

FBHVC *news*



The Newsletter of the Federation of British Historic Vehicle Clubs

Issue 5, 2013

In this issue:

FBHVC AGM and conference

Driving Licences

EU Roadworthiness latest

NOVA

Morgan Motor Company visit



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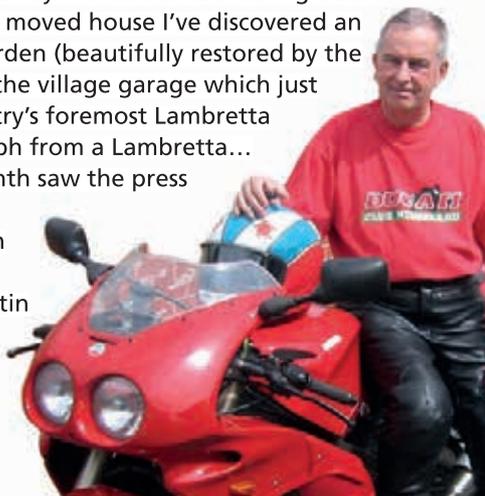
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Editorial

Humble pie time for me and apologies to all those (some of you wrote to me) who searched the government website for the e-petition I promoted last time. I sincerely hope you wasted little time in discovering that the petition had expired having gained well over the required number of signatures to trigger a debate in the house. Despite a considerable weight of public support for exempting the Air Ambulances from VAT on their fuel, however, the government wriggled out of any concession by playing the EU card. Yes that's right, our government is powerless to grant VAT exemptions. That right belongs to Europe.

We're right in the middle of the historic vehicle season and at last the weather has brought you out on the roads in your droves. I hardly seem to have been able to leave my driveway without encountering classic cars, vintage bikes, and having just moved house I've discovered an historic tractor in a neighbour's garden (beautifully restored by the way) and at the end of my road is the village garage which just happens to house one of the country's foremost Lambretta specialists. He's coaxed over 100 mph from a Lambretta... rather him than me, I say! This month saw the press preview for the Castle Combe Classic meeting. I managed to hitch a track ride in a glorious Talbot followed by a gorgeous Aston Martin Ulster. But the racing Healey 3000 was something else entirely, in fact I don't think I've ever been so scared! Roll on Beaulieu Autojumble and then it's Revival. Bliss.



President: **Lord Montagu of Beaulieu**
Chairman: **David Whale**
Secretary: **Rosy Pugh**

All correspondence to the secretary at the Registered Office:

Stonewold, Berrick Salome,
Wallingford, Oxfordshire,
OX10 6JR

Phone/Fax: **01865 400845**

Email: **secretary@fbhvc.co.uk**

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.

Contents

- | | |
|--|--|
| 4 Legislation
Licences, MoTs, importations and asbestos | 14 Morgan Motor Company visit
The making of one of the UK's best loved marques |
| 7 Fuel News
Some positive news on ethanol | 21 AGM and conference
Don't forget to apply for your ticket |
| 8 DVLA
Taxing MoT exempt vehicles | 22 Trade and Skills
Craftsman of Year Award |
| 10 EU Legislation
The European angle on the Roadworthiness Proposals | 23 Club News
Snippets from member club newsletters |

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Cover photo: Our Heritage director and Morgan owner, Keith Gibbins, at the Morgan factory.

Driving Licences and the Driving Test

The consultation on further European changes to driving licences and driving test requirements (EU Directive 2012/36/EU) ran for only six weeks from 15 July to 26 August. In brief the main areas covered were as follows:

Specification of motorcycles used for driving tests

- 1) Some minor flexibility is offered on the engine size of motorcycles specified for use when drivers take a test, allowing a tolerance of 5cc below the minimum specified engine size. This change is a legal nicety since the UK has actually allowed this tolerance ever since the 2003 Directive came into force (following feedback from motorcycle interest groups).
- 2) The minimum engine power requirement for medium motorcycles is reduced. This change actually widens the choice of vehicle that riders can use for the test from the existing power ratings of 25kW to 35kW to a wider band of 20kW to 35kW.
- 3) The minimum engine power requirement for large motorcycles is raised from 40kW to 50kW. (Not effective until 31/12/2018.)
- 4) A minimum mass weight requirement is introduced (180kg) for category A motorcycles. (Not effective until 31/12/2018.)

The UK was against changes 3 and 4 and voted accordingly and was only supported by the Dutch. Thus we were outvoted by the remaining majority of member states who wanted to apply this mandatory requirement with effect from July 2013. The UK has however managed to obtain an amendment delaying implementation until 2018.

Lorry and bus test vehicle changes

- 1) The EU proposed the introduction of a new type of test for non-professional medium-sized lorry drivers (category C1), aimed for leisure users (campers, horseboxes etc). At present the UK physical practical driving test for this category is structured for professionals, however whilst professional candidates take all four pre-test modules (thus obtaining DCPC qualification as well), non-professional applicants only take two. The DSA argue that



Motorcycle training with the VMCC

if the EU proposal were to be taken up, training companies would have to use separate test vehicles without tachographs and it would mean expensive alteration to their IT booking system. We have responded that their reasons for rejecting this option are flawed and have requested face to face contact with DSA policymakers.

- 2) The EU are removing the strict requirement for larger C test vehicles to have eight forward gears, accepting that fewer are now manufactured following the growth of fully automatic and hybrid vehicles. However eight-gear lorries will still be accepted as test vehicles as long as they remain legally roadworthy.

- 3) Those who take a lorry or bus test with an automatic

vehicle will be allowed to gain a manual licence provided they have already passed a manual car licence. They are also extending this to existing lorry and bus drivers who only at present have automatic only entitlements (if they also hold a manual car licence) at renewal or exchange. We presume this will be at request also, although this is not mentioned. (To be clarified.)

Driving three-wheeled vehicles on a car licence

At last, the UK has accepted that the EU classification that all three-wheelers are motorcycles is totally unworkable in practice and principle.

We welcome the about turn of the attitude previously held by DSA and its belated offer to take up a derogation option (not mentioned in any other previously issued documents and apparently declined by them without contacting stakeholders) to allow car drivers over 21 (we do not know why this is not 17) to drive three-wheelers (with power outputs above 15kW) without going through multiple tests on two-wheeled motorcycles. We are still concerned about several aspects and inconsistencies and as a result have made a robust response. We have received several letters on this topic from individuals and affected member clubs. I would like to thank David Daniel of the BSA Front Wheel Drive Club in this respect. >>>

Consultation procedure

Once our consultation response had been made a formal complaint was sent to the chief executives of the DSA and DVLA about the unsatisfactory on-line-only tick-box format of the consultation. Four main points were made:

- The consultation was modelled on a market survey, was biased towards agreement and made any complexity in reply difficult in the extreme.
- The online model could not, as far as we could establish, be downloaded, so the response could not be prepared and checked offline. This rendered proper internal discussion difficult and resulted in measurable extra cost to this organisation and, we

would assume to others responding, as extended telephone debate between legislation committee members was the only practical method of finalising the response.

- Perhaps most seriously, the online model could not, as far as we could establish, be copied, so we are deprived of any record of our response. This means we cannot properly brief our members and will not have an exact record of our response should questions arise later.
- It did not identify any complaints procedure, as is normal in consultations.

At the time of writing we are awaiting a reply.

EU Roadworthiness Regulation - Update

The EU Parliament Plenary Session completed and produced its amended version of the proposed legislation in July, still maintaining it as a Regulation and not the Directive Member States strongly prefer. The difference between a Regulation and a Directive is that Member States have to incorporate a Regulation directly into their law, whereas they can decide how to fit the terms of a Directive into their domestic laws.

We mentioned the new version briefly in the last Newsletter, setting out the revised definition of 'vehicle of historic interest'.

We have now examined the whole Parliamentary version and remain very concerned, not least because there seems to be a perception among both Westminster politicians and UK MEPs that all our problems have been solved by changes to the definition of 'vehicles of historic interest', which would be exempted from the test requirement.

It might appear that the removal of specific references to 'engine, brakes, steering and suspension' and 'appearance' helps. But, from the point of view of interpreting legislation, the more general words in the new definition are potentially worse, not better.

The old definition defined the areas, admittedly widely, in which change could take a vehicle outside the definition. The new one simply says 'major change'. This is open to interpretation by someone, and it really is not clear who that would be. But the new definition clearly does not exclude significant changes to any of the categories previously set out.

In any event, the Council confirmed in June that its preferred definition remains the more specific one. We do not know what will come out of the next phase of discussion which will occur before a finalised version, acceptable to the Member States, can be introduced.

The question that then arises is: what is the potential effect on a vehicle which is old but does not fall within the

definition? The best case would be that vehicles which are non-standard would simply have to be tested. The worst would be that they are not exempt from testing but cannot actually be tested and so are put off the road. And as far as we can see both the Parliamentary and the Council texts would have exactly the latter effect.

The Parliamentary Regulation text includes Appendices generally defining the data required as a basis for the tests, though there would need to be a great amount of further detail added to make the data definitive. The Council version combines the Appendices but retains these same principles.

Our concern is that in both versions assume all test data will be based on Type Approval. Type Approval only began in the 1970s, so many of our vehicles will simply not have any Type Approval.

Most of the changes in our members' vehicles (including many which would probably have to be recognized as 'major changes' under the proposed Regulation) will never have had their changes approved as there was at least in the UK no requirement to do so.

So as far as we can tell these vehicles could simply not be tested at all because there would be no data on which to base a test. If they could not be tested they could not continue to be used on public roads.

Now we should not panic.

First, all the feedback is that many of the governments of Member States, who would have to fund the setting up of all of this, are going to resist it strongly. So it is probably not going to become law any time soon. And there is a lot of arm-wrestling to go yet. But we need to make sure our legislators, both in Westminster and Brussels, are made to understand the problem properly.

It will be our job to make sure they do.

NOVA – A Positive Outcome

The Federation has been in contact with HMRC on the subject of NOVA, and we are hopeful that we have a solution, albeit a rather case-by-case one. It is clear from HMRC's reaction to our approach that the number of vehicles imported prior to 15 April 2013 but only now being presented to DVLA for registration is larger than HMRC had predicted. The issue is apparently not confined to historic vehicles. HMRC have no interest in creating artificial barriers to registration in these cases. HMRC are aware that the issues are 'not an exact science' so are content with a fairly ad hoc solution.

HMRC have now offered the following: Anyone, whether or not the importer, wishing to register a vehicle imported prior to 15 April, who is unable to provide the required forms or information to complete the online formalities should complete a *paper* form NOVA 1. The electronic version will lock out 'incomplete' responses.

They should do so even though the applicant might not appear to be entitled to use this form. It is not necessary entirely to complete the form if any of the required information is not known, provided the vehicle is properly identified.

The form will need to be accompanied with as much evidence and record of the vehicle and how it came to be in the country as is available. It is still not possible to state what evidence HMRC will deem acceptable, but it is clear they have no intention to make the task more difficult and will approach each case individually.

The paper NOVA 1 form can officially be obtained only from the HMRC VAT Helpline 0845 010 9000. However, the Helpline is often very busy, and the Federation can provide copies of the form if required, via the website.

HMRC have volunteered to supply a letter formally confirming this position and when it is we will include its terms in the newsletter and on the website. The Federation recommends that in completing this form and supporting evidence respondents confine themselves to matters solely concerning the importation. HMRC have no interest in registration per se and inclusion of irrelevant information might delay their response.

It is important to say that this update really only affects the last item in the article in the previous Newsletter and that all the advice given then remains valid.

Consultation on the marketing and use of second-hand articles containing asbestos



The sale and use of asbestos has been restricted in the UK and the EU for many years. Under the EU Registration, Evaluation, Authorisation, and Restriction of Chemicals (REACH) Regulation, the scope of the restriction was unintentionally extended to cover the sale and use of second-hand articles containing asbestos; They now must have the asbestos content

removed if placed on the market - creating potential health risks from disturbing otherwise secure asbestos. Alternatively they may be disposed of before the end of their useful life. This imposes unnecessary costs on business and others.

A derogation under EU law is now available which allows for Member States to provide for exemptions so that second-hand articles containing asbestos can still be placed on the market, subject to conditions to ensure a high level of protection of human health.

The UK proposes to adopt this by making changes to the REACH

Enforcement Regulations 2008, depending on the outcome of this consultation.

The FBHVC became aware of this problem several years ago and have quietly supplied relevant data (alongside other affected groups, such as heritage railways) to DEFRA in order that the deficiencies in 2008 Regulation are corrected. Technically since the original EU legislation was passed, any vehicle sold (throughout Europe) containing any asbestos has been in breach. This proposal, which the FBHVC fully supports, will allow UK authorities 'Class Exemptions' and as a result an open market in vehicles can continue.

Bio-fuels

In May this year the Federation wrote to Norman Baker MP, the Parliamentary Under Secretary at the Department of Transport with responsibility for bio-fuels, to seek assurances that 'protection grade' fuel would continue to be available after the current agreement runs out at the end of 2013.

We pointed out that there are known adverse effects when fuel containing ethanol is used in the fuel systems of historic vehicles and many of the member clubs represented by the FBHVC have expressed concerns. While even a 5% level of ethanol in petrol is not entirely harm-free, it is nevertheless preferable to twice the level, as in the proposed E10 fuel.

The 'Consultation on a proposed amendment to the Motor Fuel Composition and Content Regulations 1999' has now been published to address this and an extract is published below.

'The 1999 Regulations (as amended) require that the ethanol content of super unleaded petrol sold at a filling station before 1 January 2014 must be no more than 5% by volume. [...] The Government is proposing to make changes to the legislation that extend the current requirement until 1 January 2017. [...]

As explained in the 2010 consultation, the 2013 expiry date would be subject to review and potential extension. Projections at the time suggested that the ethanol content of petrol would not exceed 5% until 2015 at the earliest. However, in March 2013 a revised standard for petrol (EN 228) was approved by the British Standard Institute which increased the ethanol blend limit from 5% to 10%. This means that UK fuel suppliers can now start to supply blends with up to 10% ethanol (known as E10) should they choose so. E10 has already been introduced in some Member States, including France, Finland and Germany (E10 sales represent around 25-50% of total petrol supply).

The vast majority of UK petrol fleet is compatible with E10. Recent estimates by the Society of Vehicle Manufacturers and Traders (SMMT) based on 2012 data show 88% of petrol cars to be E10 compatible. The remaining 12%, 2.5 million cars, were classified non-compatible (of which 1.6 million are known to be non-compatible and 900,000 of unknown compatibility).

Following informal discussions with fuel suppliers we understand that for the time being there are no plans to introduce E10 on a large scale in the immediate future. Therefore unleaded E5 is expected to remain widely available.

However, the roll out of E10 is a commercial decision and it may be possible that in certain areas E10 will replace the premium E5 grade. The proposed measure of extending the current legal requirement for a protection grade beyond 2013 would mitigate the risk of limited availability of an E5 grade in the eventuality E10 is introduced while there are still a significant number of non-compatible vehicles in circulation.

The proposed amendment aims at extending the current requirement for further 3 years, expiring in January 2017. DfT estimates show that by 2016 the number of non-compatible vehicles used as main mean of transport will decline to 780,000. In considering the suitable period of time for the extension we have taken into account of the free circulation provision contained in the Fuel Quality Directive (2009/30/EC).'

An impact assessment which covers the costs of adapting, if possible, both diesel and petrol vehicles to run on E10 petrol accompanies the consultation. At the time of writing it has not been possible to examine the government's figures to see if these costs are realistic for historic vehicles.

The Federation has received comments from clubs about fighting the introduction of ethanol in fuel. We are very sympathetic to anyone who has had problems even with E5 petrol but we have to recognise that this is a battle we cannot win and our only defence against bio-fuel is to offer means of coping with it. In 2011 the annual conference covered the subject in great detail and our research into anti-corrosion additives also offers an antidote to the corrosion element of the problematic 'three Cs': corrosion, combustion and compatibility. The website carries a great deal of information about bio-fuels www.fbhvc.co.uk/legislation-and-fuels/fuel-information.

Leaded petrol suppliers

The list of leaded petrol suppliers is now much smaller than in the early days but there are still a number of them around and supplies are available if you are prepared to travel a significant distance. The full list can be found on our website.

The DfT have been in touch with us to check that these garages are indeed trade supporters of the Federation. They have also asked us to point out that producers, importers and distributors of leaded petrol must hold a permit from the Secretary of State for Transport in order to comply with Motor Fuel (Composition and Content) Regulations 1999. In order to apply for a permit please contact International Vehicle Standards at the DfT at [ivs.enquiries@dft.gsi.gov.uk](mailto:enquiries@dft.gsi.gov.uk)

Taxing MoT exempt vehicles

Since November 2012 vehicles manufactured before 1960 have been exempt from the compulsory MoT. A number of owners who tried to tax their vehicles on-line using the DVLA EVL (Electronic Vehicle Licensing) system, have found that the system was still requiring an MoT for an MoT exempt vehicle.

The DVLA explanation for this is as follows: 'If the vehicle has a valid

MOT at the time of application which expires before the tax disc is due to start the application will fail', i.e. an MoT is required by the system. 'Once the MoTs have expired the system will no longer make an MoT check and EVL can be used successfully. Basically this is a one-off problem which will not affect the future use of ELV.'

The practical way to get your pre-1960 vehicle taxed is to make the application at a Post Office that does motor tax. To avoid any potential difficulties it is suggested that prior to your visit to the Post Office you should have completed either a V112 form (for most types of vehicle including cars and motor cycles), using exemption O, or a V112G form

(for goods vehicles over 3500kg GVW and Public Service Vehicles), typically using exemption 30 or 19. The V112 and V112G forms can be downloaded from the gov.uk website, or obtained from DVLA local offices, whilst they are still open. Unfortunately the Post Office appear not to stock these forms.

Some Post Offices might not insist on seeing the exemption form, but some will want to see this form and then it will be handed back to you.



MoT Text on V11 Tax Disc Renewal Reminder

On the V11 form, there is standard text which says, 'This vehicle needs an appropriate MoT test certificate'. In the case of an MoT exempt vehicle this is an incorrect statement by DVLA. The Federation has asked for this text to be removed from the V11 form for pre-1960 vehicles, but the response has been: 'As the number of vehicles concerned is relatively small the costs incurred for system changes would not be approved so this [change] is not planned.' So the misleading MoT requirement text will remain on the V11 for pre-1960 vehicles.



Incorrectly dated vehicles

There are a number of vehicles where the DVLA record was taken on in the 1970s and the record is derived from just the old style RF60/VE60 logbook. This logbook did not record the year of manufacture, and DVLA have derived the year of manufacture from the year of first registration.

For most vehicles this 'work-around' works. However there will be a minority of vehicles, such as decommissioned military vehicles, or used imported vehicles, which were first registered with the predecessors of DVLA and DVLC in the 1960s and early 1970s, where this does not work accurately. This can lead to a pre-1960 vehicle having a later year of manufacture recorded by DVLA.

The existing procedures are that if an existing registered vehicle has an incorrect year of manufacture recorded

by DVLA, then an extract from either the manufacturers/factory records, or the appropriate Glass's Check Book is required before DVLA will consider correcting the year of manufacture.

There will be certain makes/models of vehicle where this information does not exist, and alternative forms of contemporary evidence can be considered by DVLA. For example this could be a military 'Date in Service' record which indicates the chassis number, or a dated auction sheet which includes the year of manufacture and chassis number. There will be other contemporary documents. A focused covering letter should be sent explaining why this contemporary evidence is being used, and how it relates to the physical vehicle. However, a dating letter without supporting contemporary dating evidence won't be acceptable to DVLA.

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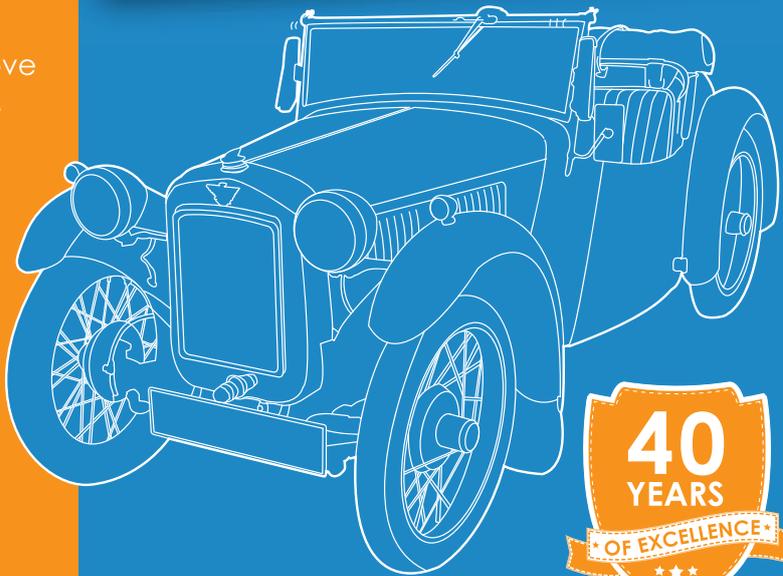
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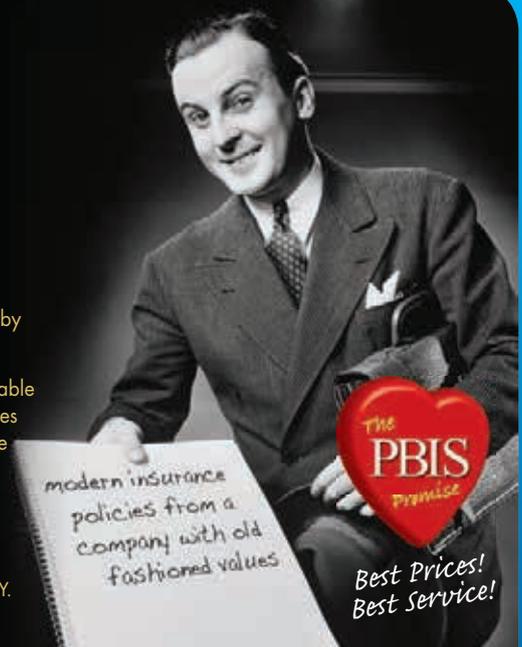
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Registration of imported or overseas manufactured vehicles

As explained elsewhere there is now the NOVA hoop to pass through before an imported or overseas manufactured vehicle can be registered with DVLA. We are all on a learning curve regarding how the system works in a practical manner but things are becoming clearer.

Before DVLA will register an imported vehicle, or a vehicle of overseas manufacture, which may be recently imported, or may have been in the UK for many years, DVLA need to have confirmation from HMRC that the vehicle was properly imported. The rules are explained in this and the previous Newsletter.

If the vehicle is a UK produced barn find, then DVLA won't require the NOVA hoop. However, if it is an unregistered overseas manufactured barn find, then DVLA will require it.

HMRC process the form, then send the applicant a letter saying that you can now register the vehicle with DVLA. After this point the club dating letter, V55/5 form, photographs, insurance certificate under chassis number, MoT if applicable, personal ID etc, should be taken to

your DVLA local office. After the demise of the DVLA local offices, it would need to be a posted to the specified section and postcode at DVLA Swansea.

DVLA will then match up the details on the V55/5, with the details on the HMRC NOVA system. Matching appears to be on make/model and chassis number, so the make/model and chassis number given to HMRC need to match with that on the DVLA V55/5 form. To avoid difficulties on this front, I would suggest that a copy of the HMRC letter is included with the registration application to DVLA.

I did manage to get through to the HMRC helpline and request NOVA 1 which materialised from the HMRC office at Dover in a few days.

Certification of Documents

With the demise of the DVLA local offices, they are not going to be there to certify the owner held pre-1984 documents for the V765 scheme, like the old style RF60/VE60 logbook or tax disc.

DVLA have made a number of suggestions about the way forward but at the time of writing we are still waiting for firm proposals in writing.

Roadworthiness Testing – European Parliament agrees First Reading text

The following is an extract from the bimonthly report from EPPA, FIVA's lobbying service

Please note that this report on the Roadworthiness proposals is the FIVA point of view and the FBHVC's stance can be found in the UK Legislation section.

On 2 July, the European Parliament adopted its First Reading Opinion on the European Commission's proposed draft Regulation on Roadworthiness Testing. The draft Regulation puts in place a new regime for the roadworthiness testing of vehicles but intends to exempt 'vehicles of historic interest' from the testing provisions of the Regulation in order

to allow member states to apply their own and different test regimes for historic vehicles. This means that the Member States may put in place different testing regimes for historic vehicles – this could mean a different test, different frequency of test, or an exemption from testing. The definition of a historic vehicle proposed by the European Commission in its July 2012 proposal was: *'vehicle of historic interest' means any vehicle which fulfils all the following conditions:*

- It was manufactured at least 30 years ago;

- It is maintained by use of replacement parts which reproduce the historic components of the vehicle;
- It has not sustained any change in the technical characteristics of its main components such as engine, brakes, steering or suspension, and
- It has not been changed in its appearance.

The European Parliament First Reading opinion of 2 July calls for many changes to the text. Included in the changes is a



new definition of a 'vehicle of historic interest'. After lobbying by FIVA, the MEPs voted to change the definition to: 'vehicle of historic interest' means any vehicle which is considered to be historic by the Member State of registration or one of its appointed authorising bodies and which fulfils all the following conditions:

- It was manufactured or registered for the first time at least 30 years ago;
- Its specific type, as defined by the relevant legal acts of the Union on type approval, is no longer in production;
- It is preserved and maintained in a historically correct condition, and therefore has not undergone major changes in its technical characteristics.

While this definition is still not ideal from FIVA's perspective, it is a significant improvement on the text originally proposed by the Commission and was a result of a compromise between a series of amendments proposed by MEPs - some of which would have resulted in a much more prescriptive definition. This definition applies to all historic vehicle types, so not only passenger cars and vans, but also motorcycles, tractors, trucks, and buses.

Other decisions taken by the MEPS were that:

- Trailers and caravans weighing less than 750 kg should be exempted.
- Mopeds should be exempted until 1 January 2018 while motorcycles should be tested from 1 January 2016.
- Testing for cars will be four years after the date on which the vehicle was first registered, and thereafter every two years rather than four years, two years, then annually as originally proposed by the European Commission.
- A person who has performed repairs or maintenance on a vehicle will not be able to be an inspector/tester in the

subsequent test of that vehicle unless the supervising body is confident that a high level of objectivity can be guaranteed.

The European Council will now have to examine the text again to take its view on the Commission's proposal as amended by the European Parliament. The Council has already stated its intention to reach a First Reading Agreement in order to avoid a protracted conciliation process between the institutions. These Trilogue discussions between the European Parliament, European Council (represented by the Council Presidency Lithuania) and the European Commission began on 9 July. Work on the detail of the provisions will start in September. The most contentious issues are: whether the law should be a Regulation or a Directive; whether or not to include motorcycles; and the Delegated Acts (which detail the authority to amend the text in future). The definition of a historic vehicle is not seen as a contentious issue, but it will be a matter of debate as are there are slight differences in opinion between the views of the Parliament and the Council. FIVA will therefore

continue to communicate with MEPs and member state Governments to ensure the best possible outcome. For reference, please note that the definition of a historic vehicle proposed by the Council in its General Agreement of December 2012 was: 'vehicle of historic interest' means any vehicle which is considered as historical by the Member State of registration or one of its appointed authorising bodies and fulfils all the following conditions:

- it was manufactured or registered for the first time at least 30 years ago,
- its specific type is no longer in production,
- it is in its original state and has not sustained substantial changes in the technical characteristics of its main components such as engine, brakes, steering, suspension or body.

The final definition in the text to be agreed by the institutions will be one of, or a mix of, the three above definitions. Of the three, the EP text is the least prescriptive and therefore the most favourable for

FIVA. FIVA would therefore welcome efforts by ANFs to explain to their relevant Ministers that the EP text is the most appropriate for the needs of the HV community and for the sake of good and enforceable regulation because it is the definition which will capture the most possible HVs and so will avoid HVs having to be tested under the terms of the new Regulation which is neither designed nor appropriate for HVs.

Type approval data could be the testing bench mark. Where does this leave historic vehicles produced prior to the introduction of type approval?

Vehicle Registration – EP IMCO Committee agrees text

In April 2012, the European Commission proposed a new vehicle registration Regulation designed to reduce the administrative burden caused by the need to re-register a vehicle if it or the owner moves to another Member State. As previously noted, the Commission proposal did not address the (rare) problem faced when a historic vehicle has no documentation and is intended to be sold within the EU and therefore requires re-registration.

Following meetings with Toine Manders (the MEP tasked with drafting the European Parliament position on the proposed Regulation) and Malcolm Harbour, chair of the IMCO Committee (Internal market and Consumer affairs), the text adopted by the Committee included welcome amendments tabled by Malcolm Harbour which should nullify the above concern. An amendment adopted to the recitals states: *Recital (6c) Certain vehicles of historic interest do not have complete original documentation, either because the vehicles in question have been*

discarded and then restored, or because they were manufactured before Member State registration systems were established, or because they were originally racing or military vehicles. Therefore, it is appropriate to enable that those vehicles may be transferred legitimately from one Member State to another and re-registered by referring only to available documented evidence concerning the date of manufacture or the first registration, where those vehicles are at least 30 years old.

And an adopted footnote to Annex 1 provides the detail for the Regulation stating: *For vehicles of historic interest as defined in [the Roadworthiness testing Regulation] in the absence of a registration document, the competent authority may refer to available documented evidence concerning date of manufacture or first registration.*

The committee also adopted an amendment which stated that member states should be allowed to refuse to register a vehicle registered

in another Member State: *Where a vehicle is denied access to an environmental zone in a Member State or where a vehicle fails to comply with environmental standards as provided for in applicable Union and national law, unless the vehicle can be qualified as vehicle of historic interest as defined in [the Roadworthiness testing Regulation].*

While this amendment exempts historic vehicles from this provision, FIVA is concerned that this provision could end intra EU trade of perfectly roadworthy vehicles – and would in particular impact ‘youngtimers’ (older vehicles which are not yet 30 years old) which are the potential historic vehicles of the future.

The Institutions are now considering whether they can reach a First Reading agreement on this text. This means that the Committee Report will not go to Plenary for a first reading vote until this decision is taken – probably in the last week of September.

Definition of a historic vehicle for the Customs Code

The customs tariff that Member State authorities apply to imported vehicles should be uniform across the EU as it is based upon the Harmonised System of the World Customs Organisation which is implemented through the EU’s own classification. Once a good has been imported in the EU, and customs duties and VAT are paid, it can be freely traded within the EU.

When a vehicle is imported into the EU, the member state authorities take a decision as to the appropriate classification for tariff application. Two are possible:

- 8703: Motor cars and other motor vehicles principally designed for the transport of persons (other than those of heading 8702), including station wagons and racing cars;
- 9705: Collections and collectors’ pieces of zoological, botanical, mineralogical, anatomical, historical, archaeological, palaeontological, ethnographic or numismatic interest

The Explanatory Notes to the Combined Nomenclature for 9705 (which is based on ECJ Court Case Rulings) states that:

1. This heading includes motor vehicles which are:

- in their original state, without substantial changes to the chassis, steering or braking system, engine, etc.,
- at least 30 years old, and
- of a model or type which is no longer in production.

However, motor vehicles are deemed not to be of historical or ethnographical interest and are excluded from this heading when the competent authorities establish that the motor vehicles are not liable to evidence a significant step in the evolution of human achievements or illustrate a period of that evolution.

- Such vehicles must also possess the requisite characteristics for inclusion in a collection by:
 - being relatively rare,
 - not being normally used for their original purpose,
 - being the subject of special transactions outside the normal trade in similar utility articles, and
 - being of greater value.

2. It also includes as collectors’ pieces of historical interest:

- motor vehicles, irrespective of their date of manufacture, which can be proved to have



- been used in the course of an historic event;
 - motor racing vehicles, which can be proved to be designed, built and used solely for competition and have achieved significant sporting success at prestigious national or international events.

3. Articles of a kind used as parts and accessories for the above-mentioned vehicles are classified in this heading if they are collectors' pieces themselves, whether or not they are intended to be fitted into those vehicles.

Proof can be supplied by appropriate documentation, for example, reference books or specialised literature, or by opinions from recognised experts.

The above Explanatory Notes apply, *mutatis mutandis*, to motorcycles. Replicas are always excluded (generally Chapter 87).

If a vehicle is classified as under 8703 the conventional rate of duty is charged at 10%. If a vehicle is classified under 9705, the conventional rate of duty is charged at 0%. Member States also apply different VAT rates and can apply reduced rates. A 9705 classification can lead to a reduced rate of VAT being applied to a vehicle.

The detailed nature of this classification has meant that there has been a high degree of uncertainty for the importer of historic vehicles as they do not know in advance which tariff will be applied by the Member State authority. The cost implications of a 8703 decision rather than a 9705 decision are significant. FIVA has therefore called for a less prescriptive definition and one more consistent with other EU legislation. Some member states and the EP Historic Vehicle Group have called for the same and over the past two years, the European Commission's Customs Committee has been working on an amendment. A current proposal which is due for formal consideration and possible vote in the autumn would revise the definition.

Subheading 9705 includes collectors' motor vehicles of historical or ethnographic interest which are:

In their original state, without substantial changes to the chassis, body, steering, braking, transmission or suspension system and engines. Repairs and restoring is allowed, [broken or worn parts, accessories and units can be replaced with undamaged or repaired parts] provided that the vehicle is kept in a historically correct condition. Modernized, hot-rodged and modified vehicles are excluded.

At least 30 years old.
Of a model or type which is no longer in production.
The requisite characteristics for inclusion in a collection: being relatively rare, not being normally used for their original purpose, being subject of special transactions outside the normal trade in similar utility articles, and being of greater value, are accepted as fulfilled for the vehicles that comply with the above criteria.

This subheading also includes as collectors' vehicles:
a) Motor vehicles, irrespective of their date of manufacture, which can be proved to have been used in the course of an historic event;
Motor racing vehicles, which can be proved to be designed, built and used solely for competition and have achieved significant sporting success at prestigious national or international events.

This proposed revised text is an improvement on the current text because it removes the condition that the vehicle must 'evidence a significant step in the evolution of human achievements or illustrate a period of that evolution' and because the previously required conditions of 'being relatively rare, not being normally used for their original purpose, being the subject of special transactions outside the normal trade in similar utility articles, and being of greater value' are assumed to be met if the vehicle meets the conditions of points 1-3 of the new text. It therefore removes some of the conditions which the authorities have to take a decision upon. However, point 1 also includes terms which are more restrictive than those agreed in the EP's First Reading Opinion on the Roadworthiness Testing proposal and point 3 would benefit from a reference to 'type approval' also as per the EP's First Reading Opinion on the Roadworthiness Testing proposal.

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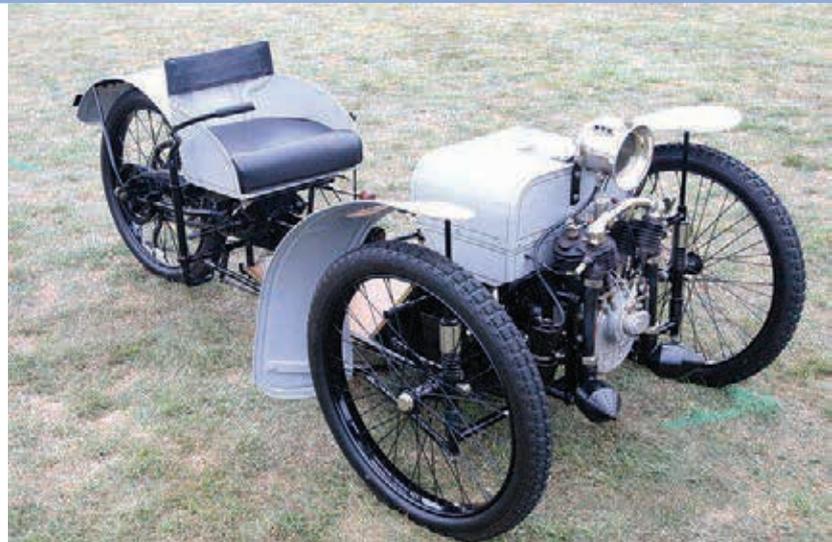
Morgan Motor company visit

Geoff Lancaster and Keith Gibbins visited the legendary Morgan Motor Company in Malvern on 10 July, in principle to review the craft skills that the company possesses and also to view some terrific vehicles under construction.

Morgans are still essentially hand made. Production is minute by industry standards, for example Toyota produced over 141,000 vehicles per week in 2012, Morgan in the order of 25! However by focusing on the traditional sports car sector they have successfully survived over 100 years. Production now includes an American engined three-wheeler model, which represents almost half of the cars made.

The history of Morgan is well covered on the internet, including the MMC website (Ref 1) and in many books. Two very enthusiastic clubs, both FBHVC members, support the make. The Morgan Three Wheeler Club, formed in 1945, and the Morgan Sports Car Club, started in 1951. The MSCC is much larger though the MTWC contains diehard enthusiasts, some of whom consider that provision of two forward gears and three wheels represents the definitive Morgan!

In the first decade of the twentieth century an engineer with a background in railway locomotives, Henry Frederick Stanley Morgan, known as 'HFS' assembled a single-seater two-wheeled Morgan Runabout at his garage in Malvern as



an experiment with no intention of making more for sale. A re-creation, by Chris Booth (ref 2) completed the Pioneer Run from Epsom to Brighton a few years ago. The biggest problem was holding the tiller against the camber of the road!

The level of interest shown at the Olympia show in 1910 was such that a limited production was started. A move to two seats with a conventional steering wheel enhanced the appeal and sales took off which was noticed by Harrods and they displayed a model in the shop window and signed a sales agreement!



DRIVEN AT HEART

The chassis was lightweight, which gave an excellent power to weight ratio, this enabled racing success from the beginning, including a victory at Brooklands in 1912.

A factory was built at Worcester Road originally, but by 1914 demand was such that a larger factory was established at Pickersleigh Road in Malvern Link. This is still the current site, which will celebrate its centenary in 2014.

The first four-wheeled car was made in 1913 but was not put into production. The Mark 1 4/4, which meant fourwheels/ four cylinders, was introduced in 1936. Again racing success followed including at Le Mans in 1938 with Miss Prudence Fawcett as one of the drivers.

Post-war production resumed and in 1947 after leaving the army, Peter Morgan, HFS's son, joined the firm. He was also active in motoring competitions, including competing in the RAC Rally. On HFS's death in 1959, Peter assumed control of the company until 1999 when his son Charles became managing director. Early in 2013, Steve Morris moved from being operations director to managing director. Charles' role became chairman, concentrating on business development, including moving into new markets like China, as well as remaining a roving ambassador for the company.

So in summary the Morgan Motor Company has become the sole surviving British owned motor company [...of any real scale. There are of course some noted specialists particularly in the competition car sector. Ed] with over 100 years of history. It has done this by concentrating on a traditional 'bespoke' sports car fitted with a bought-in engine, retaining a strong interest in racing and keeping control within the Morgan family.

Our visit commenced with an interview with Steve Morris who had just returned from leading a group of Morgans on a 5,000-plus mile trip to Nordkapp, at the northern tip of Norway, in order to raise money for the Marfan trust (Ref 3)

Though Steve is the first non-family managing director, he started as an apprentice and has worked his way up to the top. One of his innovations was to change the progression of the chassis so that it could be rolled downhill, since the factory is on a slope, rather than pushed up!

The family tradition is being continued since Tom Morris, Steve's son, is also an apprentice at the factory. Though to show how times have changed at the time of our visit he was working with the CAD/CAM computer design team.

Steve was very keen to point out that, unlike most of Morgan's competitors, the company was not



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supported by a corporate backer and as such needed to ensure they made a profit in order to ensure continuing viability. They did this by seeking to keep a balance between the historic and the new and encouraging innovation and flexibility.

One of Geoff's former roles had been with the Panther Car Company so he and Steve were able to compare notes on success and failure.

The factory skill set was kept under continuous review. The importance of maintaining the 'hand built' aspect was emphasised. Customers are able to order a DVD build record which shows the progress of their car through the factory, from the arrival of the chassis, engine and gearbox installation, fitting





the wooden frame, the bodywork, upholstery, painting and polishing and final checking. The Telegraph newspaper has produced an excellent two minute video clip showing the whole process (ref 4).

In 2012 over 1300 cars were made by a team of approximately 180 staff, with a product mix of three-wheelers, the 'classic' range, 4/4, Plus 4, Roadster, Plus 8 and the luxury Aero.

The average length of service at the factory is 25 years. The average age of the staff is 42 years. In essence everyone is seen as part of the extended 'Morgan family'.

The workforce also includes 15 apprentices. Apprenticeships run for up to four years and training is 'on the job' as the youngsters learn their trade from the craftsmen and craftswomen around them.

This year's Le Mans 24 hour race saw Morgan badged LMP2 cars finish first, second and sixth in their class. This activity was seen as a way of raising the company profile with a new generation of enthusiasts.

Steve also mentioned he was planning to re-invigorate the Morgan statue appeal. The statue, which will be placed in the centre of Malvern, will be life size, featuring a 1958 Morgan 4/4 with HFS Morgan standing alongside and his son Peter Morgan sitting at the wheel. This format has been agreed by the Malvern Authorities and





English Heritage, (ref 5). The appeal, although originally widely supported, has latterly hit choppy waters and it is very much to be hoped that Steve's personal intervention will be the catalyst for its rejuvenation.

Our interview with Steve, during which he was most generous with his time, was followed by a tour of the factory conducted by long term enthusiast and Morgan Sports Car Club vice-president, Dixon Smith (ref 6).

Over the last year the factory had approximately 25,000 visitors, including Prince Charles. We started with the old dispatch area, which now contains a selection of historic Morgans, including a Plus 4 Plus, the original Plus 8 and the original Aero 8.

We then visited the chassis build section. Despite the folklore, the chassis is not wood but made of steel or aluminium, depending on the model. The running gear, wheels, engine and gearbox etc. are fitted to the chassis. The assembly process varies in detail between the traditional, the luxury Aero and the three-wheeler. Traditional models receive the sliding pillar front suspension, complete with grease nipples, similar in principle to the original 1908 prototype!

Any thoughts of wood deprivation are resolved at the next step. The factory has a store of seasoned ash and a mill to cut, shape and treat the body tub sub-frames and floorboards prior to mounting on the chassis.

The rear wheel arches are constructed of laminated ash and are shaped using wooden blocks and clamps. These 'arch-benders' date from 1951. For some other parts a more modern 'bag press' is used, this is basically a vacuum bag which sucks the wood onto a former. The resultant laminate is extremely strong.

We then moved onto the point where the bodywork is fitted. The panels are added to the tub and door frames by hand by skilled panel beaters.

Like the chassis the wings are made off-site by external suppliers. They are, since 2004, of the 'superform' type, made of an extremely hard aluminium alloy which is very resistant to star fracturing from road gravel. They are also very light. The wings arrive at the factory too long and too wide and are cut by craftsmen to fit each car individually.

The bonnets, including the louvers, are cut and shaped with hand operated machines. Should replacements be required then the car has to be returned to the factory as no two are the same.





The factory had recently established a showroom in Beijing and it was noticed at least one car was marked as ready for dispatch to China. Co-incidentally another factory visitor group on the day were also from China.

In conclusion, Morgan retains a highly skilled set of craftsmen and craftswomen, most of whom have learnt their trade at the factory. Roles include: sheet metal workers, coachbuilders, wood machinists, paint sprayers and technicians, mechanical fitters, trimmers, sewing machinists, machine setters and operators, electrical fitters, motor vehicle technicians, labourers, valets and vehicle inspectors, welders, trimmers, chassis erectors, maintenance engineers, and engineers, plus other support and development activities.

Design capability has been enhanced by acquisition of the latest computer technology. Knowledge transfer partnerships have been established with a number of UK Universities including Oxford and Cranfield. The Aero design was aided by a KTP with Birmingham University. 

The paint shop is the next step. A choice of some 250,000 different colours is available. The wings and bonnets are removed and sprayed separately. For the three-wheeler the body shell is painted.

After painting, cars are fitted with trim, normally leather, screens, bonnet, hood and other parts.

They are then polished in the finishing bays before a road test, normally by a factory employee(!), a full PDI and are then marked as ready for dispatch, either direct to the customer or to a dealer.





Looking to the future, Morgan's LIFEcar (or Lightweight Fuel Efficient Car) zero emission prototype, built in 2008 and part funded by the Government, used hydrogen fuel cell technology to power four electric motors, one per wheel. Complete with regenerative braking, it can accelerate from 0-60mph in 7.5 seconds and reach 90 mph. It is on display in the museum area.

An updated version using more widely available fuel sources is under consideration with the objective of maintaining performance and achieving 150 mpg!

The appeal of the Morgan together with its relatively robust and simple construction means that many of the 40,000 Morgans built in Malvern over the last 105 years are still on the road. Truly a tribute to the craft skills it encompasses.

Ref 1 <http://www.morgan-motor.co.uk/mmchistorypages/history1.html>

Ref 2 <http://www.morganmuseum.org.uk/1909-morgan.html>

Ref 3 <http://www.drivenatheart.co.uk/>

Ref 4 <http://www.telegraph.co.uk/motoring/motoringvideo/9727841/Making-of-the-new-Morgan-Plus-8-in-two-minutes.html>

Ref 5 <http://morgan-statue.org/statueappeal.html>

Ref 6 Mog Magazine July 2013 'Morgan People' page 56 see also <http://www.mogmag.co.uk/>

The Federation would like to thank Steve Morris and all his colleagues at the Morgan Motor Company for their hospitality during this visit. Long may they continue to provide their unique blend of traditional craft skills with the most up-to-the-minute technology.





Fourteenth Annual General Meeting

The fourteenth Annual General Meeting of the Federation of British Historic Vehicle Clubs Limited will take place at 1100 in the C 5 Rolls Wing of the Hunt House, Paulerspury, near Towcester, Northants, NN12 7NA on Saturday, 19 October 2013 for the following purposes:

1. To consider and approve the minutes of the Annual General Meeting held on Saturday, 6 October 2012 as made available to members in November 2012. [Copies available on request]
2. To receive the Financial Statements for the year ending 31 May 2013.
3. Election of Directors. [See note below]
4. To receive the Report of the Directors.

Nominations for directors to fill the posts of communications, heritage,

legislation, international relations, relations with event organisers and participants and relations with traders are required by 8 September 2013.

CONFERENCE - Saturday, 19 October 2013, 1400 - Chairman - David Davies

Preserving the heritage, the Rolls-Royce archive project -

Clive Green, chairman, archive sub-committee, Rolls-Royce Enthusiasts' Club
Michael Bailey, Scanning and Data Solutions

Legislation -

Bob Owen, FBHVC legislation committee

Encouraging younger enthusiasts -

John Durling, chairman, the Steam Apprentices Club, National Traction Engine Trust
Sandy Hamilton, Morris Minor Owners Club

COST AND REFRESHMENTS

Attendance only tickets are free to delegates from FBHVC subscriber clubs and to FBHVC supporters but are £5 to others.

Attendance & Refreshment tickets include morning coffee, buffet lunch and afternoon tea and are available at **£14.00** each to delegates from FBHVC subscriber clubs and to FBHVC supporters but are £19.00 to others.

Tickets should be ordered from FBHVC secretary by **Friday, 11 October**. The address is Stonewold, Berrick Salome, Wallingford OX10 6JR. A SAE would be appreciated.

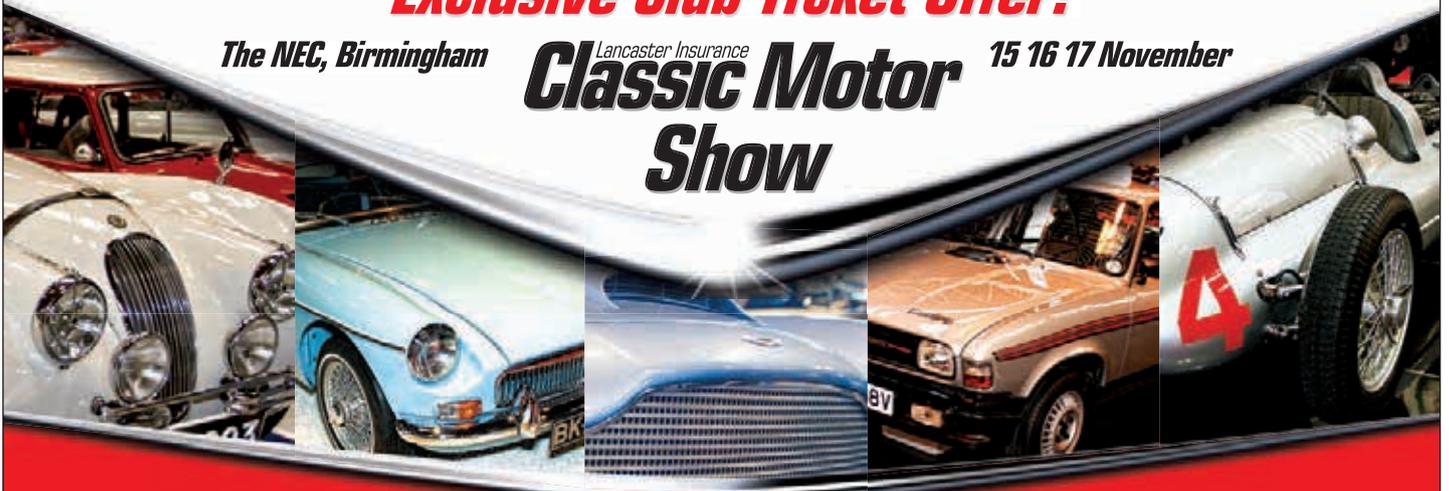
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The new Craftsman of the Year – the Davy Award

This new joint venture that I announced in our June 2013 Newsletter between the Worshipful Company of Coach Makers and Coach Harness Makers (WCC) and the FBHVC will make its first annual award in 2014. The winner's award, a substantial financial sum circa £3500, is designed to encourage young trainees/apprentices in their work of historic vehicle restoration. A runner-up award (circa £1500) is also likely to be presented. To encourage participation all FBHVC Trade Supporters were recently mailed inviting nominations for the Davy Award.

The nomination and selection timescale is fair bearing in mind that a final selection will need to be made in November 2014 when a short-list of up to six candidates will be selected for a final selection panel to interview. The final selection interview panel will comprise FBHVC and WCC members (expected to be two from each and the WCC Chairman) and meet in December 2014.

The public launch of the Craftsman of the Year, the Davy Award, will be on Friday 15 November 2013 on the FBHVC stand at the NEC Classic Motor Show. The Master of the WCC, the Hon. Michael Callaghan, together with Stephen Hammerton, past Master of the WCC and current chairman of the Apprentice Awards Committee and John Boyes, the Liveryman who is a member of my Trade and Skills Working Group, will all be present.

The timescales of the award promotion and candidate selection programme is outlined below.

- July 2013 - FBHVC circulated details of the awards scheme to our trade supporter members advising a Sept/Oct 2013 project start date.
- November 2013 - Public launch of the scheme at the Classic Motor Show, NEC. This coincides with 25th anniversary display by FBHVC at the show.
- End of December 2013 – Nominations close for candidates for 2014/15 award.
- January 2014 to August 2014 nominees to complete their project.
- September 2014 - FBHVC will compile a 'long list' of candidates (10-12).
- November 2014 - WCC and FBHVC will select a short list of candidates for interview (5-6).
- December 2014 - Shortlisted candidates will be invited to display and present their project to the selection panel. The winner and runner up will be announced on the day.
- Early 2015 – The winner will be invited to receive his or her award at the formal and exquisite Livery Company Dinner in London.

I encourage all trade supporters who have any eligible and suitable candidates to nominate them without delay. With such a significant award available what have you got to

lose? The criteria are explained in the letter recently sent to all of you but are repeated here for completeness.

As a trade supporter if you have an outstanding apprentice or trainee who deserves recognition then please consider nominating them.

Candidates for the annual award must be:

- Craft/technician apprentices/trainees engaged in the automotive industry involved in the repair and restoration of historic vehicles and employed by an FBHVC Trade Supporter.
- Aged between 18-25 years old.
- Outstanding individuals demonstrating excellent skills, dedication and potential for future development in the industry.
- Employed in a Very Small to Medium Enterprise (VSME) with less than 15 employees.

Ideally, the candidate will be attending some form of formal further education e.g. day release at a local technical college.

The candidate will be required to:

- Produce a significant piece of work which clearly demonstrates one or more craft skills to a very high level. The project will need to be displayed before the selection panel.
- Produce a portfolio to support the project.
- The time scale, from initial discussions between candidate and employer to making a presentation to the judges, is nominally 12 months.
- Short-listed candidates will be asked to present their work and portfolio to the joint FBHVC/WCC judging panel.

This will be my last contribution to our Newsletter as director for trade liaison as I am standing down at this year's AGM after six years in the post. In doing so I would like to express my sincere thanks to the members of my working group for all their enthusiasm, encouragement and guidance over the years. They really have had your best interests at heart in everything we have done. Hopefully I leave the FBHVC trade and skills arena in a position of strength and opportunity and look forward to seeing some of the promising current initiatives coming to fruition in the near future.

I wish my successor every good fortune and look forward to reading and hearing about achieving some of the objectives we have strived for over the years.

Historic vehicle restoration skills training opportunities

You will recall that the FBHVC has been discussing the problems associated with historic vehicle restoration skills training for some time now. Well, we are now making positive progress with a number of organisations listening to us and showing interest in the topic.

Several of the organisations are educational or training establishments whilst others are more commercial enterprises, some with international reputations. It is too early to go into any detail at present, however it is encouraging to see that our opinions and beliefs with respect to the potential loss of heritage skills have been recognised and acknowledged.

One of our key ambitions is to have either a National Centre of Excellence, or a series of training establishments distributed geographically, that can provide the necessary basic and accredited specialist skills training to ensure our historic vehicle restoration businesses survive and prosper into the future.

Recent meetings have indicated that such a structure is possible and could be provided. We know from our previous research that the industry will have circa 7000 jobs that will

need skilled individuals over the next five years. Now we need to do further work to underpin our beliefs with more detailed quantitative information to support business plan preparation.

The creation of historic vehicle restoration skills training facilities is an important objective for FBHVC and I look forward very much to seeing our work to date blossom into fruition.

Welcome to the following clubs who have just joined:

Bedford Enthusiasts Club
Lambretta GT Owners Club

And welcome back to:
BSA Bantam Riders Register
Scott Owners' Club

Club News

To amend an error in the last issue the **Cavalier & Chevette Club** newsletter editor has quite rightly pointed out that they do not have any cars of more than 50 years in the same ownership as stated in the last newsletter, as the cars covered by the club were actually introduced less than 40 years ago! One of the cars in the article was purchased in 1979, the other in 1981. Each a creditable length of ownership, but definitely not 50-plus years.

The **Mini Moke Club** informs us that the Moke will be 50 years old next year. 2013 is the diamond jubilee of the **Rover Sports Register** and **Leeds and District Traction Engine Club** will have celebrated its golden jubilee by the time you read this. The



golden jubilee of the Hillman Imp was celebrated in some style and has been fully reported on in the **Imp Club** magazine - partly to recognise this and partly to prove a point, an Imp driven by Roy McBride has travelled from Cape Town to London - arriving on 6 May. The car is currently on display at the **National Motor Museum** in Beaulieu. The **Sunbeam Lotus Owners Club** combined this year's Drive-it Day with their 30th anniversary celebrations which included a visit to MIRA for a bit of a trot around.



There are some atmospheric photographs of Land-Rovers doing what they are best at in the **Land-Rover Series One Club** magazine issue 171 which commemorates 65 years of the beast.

In addition to a delightful photograph on the cover, the Bulletin of the **Lancashire Automobile Club (1902)** has an article on the centenary celebrations for the Waddington Fell Open Hillclimb when the record-breaking ascent by a >>>

▶▶▶ Vauxhall 30-98 was celebrated with the presence of no fewer than 35 of the beasts who stormed up the hill in line astern.

The **Southern Daimler and Lanchester Club** spill the beans on Toyota's 'lemon' - the Toyopet Crown Sedan of 1958 to 1960. Have any survived anywhere?



The **Austin Seven Owners Club (London)** has an article on EP Oils and the rumour that they are deleterious for bronze bearings. Not so, it seems, any EP oil produced after 1965 will not create problems.

The **Austin A30/A35 Owners Club** magazine has an article on the installation of a Honda 1100cc Pan-European V-4 power unit in an A30. Also, in 1956 Mr E.W.H Brookes won the Tulip Rally in A30 XKJ 64 - is it still around somewhere?

The cover of the July issue of the **National Traction Engine Club** magazine has a wonderful photograph of the replica 'Puffing Devil' in action at Cambourne. Would anyone care to make a list of all the challenges to VOSA, DVLA and HSE recommendations that are visible?

I suppose that it just had to happen... there is a report from the **National Steam Car Association** on the construction of a steam-powered motor cycle to take the land speed record. Based on a Hayabusa chassis and using a Doble Simplex engine, construction is well advanced and 'steaming' is planned for 2014. The **Steam Car Club of Great Britain** also note this but at the other end of the steamy spectrum it would appear that W Galloway & Co, of Gateshead were the importer for Stanley Steamers from 1903 to 1918:

is there anyone out there with any information on Galloways?

The second instalment of the buyer's guide for Land Rover **Series 2 Club** members is in the summer edition of their excellent magazine. The depredations of Lincolnshire tin weevil that can be encountered are somewhat thought-provoking.

There is a short article on the preservation and restoration of a WWI pillbox in the newsletter of the **Norfolk Military Vehicle Group**. Are there any more similar initiatives elsewhere in the country to preserve such historic structures?

There is always something new to read about and to learn from! A well-illustrated article in the magazine of the **Armstrong Siddeley Owners Club** shows you how to re-shape and restore a cardboard glove box liner.

A remarkable feat achieved by a Jaguar XK 120 is recounted in the magazine of the **Morgan Sports Car Club**. After establishing two 24-hour records in 1950 and 1951 at Montlhéry, the company went for the Big One and clocked up an average speed of 100.31 mph for a week - seven days and seven nights.

For those of you interested in that sort of thing, there is an excellent well-illustrated article on early and subsequent developments in ignition systems in the magazine of the **Association of Singer Car Owners** journal.

A warning to the owners of motor cars with artillery (Sankey) wheels. Should little puffs of rust start to appear between the tyre and the rim, or small cracks start to appear, remedial action is called for. One solution is offered in the **Sunbeam Talbot Darracq Register** magazine where new wheel centres were cast in LM6 aluminium and new steel wheel rims were fitted to these castings.

According to the official Journal of the **Daimler and Lanchester Owners Club** Magazine *another* motor car with Churchillian connections has surfaced

and has been sold on German eBay for £40,000. This convertible DB18 was used by Churchill during post-war electioneering and was reputedly loaned to him by the Daimler Company.

The **Mini Cooper Register** tells us that the oldest surviving Mini assembled in the Netherlands (unless you know otherwise) is being restored by VDL Nedcar in preparation for the resumption of assembly of the 'new' mini in 2014.

The **Singer Owners Club** magazine carries a period (1932) advertisement for the Singer 35 cwt lorry. Do any of these survive? There is also a period photograph of the Singer agency at 53-54 St. Catherine's, Lincoln. Does anything remain?

There is a brief article on doing a 'Dixon' to a 12/4 Riley in the **Riley Register** Bulletin. For those of you not in the know, this involves the replacement of the original pair of SUs by four motorcycle type AMALS.

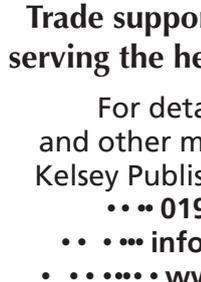
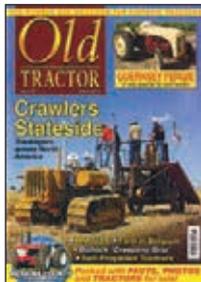
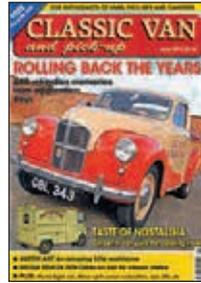
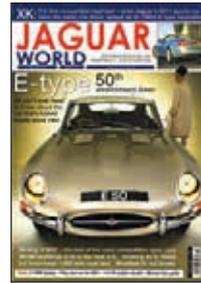
TR Action, the magazine of the **TR Register**, includes an awesome inventory of spares and consumables considered desirable should one embark on a touring holiday - it failed to include a crowbar, however...

The magazine of the **Model T Ford Register** has an intriguing bar chart showing the ups and downs of Henry Ford's fortunes over the years. A high point being in 1915 when he raised pay to \$5/day and one of the low points being in the early 1930s when the Hunger Marchers were shot. There are also some very useful observations concerning white-metal bearings, their casting, manufacture and assembly and, finally, an article on the early history of poppet valves as used in motor vehicles.

The **Renault Classic Car Club** magazine has an informative history of the Renault 4CV which was in production from 1947 until 1961 in which time more than one million were produced.

The **BSA Owners Club** magazine has a detailed account of how an enthusiast sprayed his restoration project using RS bike paints

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»»» aerosols which should inspire other motorcyclists to have a go themselves. Painstaking preparation is the key to success it seems.

The very impressive magazine of the **Military Vehicle Trust** has an extremely important photograph which shows one of the highly desirable 500cc OHV V-twin BSAs which had very limited use by the Army 266(WD) 177.

The **Austin Counties Car Club** magazine has an interesting article about souped-up Austin 30 cwt vans used for newspaper deliveries in the north-east of Scotland. Equipped with the same engines as the A90 Atlantic, these vans were scheduled to cover the 105 miles from Aberdeen to Inverness in 2.5 hours – including deliveries en route. I wonder what they used for brakes?

Staying with speed, a feature in the magazine of the **Vincent HRD Owners Club** on the manufacture of copies of the legendary Series A 1000cc V-twin in the Antipodes does pose interesting questions as to how such machines should be categorised.

The **Colchester Vintage Motor Club** newsletter features an advertisement for the League of Experienced Motorists with an address in Hanover Square, London - anyone out there with more information?

The newsletter of the **Hillman Owners Club** has a reference to the Healey-Minx a precursor to the Austin-Healey. It seems that at least one was completed. What happened to it?

The **Citroen Car Club** magazine has a good old moan about potholes, pointing out that years of cheap-skate repairs and renewals are now coming home to roost. The adoption of brittle, porous stone mastic asphalt as opposed to the more hard-wearing (but more expensive) hot rolled asphalt has proved to be a disastrous mistake.

Everybody seems to be embarking on improbable journeys in equally improbable vehicles. An Austin 7 is on its way from Alaska to Tierra del Fuego as we write. A brief report appears in the **Bristol Austin Seven Club** Newsletter.

The **Tame Valley Vintage and Classic Car Club** Newsletter tells us of the first tourist road in Scotland built in 1963 between Shildaig and Torridon - a distance of seven and a half miles. Has anyone sampled it?

Staying with roads, the back cover of the Newsletter of the **Vauxhall Owners Club (1903-1957)** has a photograph of a pre-war Vauxhall perched (and there is no other word for it) on a ledge of rock which claims to be a road. Water is pouring over the ledge and there is insufficient clearance to permit the opening of the near-side doors.

Where is this? There is also a reprint of a 1930s (?) Vauxhall advertisement which highlights the name 'Vauxhall': a country house in Shropshire, a public house in Evesham and a farm in Wiltshire. Do any of them survive?

The magazine of the **AJS and Matchless Owners Club** tells the tale of yet another debacle in the course of the decline and fall of the British motorcycle industry: the ill-fated P10 project involving a DOHC vertical twin by Charles Udall. It seems that prototypes were built and tested – do any survive anywhere?

Cart marking in the City of London

A few weeks ago our chairman, David Whale, had the pleasure of attending the annual ceremony of Cart Marking in the City of London. The event is organised by The Worshipful Company of Carmen which is the 77th City of London Livery Company in the order of precedence and the last of the old Companies.

A Carman is described as 'a man who drives a car (a wheeled vehicle); a carter, carrier' and the Company dates back to the 13th century and the ancient trade of carting. In modern times, the Company has extended its links to other transport modes and to passenger as well as freight transport.

Once a year Carmen bring their vehicles to be branded, or marked, with a red-hot iron, on a wooden plate, with the year letter and the car number, as a reminder of centuries of service to the City and to maintain their ancient tradition.

Attending this year's ceremony were 45 vehicles with varying means of propulsion ranging from a 1935 Austin Taxi, through a Rolls Royce Wraith Staff car, pedestrian milk float to a courier motorcycle. Steam power was well represented by a magnificent Burrell Road Locomotive, Foden and Sentinel steamers. As may be imagined the collection of vans and lorries was extensive from a 1928 Morris Commercial pantechonicon all the way through to a 2013 DAF Impact Protection vehicle, one of those vehicles used to provide protection to moving road works.





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