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About FBHVC

The Federation of British Historic Vehicle Clubs exists to uphold the freedom to use old vehicles on the road. It does this by representing the interests of owners of such vehicles to politicians, government officials, and legislators both in UK and (through membership of Fédération Internationale des Véhicules Anciens) in Europe.

FBHVC is a company limited by guarantee, registered number 3842316, and was founded in 1988.

There are over 530 subscriber organisations representing a total membership of over 255,000 in addition to individual and trade supporters. Details can be found at www.fbhvc.co.uk or sent on application to the secretary.

Editorial

The Christmas decorations freshly are stowed in the loft and with the strains of Auld Lang Syne still echoing in the halls, cue the politicians of every hue struggling for space on the hustings to make their pre-emptive strikes in an election campaign which promises to be one of the most fiercely fought in recent times. Yes, as you all know 2015 will see a general election in May and the issues that appear to be dominant are the economic recovery, immigration, the NHS, among others. While the important matters of state will predominate it is incumbent on special interest groups like FBHVC to ensure that all the parties are fully informed of their stance and that likewise they themselves are informed how the various parties view them and their particular views.

With this in mind The Federation has produced its Election Manifesto and, reproduced it in full in this issue, it forms our main feature this month. It also gives the FBHVC Board the opportunity to communicate what we stand for to all the member organisations and this is very important to us as it is a membership organisation and as such is only mandated to represent its member clubs where it accurately represents the common good.

So please read the Manifesto carefully and share it widely with your colleagues. We welcome feedback and ideas.

2015 has certainly kicked off with an early goal with the news that one of the country's foremost two wheeled collections, the National Motorcycle Museum has added its name to our growing Museum membership. This museum is an absolute must for any enthusiast of the British motorcycle and is all the more remarkable in that it has rebuilt itself against all the odds following a catastrophic fire which destroyed many priceless exhibits. We plan a feature in a forthcoming issue and expect the Motorcycle Museum to be the subject of one of our "Heritage Matters" videos later this year.

UK LEGISLATION

Bob Owen

Roadworthiness Testing

As you know, our major concerns on application of the EU Roadworthiness Testing Directive are with how the UK will be able to deal with the large number of modified vehicles within the UK which the Directive suggests ought not to be treated as 'historical', when we know that in the UK context they are indeed so.

My hopes expressed in Newsletter No. 6 that I would be able to provide more information on our briefing activities have been dashed by a combination of completely unavoidable political and personal misfortunes (not involving anyone in the Federation) which meant progress has been stalled for nearly two months. At first things progressed well, as we persuaded the All Party Parliamentary Group to set up a subcommittee specially to look at Roadworthiness Testing.

I prepared and shared with my fellow Board and Legislation Committee members a Briefing Paper for the APPHVG subcommittee. I then shared it with what we deemed to be a representative group of member clubs. This group had to be small enough to be manageable for the editing process so I hope no-one who was not in the group feels excluded. The members of the group really turned up trumps and provided us with very valuable feedback which went into the Briefing. Meanwhile, in parallel, Paul Chasney, our research manager, had put together in support of the Briefing a splendid set of examples of modified British vehicles to help demonstrate why we think the issue is important, not only to our members but to the preservation of British motoring heritage.

Quite a lot of candles being burnt at both ends resulted in us getting the Briefing Paper to the APPHVG at the end of November and being ready to go for a meeting with the APPHVG subcommittee on 26 November.

But the actual meeting is, as of my writing this, only planned on 21 January. Those of us attending; our chairman David Whale, our vice president David Hurley and myself, all have all of our fingers and toes crossed that the meeting will finally occur on that date.

Sadly, given the fact that the APPHVG subcommittee will wish to use the Briefing Documents to go forward with the matter, we are constrained not to disclose their contents till the subcommittee has had an opportunity to consider and comment upon them. This is frustrating, not only because we know that the subject is important to you all, but also because it means we can't show off all we have been doing for our members. I ask you for a bit more patience, and we hope we will be able to provide lots of detail on the Briefings plus an initial view of how the APPHVC subcommittee has received them, in the next issue.

REACH Regulations

Asbestos

The task in the Department of the Environment Food and Rural Affairs (DEFRA), and the Health and Safety Executive (HSE) to regularise limitations in dealing with asbestos under the EU REACH Regulations is proceeding at a snail's pace. As you no doubt recall, the process is to create some subject-specific Exemption Certificates to permit trading in objects, including vehicles, which happen to contain some asbestos. The draft certificate was published on the day this went to press and thus there has been no opportunity to comment. In due course they will go on to vehicles.

Meanwhile, though it remains technically illegal to sell or buy a vehicle containing asbestos, the probability of any action being taken in respect of a trade remains very low.

Watch this space.

Chrome plating

Nothing substantive has changed since the last Newsletter, and we have currently a low level of concern, but we are keeping our eyes on the subject through FIVA.

Discontinuance of the Tax Disc

The good news is that we are not hearing any substantial issues arising from the changes introduced to deal with the discontinuance of the tax disc, though there could still be a few curiosities out there which we will keep an eye on.

Of course the absence of the tax disc means that the Vehicle Enquiry System has become the primary route for checking on the tax status of a vehicle. It is being improved and has been running as a Beta site. It is our view that this means that a way has to be found to correct longstanding known errors in the data held by DVLA, especially as they concern historic vehicles. Ian Edmunds describes elsewhere in more detail how we are undertaking this dialogue.

We have done some research on the question of whether, if members take their cars abroad, overseas law enforcement officers will recognise the new position where keepers have no actual documentary proof of the existence of valid taxation. The position of DVLA is clear. They have notified our EU partners of the change and they think that exhausts their legal obligations. They are probably right. So our advice to members is that it would be prudent to carry the best available evidence.

On examination, that is probably the confirmation page which appears at the conclusion of the online taxation process. It can be printed off and does carry the required information in a pretty clear format.

But we know we have members who, either because they are not online users, or because they consider that we ought to use the Post Office service, will wish to renew their tax at a Post Office counter. In that case, despite the suggestion we had received from a few members just after the changeover, the Post Office always prints out a till receipt. That is the case even if the vehicle is exempt from VED. In that case the till receipt is Nil Value. The counter clerk should always hand the till receipt (even if Nil Value) to the applicant. We would recommend that receipt be accepted from the counter clerk and carefully retained.

Members who might be taking their vehicles abroad should really give consideration to whether in that case using the online system, with its clear A4 size final page, is preferable to the Post Office till receipt

Vehicle Excise Duty Exemptions

To repeat our heads up from Issue 6-2014, if you have a 1974 built vehicle first licensed in 1975 and the date of manufacture is not recorded in the V5C, you can apply any time to have the DVLA record corrected to show the manufacture date and ensure the vehicle is able to claim its rightful exemption from VED. Once you have succeeded, you will get exemption from VED from April without more.

But don't forget the DVLA evidence rules for this are fairly tight. In most cases you will need to produce factory or equivalent data to support the claimed date of manufacture, or DVLA will not accept your application. If you are nevertheless sure and think you have proof that your vehicle was made in 1974, do let Ian know and we will see if we can help you make a valid application.

And, again to repeat, if you have a vehicle which you know crosses a later line (1975/1976 etc.) you can go ahead at any time to get the data corrected. In fact DVLA would rather you did as it spreads their workload.

London Ultra Low Emissions Zone

As expected, when Transport for London's proposals for this Zone came to be released for consultation, they included a blanket exemption for pre-1973 vehicles. They did this by amending earlier legislation. We have in our response to the consultation pointed out that, while 1973 was, at the time of the previous exemption, the same date as the date upon which VED ceased to be payable, the position has now changed. By the time the proposals become law, that date will be pre-1975, and the Chancellor suggested that the VED exemption should continue to roll forward on an annual basis.

In our response to TfL's consultation, we have proposed to TfL that they might wish to keep the ULEZ exemption consistent with the VED exemption.

Car Cruising Injunctions

In December our attention was drawn to news reports that a combination of local authorities who cover the Black Country had gained a High Court Injunction which was said to prohibit 'two or more vehicles gathering together in the Black Country between the hours of 1500 and 0700'. Clearly the injunction was granted to enable these authorities more readily to police the increasing incidence of 'car cruising' which is seen as a growing social problem in their area. There are, we realised, several pre-existing High Court Injunctions, mostly in the Midlands, in similar terms. We made an initial approach to Wolverhampton Borough Council, one of the five Black Country authorities involved, simply to register our interest at this stage but expressing concern that our members out on a historic vehicle run might be caught by the injunction. Wolverhampton has sent us the precise text of the injunction.

While most of the injunction deals with obviously anti-social activities it does appear to rest on the implicit assumption that all 'car cruising' is anti-social. There is a question as to whether us more 'responsible' and often older motorists should be too supportive of suppression of the way in which a new generation of the young get started on an interest in cars, provided of course they do not otherwise cause offence and unhappiness to the public by way of bad behaviour, careless and reckless driving, noise etc. Were we all models of respectability and prudence in our younger more carefree days?

Be that as it may, on examination the Black Country injunction does appear to be rather widely worded. It appears to create a very slight risk that ordinary Saturday afternoon gatherings of historic vehicles might arouse the ire of someone in a community and thus be held possibly to be in breach of the terms of the Injunction. As the injunction includes a specific power of arrest, it might, in the hands of an over-zealous officer of the law, put some of our members at risk of, at the very least, some harassment and possible prosecution for Contempt of Court, the sanction which supports an injunction.

We will be considering this issue further and deciding whether or not to take it up with one or more of the authorities involved, with a view to getting a steer as to how as a matter of policy they would see historic vehicle gatherings, which might be of use to our members in case there was ever a problem in an area with an injunction in place.

DVLA NEWS

Ian Edmunds

Due in part no doubt to the holiday season there is not much to report on the DVLA front for this issue. I am in correspondence with them regarding a couple of issues raised by members and I would expect to be able to report further on these in the next edition.

Last autumn we requested that DVLA reconsider one aspect of their allocation of age-related registration marks. You may recall that some time ago it was announced that due to a shortage of available registration marks in the alpha-numeric (i.e. letters first) format all age-related marks from then on would be in the numeric-alpha format. Following a determined challenge from an individual historic vehicle owner this policy was reversed in the spring of last year with a revised arrangement to issue alpha-numeric marks to vehicles first registered before 1953 and numeric-alpha thereafter. Following some detailed research of the registration records FBHVC submitted a paper to DVLA in September suggesting that a more realistic change-over date would be 1959. We have recently written again to DVLA to remind them of their promise to consider this evidence. We will, of course, inform you of the outcome as soon as we know.

A little background to this may be interesting. 1953 was the year when the numeric-alpha format was first permitted but only two licencing authorities actually adopted it in that year. At the other end of the scale some authorities, particularly in Scotland, never did change, continuing with the alpha-numeric format up to the adoption of the seven digit marks.

One detail of the vehicle record process that I have learnt during the summer is that the central file held by DVLA may contain a date of manufacture (as opposed to the date of first registration) for a vehicle without that date being printed on the V5C. Apparently the central file system also requires a particular marker to cause it to print the date of manufacture. Some records have this marker and others do not.

Most of the information that I receive suggests that in general the vehicle registration process is working well with the MoT and VED exemptions being applied without difficulty, both via the on-line system and at Post Offices. However... there is always one! I have recently been informed of a case where the V11 tax renewal form requested an MoT certificate for an exempt car and that, as a result, the local Post Office would not issue a tax disc. This case was resolved, rather slowly, by sending the paperwork to Swansea.

Club V765 signatories may be interested to learn, if they didn't know already, that the V765/3 document (Guidance Notes for V765 Signatories) has recently been re-issued (latest version 9/14). At the same time it has ceased to be available on-line because it is not considered to be a public document. This rather begs the question – is it automatically sent to V765 signatories?

Now that we no longer have a tax disc to look at the only method available to confirm the current tax status of any vehicle is via the DVLA Vehicle Enquiry Service (VES) available at <https://www.vehicleenquiry.service.gov.uk/> or by phone at 0300 790 6802. This requires the 'make' and registration number of the vehicle in order to search. In general this seems to work well but FBHVC are aware of a number of instances, largely of historic vehicles, where it has not. We are engaged in dialogue with DVLA on these anomalies and, as usual, will report back in due course. Meanwhile I would be interested to receive details from anyone who has experienced difficulties with VES with respect to a historic vehicle.

We are aware that some well-known makes don't appear on the VES drop-down lists of makes (Standard is a good example) nor will DVLA accept them as the make on the paper V5C, and also that vehicles in the 'not licenced' category (i.e. not requiring to be either licenced or SORNed as they were not in use when the continuous licencing procedure was introduced) often show a 'phantom' tax due date. It also appears that recently (re)issued V765 reclaimed registrations don't show on VES until the vehicle is taxed. Have you found any incorrect or confusing returns? Please let me know at vehicles@fbhvc.co.uk

I am indebted to my committee colleague James Fairchild for his continuing scrutiny and analysis of the VES and related matters. In an article in Issue 4 2014 of the Newsletter James listed a number of websites that can be used to check on vehicles. Since then the RAC have completely changed their vehicle check service, to the extent that the majority of older vehicles no longer return a result. We have queried this with the RAC but so far have had no response. Also, the other HPI checking site James referenced has been closed down. For now, if anyone needs to check the make of a vehicle (or indeed perform a paid-for HPI check) a site from AutoTrader and Experian is available, at <http://www.vehiclecheck.co.uk> - in general terms, if this site returns the result 'sorry number plate not found' then the vehicle is probably not on the DVLA database.

I have a memory of a regular column in a motoring magazine entitled 'Disconnected Jottings', I feel this piece probably qualifies – certainly in terms of being disconnected...

FBHVC ELECTION MANIFESTO

While the important matters of state will predominate in the forthcoming election campaign it is incumbent on special interest groups like FBHVC to ensure that all the parties are fully informed of their stance and that likewise they themselves are informed how the various parties view them and their particular views.

The Federation's Election Manifesto gives the FBHVC Board the opportunity to communicate what we stand for to all our member organisations and we are only mandated to represent the member clubs where we accurately represent the common good.

Copies will be made widely available to all members, MPs, MEPs and all other groups with an interest in historic vehicles and their rights of access to the public highway.

The power of the historic vehicle movement – The FBHVC Manifesto

The Federation of British Historic Vehicle Clubs (FBHVC) represents 530+ clubs and 250,000 historic vehicle enthusiasts. These enthusiasts embrace all forms of powered road vehicles which are 30 or more years old including motor cars, motorcycles, buses and coaches, commercial vehicles, steam, agricultural and military vehicles.

Research conducted by the University of Brighton and Historic Vehicle Research Institute in 2011 valued the historic vehicle movement at £4.3bn per annum, employing 28,000 people in the UK. Retention of specialist skills is fundamental to our work and in 2014 the Federation launched an Ofqual' accredited course in Historic Vehicle Restoration.

Simply stated, our objective is to 'Maintain the freedom to use Yesterday's Vehicles on Tomorrow's Roads'

To realise the potential of the historic vehicle movement, we call on all political parties to:

In general...

- Recognise the economic significance of the historic vehicle movement and engage accordingly with it.
- Support our activities to gain heritage recognition of historic vehicles.
- Continue to support young people who wish to participate in Historic Vehicle Restoration Apprenticeships.

...and specifically through legislative powers...

- Implement the EU Roadworthiness Directiveⁱⁱ sympathetically.
- Extend the Vehicle Excise Duty exemption for historic vehicles.

1. Recognise the economic significance of the historic vehicle movement and engage accordingly with it.

We value our excellent working relationship with the All-Party Parliamentary Historic Vehicles Group (APPHVG) which provides an excellent mechanism for engaging both Houses of Parliament. We seek a similar relationship with our MEPs in order to represent the movement effectively with all other Member States in the European Parliament. We request all political parties to ensure appropriate resource in terms of finance and infra-structure is maintained within the Department for Transport (DfT), Driver & Vehicle Licensing Agency (DVLA) and the Driver & Vehicle Standards Agency (DVSA) to ensure that, while meeting the needs of all other stakeholders, the needs of the historic vehicle movement continue to be considered.

2. Support our activities to gain heritage recognition of historic vehicles. In association with the Fédération Internationale des Véhicules Anciens (FIVA) we seek the recognition of UNESCOⁱⁱⁱ for historic vehicles as mobile heritage in the same way as established for historic ships and railways. The heritage impact within leisure and tourism is significant and provides an opportunity to develop the GDP of the UK community.

3. Continue to support young people who wish to participate in Historic Vehicle Restoration Apprenticeships.

The historic vehicle movement supports employment of 28,000 people in the UK. The European Commission is seeking views from industry and the public on ways to revise the Small Business Act for Europe to create an environment in which Small and Medium Sized Enterprises (SMEs) can prosper and grow. The Small Business Act is designed to facilitate SMEs access to finance and markets, to reduce administrative burdens and to promote entrepreneurship – and a particular focus of this new consultation is the concern about the shortage of skilled workers. This initiative is welcome in light of concerns within the historic vehicle movement that the skills necessary to service owners' restoration and maintenance needs may not be being transferred to younger workers. The Federation has taken a major step in creating the Ofqual accredited Historic Vehicle Restoration Apprenticeship and we encourage political parties to create opportunities to support the employment of young people.

4. Implement the EU Roadworthiness Directive sympathetically.

The Directive was formally adopted on 3 April 2014; Member States must now adopt national laws to implement the Directive. These laws must enter into force before 20 May 2018. We call upon our Parliamentarians and government departments to implement the Directive in such a way that the historic vehicles currently using our roads are able to continue to do so.

5. Extend the historic vehicle Excise Duty exemption.

The Federation recognises the initiative of the present Government in reintroducing this exemption on a rolling basis for vehicles over 40 years old. Historic vehicles are universally recognised as achieving their status when they become 30 years old^{iv} and we encourage political parties to support an alignment of the exemption with this age criteria.

Footnotes

i. *The Office of Qualifications and Examinations Regulation (Ofqual) regulates qualifications, examinations and assessments in England and vocational qualifications in Northern Ireland.*

ii. *Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC Text with EEA relevance.*

iii. *United Nations Educational, Scientific and Cultural Organization, UNESCO, is a specialised agency of the United Nations (UN).*

iv. *This definition of 'historic vehicle' has been universally adopted by the members of FIVA and is enshrined in the Charter of Turin.*

TRADE AND SKILLS

Karl Carter

Club Insurance Scheme

I reported in the last newsletter that we were in the process of renegotiating the club insurance scheme for 2015. This process has now been completed and I am now in a position to let you know the results of this negotiation.

We asked nine insurance brokers to quote for the standard cover that is required for the majority of clubs. These standard covers which have been provided by Aston Scott for 2014 are as follows:

Public Liability: £5,000,000

The premium is based on the number of club members. Cover is for club socials, meetings and organised events, but does not cover vehicles or any liability in relation to the driving of vehicles as this would be provided by the motor insurance of the policyholder. (A third party property damage excess of £250 will also apply.)

Club Property: £750

This is designed to cover trophies/artwork/stock of spares and/or regalia. The sum insured can be increased as required. The standard single article limit is £2000 unless an increase is arranged. (A £50 excess applies.)

Money: £200

An increase in cover can be arranged if required either on an annual or short term basis (A £25 excess applies)

Libel & Slander: £250,000

I can confirm that Aston Scott will continue to be the provider of the main scheme for 2015. Our decision was based on the costs submitted in the tender process and particularly the value that Aston Scott gives the smaller clubs.

Unfortunately Aston Scott was unable to include an option for product liability that would include spare parts that are deemed critical. This was a requirement of the bidding process and we have therefore also looked at options for clubs who need additional cover above the standard scheme.

We have negotiated with Peter James/Stewart Miller Insurance for them to provide clubs with a policy that can also include product liability and can include safety critical parts. This policy can be an alternative to the Aston Scott offer for the standard cover or can be tailored to meet specific club requirements.

In reality safety critical parts cover is rated at high risk and particularly if parts are exported to the United States. This will be reflected in insurance premiums that may be just too high for some clubs to continue supplying these specific parts but we wanted to ensure that cover could be arranged if appropriate.

During the negotiations with Peter James/Stewart Miller Insurance an offer was made to FBHVC member clubs that we want to inform you about. All FBHVC member clubs will receive preferential pricing for club insurance from Peter James/Stewart Miller Insurance. The club insurance can also include a new commercial legal expenses product which has been heavily discounted for FBHVC members. In addition any individual club member will receive preferential pricing for their motor vehicle policy. This will only apply to FBHVC clubs and all the clubs that are not members will not be able to receive these preferential rates for the club or the individual members.

Overall we believe the two schemes above give the best value to clubs and their members. We have included the two options for club insurance if your club insurance is more complex and we have included for product liability that includes safety critical parts.

When contacting either Aston Scott or Peter James/Stewart Miller Insurance please ensure you make it clear that your club is an FBHVC member. Individual club members contacting Peter James Insurance for motor vehicle insurance should also confirm which FBHVC club they are a member of to qualify for the preferential pricing.

The contact details for the insurance companies are as follows:

Club Insurance:

Aston Scott Group plc.
Tel. 01252 377546
www.astonscott.com

Club Insurance:

Stewart Miller Insurance.
Tel. 0121 422 2282
www.stewartmillerinsurance.co.uk
info@stewartmillerinsurance.co.uk

Motor Vehicle Insurance:

Peter James Insurance.
Tel. 0121 506 6040
www.peterjamesinsurance.co.uk
info@peterjamesinsurance.co.uk

Young Craftsman of the Year 2014 Announced

I am pleased to be able to announce that Charles Tanner of Formhalls Vintage & Racing based in Downton, Wiltshire has won this year's competition and will receive his £3500 prize money at the Worshipful Company of Coachmakers and Harnessmakers dinner in London in March.

Charlie's project was the full engine restoration of a 1939 B-series Rolls Royce Wraith. This engine was one of only 491 produced by Rolls Royce. The engine had been showing signs of overheating and a lack of maintenance requiring the full restoration.

Following very careful stripping and cleaning, major work was identified including replacing the pistons, crankshaft main and big end bearing white metalling and a complete refurbishment of the cylinder head. Water leaks were identified from the copper tubes in the block that prevent the head studs corroding and Charlie had to develop a process to remove these thin walled tubes without damaging the block.

The overheating problem was found to be a combination of sediment in the block waterways and a water pump that had completely destroyed itself and was a very difficult rebuild in itself.

The engine was fully assembled by Charlie with all the new and refurbished parts and was checked for the correct tolerances and clearances at every stage before assisting with the refitting of the engine in the car and the eventual start-up.

Charlie presented his project to the award panel made up of members from The Worshipful Company of Coachmakers and the FBHVC. He presented photographic evidence of the work he undertook on the engine together with the monthly reports that were given to the vehicle owner.

The award panel was very impressed with the very detailed and careful work that was undertaken on this project and Charlie clearly demonstrated his personal commitment to doing the best possible work on this complex engine and is a worthy winner of this prestigious award.

HERITAGE

Ken Coad

FBHVC Drive It Day, Sunday 26 April 2015

The event format differs slightly from 2014; the Federation of British Historic Vehicle Clubs will not be involved in organising any particular venues. In effect we will be reverting to the previous format, leaving routes and meeting points to the discretion of individual clubs.

Some members of the FBHVC team may attend certain venues basically to keep in touch with the membership, as well as enjoying the day.

This annual day commemorates 64 cars that left London on the first day of the Thousand Mile UK Trial that took place in April 1900. DID is an occasion when vehicles of over 30 years of age, have the opportunity to collectively show their prowess on UK roads and display them to the public. These include cars, motor cycles, commercial, agricultural and military vehicles.

In order to perpetuate the name, the FBHVC request all member clubs, museums and trade supporters promoting the event use the 'Drive it Day' logo on promotional material thus maintaining and identifying the origination of the event. Logo details are available – see www.fbhvc.co.uk. Please note this is password protected you will need to register for access if you have not already done so. Rally plates will also be available through the website.

Many other vehicles of younger vintage, which themselves could be 'historic-in-waiting' could also take to the roads in support of the event.

A memorable day with so much to see: Sunday 26 April 2015 is a special opportunity for spectator and participants to get involved.

Drive it Day and the logo are the copyright of the FBHVC and is a registered trademark.

TECHNICAL AND EVENTS

Tony Davies

Winter events have come and gone and spring is in the air so we have no excuses now for leaving our toys in the garage.

The excellent series of HRCR Clayton Classics Scenic Tours is on offer again during 2015. These Tours proved to be very popular in 2014 as they provide a real social scene that can be enjoyed by all. Indeed most were oversubscribed days before the closing dates for entries – you have been warned! A visit to the HRCR website http://www.hrcr.co.uk/Scenic_Tours/ will provide you with further information.

If you fancy a more serious event then you could look no further than the Irish Classic Retro. Late April is the time to visit the Kilkenny area of Eire for an event (not for beginners I suggest) organised by the Trial Drivers Club of Ireland. You will not be disappointed; I've done it several times and it is great fun as well as being a really competitive event. As the promo quite rightly says - a 'guaranteed craic' and www.tdcireland.com is the place to look.

A new event on the calendar is the Principality Automobile Club's new Classic Trial & Traditional Tour through Wales from 27 April - 1 May 2015. Starting from the prestigious Vale Resort near Cardiff the event will use many new and innovative venues in the Cardiff – Aberystwyth – Llandudno – Llandrindod Wells – Cardiff route for regularity sections and auto tests. The event has both competitive and touring assembly classes so why not have a look at www.principality-automobile-club.co.uk for further details.

HERO's Icelandic Saga, also in late April, is another different event to consider. In my opinion it is ideal for beginners and novices and could be described as a holiday with some relaxed road sections combined with some mild competition. Take a look at www.heroevents.eu where you will also find details of the Summer Trial and 1000 Mile Trial. The former event is designed with beginners and novices in mind and the latter event, designed along similar lines to the Flying Scotsman that is already fully subscribed, is for vintage vehicles only. It won the Rally of the Year Award in 2014 so you won't be disappointed.

For those living north of Watford Gap a look at the NESCR0 (North of England and Scottish Classic Rally Organisers) website <http://nescro.co.uk/n/> could provide you with some tempting offers. Graeme Forrester, the Treasure of NESCR0, emailed me recently to remind me that there is life 'oop north'.

For the more adventurous amongst you CRA's Classic Marathon in June or another event coming back onto the calendar in 2015, the Rallye des Alpes, in September are definitely worth doing. Having competed in both for a number of years the Marathon is the more competitive of the two. The Rallye des Alpes starts in Geneva and finishes in Garmisch Partenkirchen so a scenic and challenging route is guaranteed.

For such events some of you have asked what the situation is regarding the absence of UK tax discs when using your cars on the Continent. I am advised that the best solution is to take with you a print of the last page of your on-line Road Tax renewal as proof of legal road use in the UK. Bob Owen is providing further advice in his legislation section of this Newsletter.

Turning to technical issues I am pleased to report that the principles of the FIVA Technical Commission's new Technical Code was approved by the FIVA General Assembly last November. This new Technical Code has a direct bearing on the issuing of FIVA ID Cards and so is something to keep your eye on for 2015 and beyond. The final version is expected to be ready, and on our and FIVA's websites, by mid-March. No doubt Paul Loveridge will be able to give you chapter and verse if you would like more details.

On a more global topic FIVA is undergoing a strategic review of its structure, governance and business development activities. The objective is to make FIVA more fit for purpose in the 21st century and cater more effectively for all of its stakeholders. The plan is to get this modernisation in place by end 2015 - I'll keep you posted as to progress.

Diary Dates

2015

28 February	Club Expo, HMC, Gaydon
28-29 March	Practical Classics Restoration Show, NEC, Birmingham
26 April	Drive It Day
5-6 September	International Autojumble, Beaulieu
17 October	FBHVC AGM, Paulerspury

CLUB NEWS

David Davies

The **Naylor Car Club** is celebrating its coming-of-age with a weekend get-together in Ravenscar, North Yorkshire on 8-11 May 2015. And the **Bristol Owners' Club** celebrated its golden jubilee at the RAC Country Club in Epsom in some style. The **Austin Healey Club** magazine reminds us that 2014 is the golden jubilee of the Austin Healey 3000 winning the last Liege Rally. The intention was to re-unite the three works Healeys at the NEC Classic Car Show in November. Did they succeed? The **Norfolk and Norwich Rover Owners Club** will be celebrating their 40th anniversary at the Bressingham Steam Museum & Gardens, near Diss, on 24 May and the theme will be Rover through the years.

The magazine of the **London Vintage Taxi Association** informs us that 2015 is the diamond jubilee of the Beardmore Mk 7 taxi and celebrated this with a detailed and well-illustrated history. The magazine also reports on the difficulties being experienced by Dutch enthusiasts when importing 'old-timers' from Belgium because of the changes in Dutch law which have reclassified 'old-timers' as vehicle more than 40 years old as opposed to 25 years, which still applies in Belgium. Also a rather alarming technique for de-rusting car body components is outlined.

40 years of the **Eastbourne Historic Vehicle Club** will be celebrated the Hellingly Festival of Transport in East Sussex, over the August Bank Holiday weekend. They would like to have present as many vehicles as possible that took part in the early shows in the 1970s. Contact Dave Bone, davekbone47@gmail.com

The **Club Triumph** magazine reminds us that things do not change all that much. In 1975 the top selling cars were Ford but that the Hillman Hunter was outselling the Leyland Princess.

Staying with Triumphs, the **TR Register** magazine has an interesting article comparing the TR2 with the Swallow Doretta.

An interesting article on the introduction of the A35 together with some fascinating photographs of the production line is in the October issue of the **Austin A30-A35 Owners' Club** magazine. There is a photograph of what must be the first A35 off the line – surrounded by a bevy of somewhat sinister-looking individuals...

An interesting bit of lateral thought in the **Pre-war Austin Seven Club** magazine which suggests using the treacle sponge containers from Sainsbury's as shells for 'pork pie' rear lights. There is also the etymology of some of the nautical terms that in some instances have migrated into daily use. But I have never heard of the term 'Baggywinkle' yet...

The **Aston Martin Owners Club** Quarterly informs us that the Guy Griffiths archive of motor racing photographs is now available for research. The contact is Michael Hammond. info@guygriffiths.co.uk

A fascinating record of activities of the traction engine movement is depicted in the special 60 year magazine of the **National Traction Engine Trust**. The October magazine has a feature on the 25th birthday run with a list of participating engines and their pilots. The launch of the completed four inch scale Burrell which is the result of several years of hard work by the Steam Apprentice Club at Old Warden is also recorded.

The **AC Owners' Club** magazine has a photograph of Errol Flynn in what is described as a 1937 AC: where is it now?

The newsletter of the **Vauxhall Owners' Club** continues the search for the Vauxhall owned by the famous (notorious?) Amy Johnson. Any ideas out there?

The **Riley RM Club** magazine informs us of a new Riley RM Workshop Manual publication which will be invaluable to owners of these cars. Sadly, there is also notification of a stolen car, MXT 450.

The **Standard Motor Club** magazine has a photograph of a really challenging restoration project in the form of a V4 recently unearthed in the Lake District. Progress reports on the restoration are eagerly awaited!

The **Citroen Car Club** magazine has another article on French car breakers' yards with the news that the glory days of fossicking about in the French countryside are rapidly becoming but a fond memory. There is an article on a similar vein in the **Deux Chevaux Club of Great Britain** magazine. But do not despair, an article in another issue describes a nest of DS models in the village of Guenroc in Brittany.

The **Highland Classic Motor Club** has a cautionary tale about batteries and the precipitate failure of a so-called maintenance-free example which was revived with condensate. There is also a brief history of the evolution of the tax disc to commemorate its demise.

The **MG Car Club** magazine has an article on the application of a modern spacesaver spare wheel for use in an MGA. It seems that a space-saver from a pre-1965 Saab 95 is just the job.

There is a brief, but very interesting history of the Carroll Shelby Cobras in the **Swansea Historic Vehicle Register** magazine.

There is the sad tale of the Aveling road roller marooned on the island of Papay Westray in the Orkneys in the **Road Roller Association** Journal. It was delivered there in the 1960s.

There is a magnificent centre spread of a Hurricane at the Goodwood Revival in the **Armstrong Siddeley Owners Club** magazine. Another edition shows a 1936 20/35 being loaded into an air freighter (a 747 derivative?)

There is an interesting article on the twin-cam SM engines used in the HRG cars of the 1950s in the magazine of the **Singer Owners' Club**.

A tale of dogged perseverance and determination to secure an age-related number for a re-build is outlined in the journal of the **Velocette Owners' Club**.

A detailed description of how to accurately set your ignition timing is outlined in the Journal of the **Vincent HRD Owners' Club** magazine. Congratulations to Jacqueline Bickerstaff on her election as a vice president of the club.

There is a photo-reportage of Morris Viceroy coaches in the **Morris Commercial Club** magazine. It is stated that none of these splendid-looking beasties survive – unless you know better... Some feedback received about the survival of travelling Post Offices such as GPO 3. GPO 2, which has a Seddon Tractor unit, is at The British Postal Museum and Archive. GPO 1, also with a Seddon Tractor unit has lost its number, and according to the 2011 edition of Post Office Vehicle Club (POVC) book of Preserved Vehicles, was last seen in North Yorkshire in a derelict condition.

The **Bullnose Morris Club** magazine has an article on the financial gymnastics performed by William Morris as he consolidated his empire.

The **NECPWA** News reports on the End of Season Rally held at Beamish in late September every year and pronounces it to be an event well worth your patronage. There is also the disturbing story of the Graf Stift in which Franz Joseph, the Emperor of Austro-Hungary was riding when he was assassinated. Subsequent to this melancholy incident it survived and developed an unenviable reputation for killing its drivers until it was safely incarcerated in the Museum of Military History in Vienna.

The **Sunbeam Lotus Owners' Club** has some useful guidelines on the values of their cars and puts up some statistics which suggest that asking prices for good examples are rising significantly.

The **Traditional Car Club** has an interesting list of motoring firsts that would form the basis for a fairly argumentative quiz night!

There is a fascinating article on electric horns in the **Octagon Car Club** magazine while electrical fault finding is the theme of an arresting article in the magazine of the **Morris Minor Owners Club** magazine.

An amusing photograph on the cover of the **Southern Daimler and Lanchester Club** magazine shows a main street in Stockholm at 5 am on Sunday 3 September 1967 when Sweden changed from left drive to right. I wonder how long it took them to sort it out?

The **Association of Singer Car Owners'** magazine has an illustrated up-date on the restoration of George Singer's grave in the London Road Cemetery, Coventry.

How things have changed! Compare the specification of a modern Ford Transit with its 1950s ancestor, the Ford E83W. The **Ford Sidevalve Owners' Club** magazine reminds us that in Ford's marketing philosophy of those times, the basic vehicle was just that. No passenger seat, and all other fripperies were extra to the price.

The **Dellow Register** Gazette is full of photographs of their cars being used in full-blooded competition – as they were intended for.

The front cover of the journal of the **Daimler and Lanchester Owners' Club** is a topical reproduction of a delightful 1914 (?) poster entitled 'Active Service'. Inside, there is yet another article about Lady Docker which tells us that film maker Mark Darby Slater is collecting all the information he can about her with the intention of making a film. All anecdotes to MarkDarbySlater@gmail.com.

The **Shuttleworth Veteran Aeroplane Society** tells us that the season's premier air show will take place on the 70th anniversary of D-Day (Sunday 3 May). Congratulations are in order for the Society in it being awarded the Queen's Award for Voluntary Service by the Lord Lieutenant of Bedfordshire. I have the greatest respect for the rebuilders and maintenance engineers of historic aircraft. It is bad enough when your pride and joy stops by the roadside. When your aeroplane stops, you die...

There is an interesting development reported on in the **Pre-1940 Triumph Motor Club** magazine. It seems that a production run of some 18 Alfa Romeo straight 8 engines is under way and there is conjecture that a Triumph version could be a possibility...

In these days of potholes and winter weather, the **Yeovil Car Club** reminds us that splashing a pedestrian is an offence under Section 3 of the Road Traffic Act which relates to careless and inconsiderate driving with a maximum fine of £5,000.

Some useful thoughts by Mark Twain in the **Rover P5 Club** magazine: 'Be careful about reading health books. You might die of a misprint' and: 'Get your facts first, then you can distort them as much as you please'. The magazine also recommends Tesco tyre and bumper spray – not for its intended use, but to recondition door rubbers and seals. It is also useful for the vinyl part of seats and trim.

The scope of preservation extends yet further. There is an interesting article on the restoration of a farm trailer and the research into its origin in the splendid magazine of the **Vintage Tractor and Engine Club**.

The photo-reportage of the VHRA on Pendine Sands in the journal of the **National Street Rod Association** suggests that this was 'a reet good do'. And they do the same sort of thing in New Zealand, it seems, as there is *another* photo-reportage of the festival at Whangamata.

The **Sentinel Drivers Club** Transport News has a comprehensively illustrated article on the surprisingly large number of Sentinel Steamers supplied to the military in the Great War.

An intriguing and stylish special is illustrated and described in the **BSA Owners' Club** journal. It consists of part of a C15 engine with a Starfire barrel, a Villiers gearbox, the fuel tank from a Moto Guzzi and cycle parts that are predominately MZ - but modified to give monolever rear suspension. Securing an age-related number for it might prove to be a challenge!

Is this the end of an era? Chris Dalby of Austin Seven Services of Kirky Wiske has retired and sold some 35 tonnes of stock. This sad news is reported on in the **Bristol Austin Seven Club** newsletter.

Yet another car has succumbed to the temptations of a five-speed Sierra gearbox. There is a detailed, well-illustrated article in the **6/80 & M.O Club** magazine on the application to a Wolseley 60/80.

There is always something interesting to read or to look at in the **Pre-1950 American Car Club** magazine. This month there is a fascinating story about the origins of the name for Chicago's vast international airport, O'Hare International. Another edition of their magazine has photo-reportage of the RoG Trophy winners and their very impressive vehicles.

There is a reminder of the perils of algae growth in fuel systems as a result of infrequent use of diesel in the **Scammell Register** Newsletter.

Interesting tales about Ariels in the November issue of the **Ariel Owners' Club** magazine. There is a 1948 Red Hunter in Prince Albert of Monaco's Museum and the 1958 Ariel Cyclone once owned by Buddy Holly has been sold for \$457,500. It is to be put on long-term loan in the Buddy Holly Museum.

The **BMW Historic Motor Club** tells us that it is 80 years since the agreement for AFN to import BMW products under the brand name Frazer-Nash-BMW was made.

A member recommends the use of vinegar to re-rust the waterways in a cast iron cylinder block in an article on the **Austin Counties Car Club** magazine.

The magazine of the **Model T Ford Register** suggests that if you fancy something really unusual as a birthday present, how about a recreation of a WW2 Bren Gun carrier? One can be yours for £25,000 Google 'tanked up Carden Loyd' and all will be revealed.

Something I have never thought of appears in the magazine of the **Lea-Francis Owners' Club**: a very detailed comparison of open ended spanner sizes.

The **Rochdale Owners' Club** magazine reminds us that the Titanic was not alone. She had two sister ships, the Olympic and the Britannic. The Britannic was sunk by an underwater mine in 1916 but lessons had obviously been learned as in the 55 minutes that the ship remained afloat 1036 of the 1066 people in board were rescued. The Olympic soldiered on in an uneventful life up to 1939.

Some more random and unusual statistics about motoring in the 1930s are listed in the **Austin Ten Drivers' Club** magazine, including the remarkable fact that if you passed your test for riding a motorcycle in 1935 you were automatically qualified to drive a car.

Congratulations to the **Imp Club** on being awarded the 'Most Interesting Selection of Cars' award at the NEC. The presence of the extraordinary Bettson motorcycle with its two-litre V8 Imp based power unit must have helped. And good news in the stopping department: Imp disc brake kits, having been researched and tested by a final year student at UCL for his dissertation, are now available. The **Austin Healey Club** collected the award for the best stand at the show.

The **Austin Champ Owners' Club** magazine enlightens us as to the sad fate of many of these highly distinctive beasts. Apart from the obvious, being sold off or used as a source of spares, they were used for target practice on firing ranges and a ballast on ships – only to be dumped as scrap once the ship had arrived at the port.

A delightful seasonal image from the 1930s graces the cover of the **Morris Register Magazine**. Inside, is an illustrated article on the manufacture of honeycomb radiators. There is also a piece on the arrival of the clipper 'City of Adelaide' in the port. After lying derelict in Scotland for more than 50 years, the Scottish Maritime museum accepted a bid from Adelaide and so the oldest of the two surviving Clipper ships is to be restored (the Cutty Sark being the second oldest). There is also a tantalising reference to the Etretat-Benoueville hillclimb in France. Can anyone enlighten us further?

The magazine of the **Delorean Owners' Club** is as eye-catching as the cars themselves. Members of the club spent an interesting day at the Lightning Preservation Group at Bruntingthorpe which would seem to have been an excellent day out.

The **Reliant Scimitar and Sabre Owners' Club** magazine has an article on earthing - a subject that can be a major issue on cars with a high GRP content.

The **Alvis Owner Club** bulletin discusses the pros and cons of positive and negative earthing systems.

The **Scottish Vintage Bus Museum** noted that the Forth Road Bridge was to celebrate its golden jubilee in September: and so it was that three historic buses came out to play on 4 September.

The **Western Desert Recce Group** Introduces Beatrice, a Ford Model T which will be the centre-piece of their WW1 project about the Light Car Patrols (LCP), predecessors of the WW2 Long Range Desert Group. It was collected on 13 December after a 750 mile round trip to Tuckett Brothers, in Buckinghamshire. The project has been funded by the Heritage Lottery Fund (HLF) and will run for two years and will be raising awareness and education of the war in the desert and the involvement of British and Commonwealth forces involved in the LCP.

WELCOME

Welcome to the following organisations that have recently joined the FBHVC.

Club

Carrickfergus Classic Car Club

The International Guild of Specialist Engineers

Museum

The National Motor Cycle Museum

The C M Booth Collection

Trade Supporter

VP Racing Fuels Inc.