the 12 cars rule comes in. You can organise an event with a competitive element which is automatically authorised if the total number of vehicles does not exceed 12.

There are details of the Legislation and the Authorisation procedures on the MSA website <http://www.msauk.org/site/cms/contentviewarticle.asp?article=760> and on the FAQ pages <http://www.msauk.org/site/cms/contentChapterView.asp?Chapter=288>

It should also be noted that this competitive element can also affect an entrant's Road Traffic Act insurance as most policies specifically exclude cover for competitions. We would advise all competitors to check their policies before entering such events.

MSA Clubs

In addition to noting the above, any MSA recognised clubs who organise a scenic tour will require a Certificate of Exemption which is a type of permit.

The MSA term these types of event as touring assemblies and they have to be non-competitive to comply with the MSA General Regulations.

As a postscript - FBHVC legislation director, David Hurley has observed that the interpretation of what makes an event 'competitive' under the legislation may require further examination, particularly for those clubs not recognised by the MSA. The Federation will seek to clarify this in the next issue.

	Non-MSA Registered Club	MSA Registered Club
TOURING ASSEMBLIES		
Is an MSA Permit/Certificate of Exemption required?	No	Yes
Route Authorisation required	No	Yes
Do I need to contact the Route Liaison Officer?	No	Yes
TREASURE HUNTS (12 CARS OR FEWER)		
Is an MSA Permit/Certificate of Exemption required?	No	Yes
Route Authorisation required	No	No
Do I need to contact the Route Liaison Officer?	No	Yes
TREASURE HUNTS (13 CARS OR MORE)		
Is an MSA Permit/Certificate of Exemption required?	No	Yes
Route Authorisation required	Yes	Yes
Do I need to contact the Route Liaison Officer?	No	Yes
CONCOURS		
Is an MSA Permit/Certificate of Exemption required?	No	Yes
Route Authorisation required	No	No
Do I need to contact the Route Liaison Officer?	No	No

FBHVC chairman delivers keynote address at Club Expo

Two hundred delegates from vehicle clubs across the country crowded into Gaydon's splendid conference facilities to hear FBHVC chairman, David Whale outline the Federation's strategy for defending the right of historic vehicle owners in the UK to use the public roads.

The Federation has been a long standing supporter of Club Expo and it was encouraging to note that of the 200 delegates some 30% had not previously attended the seminar and exhibition.

Mr Whale explained the importance of clubs affiliating to the Federation for without that support it would not be possible to carry out lobbying activities in Westminster, Brussels and Strasbourg. He stressed that these activities were vital in the protection of its member's rights and he outlined the most recent

pieces of legislation on which the Federation had been consulted.

He also emphasised the importance of the other activities of FBHVC and pointed out the important role they

played in supporting the lobbying programme.

You can watch a video of David Whale's presentation at <https://www.youtube.com/watch?v=oiCv8fqRCQs>



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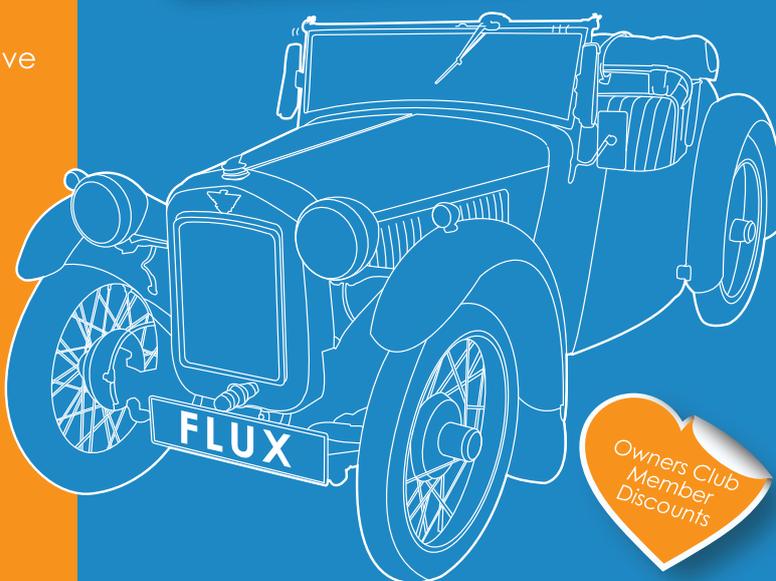
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Two Important New Economic Impact Reports Published

Local economic impact assessments for the International Autojumble at Beaulieu and for the Goodwood Revival Meeting (both of which took place in September 2012) have been analysed in a collaboration between the FBHVC and the University of Brighton.

The Beaulieu study found that the annual Beaulieu International Autojumble created a local economic benefit of £3 million to the New Forest area. It further concluded that the event provided direct temporary employment in the region for over 220 people and also benefited local hotels and guest houses, being directly responsible for over 11,000 person nights of accommodation.

It is truly international and in 2012, the year of this study, it attracted more than 38,000 visitors, nearly a quarter of whom came from overseas.

Held over three days in September, the autojumble was responsible for over £11 million turnover for the national economy and contributed over half a million pounds to the UK Treasury through VAT.

The report was unveiled in February this year at a press conference held at the National Motor Museum, Beaulieu by Geoff Smith, vice president of FBHVC and the project's leader.

The Goodwood Revival Study was unveiled by Lord March at the press launch for the 2013 Festival of Speed and Revival Meeting this month. It found that the annual Goodwood Revival brings a conservative £12 million of business to the local area, including Chichester and Bognor Regis to the south of Goodwood, and Petersfield and Midhurst to the north.

In addition, the FBHVC and University of Brighton research found that the 2012 Goodwood Revival was



responsible for a healthy £32 million turnover for the national UK economy, net of VAT, with over £4 million generated in VAT to Government revenue. The event also led to direct temporary employment for more than 350 people.

The independent study also revealed that the Goodwood Revival generates over 23,000 'person nights' of accommodation for local hotels and guests houses, plus a further 25,000 person nights locally outside of the 20km radius study area.

These two studies are the latest in a series of economic impact studies commissioned by the Federation to provide ammunition for its lobbying programme in support of the historic vehicle movement.

All the reports are available in their entirety in the Research section of the website at www.fbhvc.co.uk



Membership matters

Thank you to everyone who sent us kind and encouraging messages about the new look newsletter, logos and website. We do apologise for the problems we had with the email address in February and March – this was beyond our control and we did all we could to mitigate the problems by setting up an emergency gmail account. We are pleased to report that normal service has been restored.

The easiest and most cost effective way to keep members up to date is by email. We currently have around 375 email addresses from a total of 512 member clubs. **Please do make sure we have your email contact details.** We will not pass on any email or postal addresses to any third party. It is also important that you add secretary@fbhvc.co.uk to your safe sender list.

The website is also a source of FBHVC information. The log-in procedure has now been changed and members accessing it for the first time should use fbhvc (lower case) as both ID and password. The FBHVC logos are all available in a variety of formats in the Member Benefits section in the FBHVC branding area.

In future our webmaster will update the club and events sections on your behalf. If you have an amendment or a query about the website please contact commsdirector@fbhvc.co.uk

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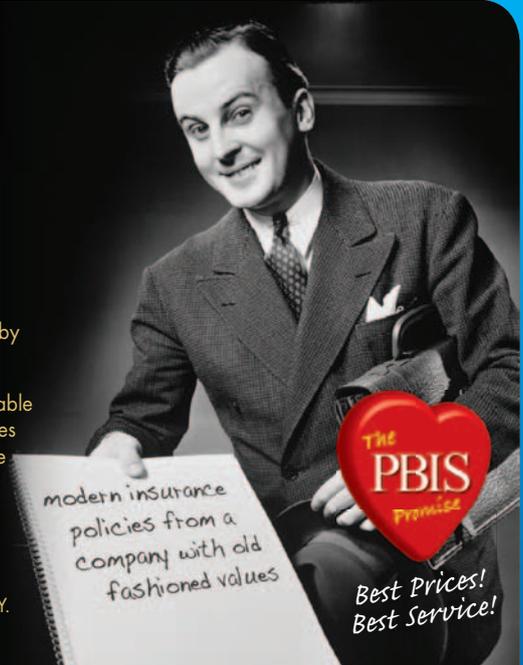


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Club News

In response to a question in the Club News feature Ian Edmunds writes: 'The Honda Beat was intended as a domestic market only product to take advantage of the various concessions in Japan for mini-cars. As such it was not compliant with European regulatory requirements and, just as significantly, did not have European standard corrosion protection. As such it was never officially imported into the UK. Nevertheless, it was an attractive little car with the benefit of RHD and a number of people, including some Honda dealers, thought they could see an opportunity despite active discouragement by Honda (UK). The non-compliance issue could in some circumstances be overcome but the bigger concern was the lack of corrosion protection. So, a few did reach these shores, I would guess some ten or twenty but whether they are still with us is another question! I personally have only seen one – at a Honda dealer. As far as I can remember, mechanically it shared many parts with the Acty van/pickup including its half a Gold Wing engine: that's half lengthwise, i.e. a vertical twin lying down. I often wondered if there was enough space to install a complete Gold Wing unit'.

Congratulations to William Ashcroft of Preston and Duncan Fish of Minehead on their receiving **Transport Trust Awards** for their restorations of an ex-Ribble Motor Services LT2 Coach and a 1914 Bradbury V-twin motor cycle respectively.

Street Classic, the magazine of the **National Street Rod Association** has a four-page feature on the Victory Wheelers Show at Lymington. Whilst the vehicles on show may not be to everyone's taste one cannot but admire the craftsmanship, the dedication and attention to detail that goes into producing these works of art. The association has just celebrated its 40th anniversary.

2013 sees the 20th anniversary of the **Vintage Horticultural and Garden Machinery Club**. They report that, in spite of the weather, the 2012 Fenland Working Tractors Weekend raised nearly £700 for the Holbeach Hospital.

The **Sunbeam Talbot Alpine Register** reminds us that 2013 is the diamond jubilee of the Sunbeam Alpine and the **Buckler Car Register** has recently celebrated its 40th anniversary.

The **6/80 and MO Club** remind us of the 100 Years of Morris celebrations to be held at Cornbury Park, Charlbury, Oxfordshire over the weekend 15-16 June. For those of you who cannot resist fiddling with things, there is an article on impulse coil clocks and their evil ways in the magazine.

The centre spread of the **Austin Seven Clubs' Association** is an impressive line-up of the 173 cars that came together for the 90th anniversary celebrations in South Australia.

The Journal of the **Jowett Car Club** tells us that it used to be possible to make the journey from Liverpool to Leeds by tram – with the exception of Todmorden, which never had trams. The journey would have taken nine and a half hours at a cost of 8 shillings! Today it would certainly cost a lot more and with buses would probably be impossible. They also remind us that the 90th anniversary rally will take place in Basingstoke over 24-27 May.

The **Imp Club** remind us that 2013 is the 50th anniversary of the Imp - doesn't time fly? The club is seeking to capitalise on this by building up an oral history of not only the Imp but of the Rootes Group (before it's too late). If you can contribute, please contact Kimberley Benoy of Wolverhampton: *kimberley_*



benoy@hotmail.com. If you have a Hillman Imp, or one of its derivatives, you may like to know that the heater valve can be replaced by one from a London Taxi.

Cooper World from the **Mini Cooper Register** has the first illustrated instalment of a photo archive of the Mini Cooper as part of the 45th anniversary of the car. There is a reference to the still-born Formula 2 engine with four valve heads and DOHC actuation - has someone got one tucked underneath their work bench?

The **Riley Register** reminds us of their 25th Scottish National Riley Weekend which will be in Edzell in the County of Angus on 24-26 May.

There is a wintery theme running through club newsletters. A highly topical photograph of a Land-Rover of the AA Highland Patrol in deep, deep snow graces the cover of the **Land-Rover Series One Club** magazine. Inside the magazine is an impressive photograph of the 14th annual London-to-Brighton Land Rover Run at the finish on Brighton sea-front. The cover of Anglebox, the **Ford Anglia 105E Owners Club** magazine, shows an atmospheric photograph of cars, including a Ford Anglia, battling through six feet high snow drifts in the winter of 1962-63. The newsletter of the **Hillman Owners Club** has a topical image of a Minx estate in the Norwegian snow taken in 1954 or 1955 on the front cover. A photograph of a snow-encrusted 1953 tourer graces the cover of the **Morris Minor Owners Club** magazine. Inside is a comprehensive list of publications produced over the years to help (?) you dismantle and rebuild your Minor. Incidentally, they tell us that John Haynes, of Haynes Publishing, wrote his first book, on building an Austin 7 Special, whilst still at school. A wonderful winter scene showing a Ford buried up to window height in a snow drift graces the cover of the **Ford Sidevalve Owners Club** magazine. A delightful drawing of a winter motoring scene is on the cover of the **Bullnose Morris Club** magazine. Inside is a

feature on Lines Brothers Bullnose Morris pedal cars. Let's hear from you as to how many survive? The last one known to be sold made £3,353 at auction in 1995.

The **Sentinel Drivers Club** magazine tells us that a 10-ton Super Sentinel was presented to the Birmingham Science Museum in 1955 after being fully restored by the donor, Mr Lowe. It would seem to have disappeared: do you have OY 6148, No. 5334, about your person?

The magazine of the **Historic Rally Car Register** has an account of early drives across Africa to Cape Town, driving through all the pink bits on the atlas. Another attempt is being made as we write - in a Fiat Panda, although, alas, the atlas now longer has any pink bits. There is also an article in praise of winter tyres and a reference (in very small print) to our vice-president, David Steel, who completed the Monte Carlo Challenge in 5th place in a Ford Anglia estate - supported by our own Colin Francis and Andre Tamas.

Every now and then a splendid tome from the **Crossley Register** lands on my desk: it always makes interesting reading. They tells us that the factory site on Gorton Lane in Manchester has now been levelled, grassed over and landscaped. It is to be hoped that some form of memorial will be erected on the site.

The **Chiltern Vehicle Preservation Group** magazine gives us the history of the ill-fated Great Wash Speedway which was planned for a 15-mile stretch of the Lincolnshire foreshore from Freiston, near Boston to Gibraltar point, near Skegness. In spite of support from such speed fiends as Barnato, Howe and Campbell, sadly nothing became of it.

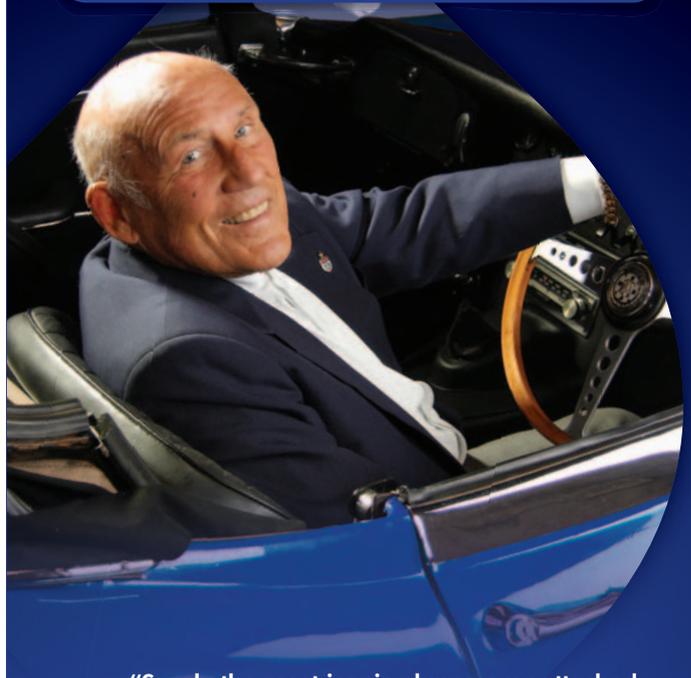
The **Riley Motor Club's** Record contains a reproduction of a 1930s cartoon depicting two waspish ladies of a certain age. The first observes of a third party, "She has a tongue like a motor car". The second lady asks for clarification, "Oh, she's always running people down", came the reply.

There is a report in the **Leeds and District Traction Engine Club** newsletter on a visit to the Henrichshutte Ironworks Museum in the Ruhr, in Germany which, if you like your artefacts to be (very) big, black and rusty is just the place for you.

The **Crash Box & Classic Car Club** magazine recounts the story of the Celer car which is in the Nottingham Industrial Museum. There is an identity plate on the engine that proclaims a Nottingham origin. Whilst its history since 1950 is known, its early history and origins remain undiscovered - over to you! The self-same magazine has an intriguing article on how to make your own laser wheel alignment for £1.88.

The **Cavalier and Chevette Club** magazine tells us that Black Rock Sands in North Wales is one of the few remaining beaches in the UK that you can still legally drive a car along. 

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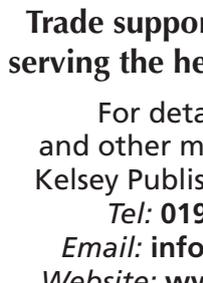
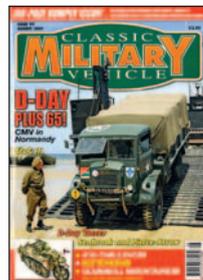
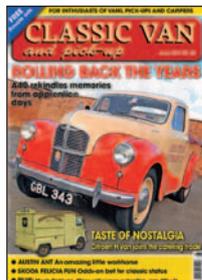
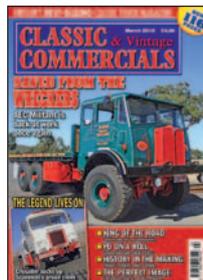
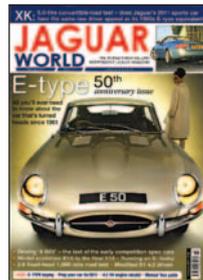
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»»» There is an intriguing article in the **Ariel Owners Motor Cycle Club** magazine from the mid-1960s about a seriously modified and successfully tuned 500cc Ariel. Where is it now? And, come to think of it, where is the seriously quick Ariel that used to be campaigned by the uncompromising Peter Ferbrache?

Historic Commercial Vehicle Society News has a wonderfully nostalgic feature depicting 'proper' buses prowling around the streets of London on the Heritage Running Day.

The **Standard Motor Club's** Review tells us that the 54th Standard International Rally will take place at Fordingbridge on 16-18 August.

The **Preston and District Vintage Car Club** magazine tells us that Al Capone's 1928 Cadillac was sold at an auction in Manchester in the early 1950s for 170 guineas. What was this car doing in Manchester and where is it now? There is a 'biography' of the extraordinary Moveo car designed and built in Preston in 1930-32. Rumours persist that examples do survive - but without confirmation.

A wonderful diamond jubilee edition of the **Jersey Old Motor Club Gazette** has an account of Tim Scott's achievement in finishing the 2007 Peking to Paris on a 1923 4-cylinder FN motor cycle and a photo-reportage of the Jersey Road Races of 1947 to 1952. The first road race meeting held in the United Kingdom after the Second World War – unless you know better...

The **TR Register** remind us that it is almost 60 years since the TR2 prototypes established record-breaking speeds on the Jabbeke motorway in Belgium. Two of the cars involved in this exercise are known to survive: but where is OWR 666, X516, engine number X582E? Incidentally, the PR photograph in the magazine was not very well organised – there is an Austin saloon car among the back-up vehicles and a Volkswagen Beetle plodding along down the other carriageway!

Wolseley World, from the **Wolseley Register** comments on the appearance of one of the two surviving Wolseley Mudlarks at the NEC - the other survivor is in India. Finally, does anyone know what happened to the MOD Wolseley Limousine HYT 960 - serial number 325L/3641?

The **National Traction Engine Trust** magazine laments the continuing practice of converting road roller into road engines – or worse... There is also a salutary tale of a report from 1928 of a boiler explosion on a Foden steam lorry. Staying with Fodens, there is a brief history of the Foden dynasty and the myth that grew up behind the split which resulted in the formation of ERF.

There is an illustrated account of a journey from Perth (Scotland) to Sydney (Australia) with an MGA and trailer undertaken in 1959 in Safety Fast from the **MG Car Club** is UZ 7627 still out there, somewhere?

The back cover of the magazine of the **Riley Motor Club** has some atmospheric photographs of the start of the 1929 Ards Tourist Trophy Race in which 'Sammy' Davis finished 12th in a Riley Brooklands 9.

The magazine of the **Austin Counties Car Club** reminds us of the 'Good Old Days' immediately post-war when purchase tax and a Special Tax added 56% on to the basic ex-factory cost or 36% of the total list price of a motor car.

The **Borders Vintage Automobile Club** magazine tells us that there is a proposal to hold an Isle of Man TT-style race in the Scottish Borders in the Jedburgh area.

The fact that a 1971 Fiat 500 which had been given to his wife by David Cameron has just been auctioned for £18,480 is recorded in the magazine of the **Fiat 500 Club** without comment...

The centre spread of the magazine of the **Bugatti Owners Club** shows seven Bugattis lined up outside the

premises of Sydney Hoyland's garage in Borough Mills, Bradford. The editor wonders about the reason for this remarkable coming-together.

The **Armstrong Siddeley Owners' Club** magazine has some photographs of unusual adaptations made to Sapphire models. Do the Woody estate car, 844 KPJ, the pickup truck, TKV 581, or any of the ambulance conversions survive?

The **Swansea Historic Vehicle Register** inform us that the Ford Motor Company in the USA has just paid \$800,000 for a restored, one-owner-from new 1947 half-ton pickup truck that was one of 35 special order models built and sold in that year.

The **Tame Valley Vintage and Classic Car Club** newsletter reminds of the Gordon Bennett Races and their early demise – because the French declined to honour their obligation to stage the race in 1905. Does the Trophy still reside in the Headquarters of the Automobile Club de France in Paris?

The **Dormobile Owners Club** magazine gives us a brief account of how this iconic vehicle came into being.

The centre spread of the **Austin Ten Drivers Club** magazine is an illustrated flow chart showing the radiator production line at Longbridge where 74 miles of brass and tinned steel strip passed through the line every week.

There are some wonderful photographs of Austin Sevens (and others) cavorting in the mud in the Dave Wilcox Memorial Trial in Derbyshire in the Magazine of the **Pre-war Austin Seven Club**. The facial expressions of both drivers and passengers are priceless.

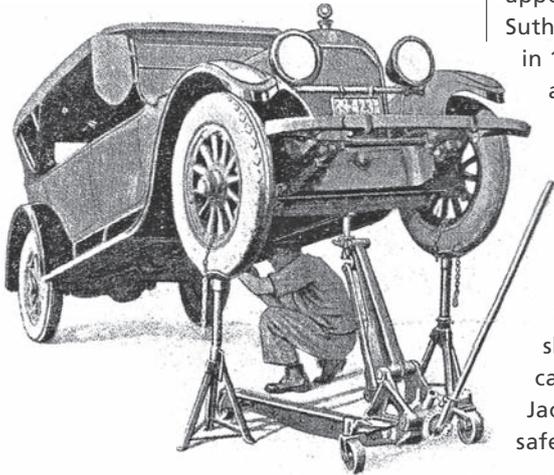
There is a tribute to Alex Moulton in the magazine of the **Mini Moke Club** plus a feature on which gearbox fits which Mini variant in which year.



Club News

There is a remarkable tale of a 1924 Bean which has survived in the ownership of the same Australian family all of its life in the magazine of the **Bean Car Club**.

The magazine of the **Rover P5 Club** magazine informs us that the



P5 National Rally will take place at Dene Park in Northamptonshire on 7-8 September.

The **Aston Martin Owners Club** Quarterly tells us of the important contribution made to Aston Martin by the Sutherland family, especially the appointment of 22 year-old Gordon Sutherland as joint managing director in 1933. Congratulations are in order as the club has been named as Club of the Year at the International Historic Motoring Awards Ceremony.

The newsletter of the **Colchester Vintage Motor Club** has a terrifying drawing showing a mechanic working on a car supported by a Weaver High-Lift Jack in conjunction with two 'special safety wheel stands'

An extremely useful guide to suppliers, repair shops and restorers has been published by the **BSA Bantam Club**

The **Wirral Classic Car Club** magazine gives us a brief 'biography' of the Big Healeys and also gives us the surprising statistic that there are more Minis on SORN (14,000) than are taxed.

The **Fire Service Preservation Group** report on a visit to RAF Scampton, the home of 617 squadron, the Dambusters, which also houses the museum of RAF fire fighting.

Welcome to the following clubs who have recently joined:

Bude Motor Club,
Shetland Motorcycle Club

And a warm welcome back to the **Yamaha FS1-E Owners Club.**

Obituary >

Derek Grossmark, 1928-2103



The board of the Federation of British Historic Vehicle Clubs is sad to announce the death of Derek Grossmark on 17 February. Derek had been unwell for some months, but was responding to treatment.

Derek was a leading light in the Veteran Car Club of GB, with a particular passion for early Napier cars. By profession, he ran a specialist camera and photographic business in Brighton

and was the author of guide books for Leica owners. He was VCC's representative on the Historic Vehicle Clubs Committee and in the early 1980s became its chairman. Recognising the risk that ill-conceived regulation from Brussels might cause more problems for the use of historic vehicles than anything that might originate in Westminster, he led the liaison with the Classic Vehicle Clubs Committee that culminated in HVCC and CVCC amalgamating as FBHVC in 1988 under Derek's chairmanship. Having served a decade as chairman, Derek stood down in 1990 and was appointed FBHVC's first vice-president, a role in which he continued to serve until his death.

Michael Banfield, 1936-2013

Former chairman and founder member of the Historic Commercial Vehicle Society, Michael Banfield, died on 26 January.

Michael was a leading light in the HCVS, having been on the Council of Management since 1960 and chairman since 1965. He was made honorary vice-president for life and senior executive officer of the society. In addition to his commercial vehicle interests he had a number of veteran cars and had been a member of the Veteran Car Club since 1960 and served as their vice-chairman and chairman. For 25 years, until 2011, he undertook the organisation of the commercial vehicle London to Brighton run. He was also a Liveryman of the Worshipful Company of Carmen and a Freeman of the City of London. He was a member of the FIVA board for a record 21 years and was a committee member of the Federation for 12 years.

In recognition of his contribution to the historic vehicle movement he was awarded a Lifetime Achievement Award by the Transport Trust in 2007.



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