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FEDERATION OF BRITISH HISTORIC



INSIDE
Bio-fuel update
Continuous Insurance
DVLA news
AGM report

NEWSLETTER No 6, 2010

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"...to uphold the freedom..."

NEWSLETTER

No 6, 2010

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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 nearly 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.

Editorial

It was a pleasure, as always, to meet so many of you at the AGM in October. There was plenty of lively discussion on wide ranging topics, with the DVLA high on the agenda for the AGM itself as well as the main theme of the afternoon's conference. The minutes of the AGM and the conference are available to download from our website.

One item from the meeting illustrated very well a long-standing problem. A question from the floor about ethanol in fuel showed that, although we have been writing on this subject since 2008, our message has not necessarily got out to individual club members. Please club editors, can you find space for some of this newsletter in your own publications? We can provide these pages electronically as a .pdf or .rtf file that can just be slotted in - and all our back issues can be downloaded from our website.

As this is the last issue for 2010, on behalf of the Federation's board I do wish everyone a very merry Christmas and a happy New Year's motoring.

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Cover photo: This 1902 de Dion Bouton is at the last check point on this year's London to Brighton Veteran Car Run.

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UK LEGISLATION

David Hurley

It has been a much quieter time for us of late with no outstanding consultations for us to answer.

Motor Fuel Regulations

There has been no feedback on this closed, then re-opened, and then closed again consultation as yet. We understand that a report from a consultant has been submitted to DfT and should be published on their website by the end of November. We do have some news on bio-fuels, particularly relating to motorcyclists, elsewhere in this newsletter however.

Historic vehicles and MoT testing stations

Following many comments received from individuals and clubs who have experienced attitude problems with some testing stations we are considering compiling a list of MoT stations (to be on our website) who welcome historic vehicles and have the specialist knowledge to be able to deal with their particular MoT requirements. We envisage splitting the list into various specialities such as cars, motorcycles, commercials etc. We would welcome and encourage our members' input here – please contact the secretary giving full contact details and the proposed specialist category of the garage.

DVLA

The DVLA have offered to host a question and answer session for our member clubs. Questions will have to be submitted in advance in order to ensure that the correct DVLA people are in attendance. Clubs who would like to take part should contact the secretary with their queries. So that everyone can get the most out of this event it would be helpful if the questions were on general matters of procedure and not about specific cases. For help with specific individual queries please do contact our DVLA liaison officer, Nigel Harrison.

The event is expected to take place in the New Year, probably in the Bristol area and it will be mid-week. Until we know how many clubs would like to participate we cannot book a venue, so please do contact the secretary with your queries as early as is practically possible. The event will be strictly by advance, but free, ticket only and we may have to limit clubs to just two representatives each.

EU LEGISLATION

(Extract from FIVA's regular update provided by its lobbying service, EPPA)

Second meeting of the European Parliament Historic Vehicle Group

The second meeting of the European Parliament's Historic Vehicle Group took place on 19 October in Strasbourg. During the meeting Horst Brüning, FIVA's president and FBHVC's Andrew Burt gave a presentation about the definition of a historic vehicle. They explained that a wide range of definitions are currently used in both EU and national laws and that ideally one common definition would be recognised by decision makers and in law. They then detailed the FIVA definition, explained its rationale and the importance of a definition allowing regulatory audiences to understand why historic vehicles should be treated differently to all other vehicles, especially to all other 'older' vehicles. Horst Brüning and Andrew Burt explained that the existing variety of definitions has not created any major practical problems to date, but that as legislation with exemptions for historic vehicles increases (which is likely because of the development of Intelligent Transport Systems and LEZs) there will be a heightened need for a common definition to avoid problems and make life simpler for owners, regulators and law enforcers in the future. They therefore urged the MEPs to help FIVA to promote and achieve a common definition for future use in EU legislation. The MEPs expressed their surprise at the current situation and agreed that they would aim to help FIVA in its objective.

Roadworthiness Testing – Commission considered consultation responses

FIVA contributed to the European Commission's consultation on a possible amendment to the 1996 Roadworthiness Testing Directive in September. The existing Directive allows Member States to treat historic vehicles differently to other vehicles in their national testing regimes. However, the definition of a historic vehicle in the existing Directive is not satisfactory as it is: *'certain vehicles operated or used in exceptional conditions and vehicles which are never, or hardly ever, used on public highways, including vehicles of historic interest which were manufactured before 1 January 1960 or which are temporarily withdrawn from circulation'*. In its submission FIVA has therefore said that this definition should be changed to reflect



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the FIVA definition. FIVA also explained that there is likely to be an increasing need for historic vehicles to be treated differently as testing will increasingly rely on highly sensitive automated machines. This lack of human intervention and reliance on equipment designed for modern vehicles may well lead to historic vehicles unfairly and unnecessarily failing tests. Hence the need for historic vehicles – appropriately defined - be allowed to be treated differently to modern vehicles. FIVA also made the point that historic vehicles include all vehicles – i.e. motorcycles and commercial vehicles as well as cars.

FIVA will meet with the European Commission before the end of the year to explain further its views. FIVA hopes that the Commission will recognise the need to maintain the special provisions for historic vehicles and recognise the need to change the definition so that it mirrors the FIVA definition.

FUEL NEWS

It came as a surprise to the legislation committee at the AGM when a questioner from the floor asked if the Federation was going to do anything about the problems historic vehicles are likely to face with the proposed increases in ethanol in petrol. Regular readers will know that we have been writing on this topic since 2008 and also have information on our website. This does illustrate very well a point that the editor has been making for many years: we can publish news of interest to historic vehicle owners but unless clubs then include this news in their own newsletters the ordinary club member will never get to hear about it. Please, club editors, do consider using at least part of our publication in your own newsletters and magazines so that your members are aware of the latest legislation and news that is likely to affect them.

We have summarised very briefly below what we have done and what we know about bio-fuels so far. There is a very comprehensive document on our website www.fbhvc.co.uk which gives much more detail.

Background

The EU has issued directives to increase the uptake of renewable fuels throughout Europe as part of the campaign to slow climate change. In addition,

air quality concerns have been responsible for progressive reductions in sulphur in heavier fuels such as diesel. The net outcome of these EU directives is the inclusion of bio-ethanol in petrol, and inclusion of components such as vegetable oils in diesel fuels, in addition to the reduction in sulphur content.

Bio-diesel

There may be some problems with seals as well as with fuel stability. A materials compatibility chart is available on our website to check that you are using the correct products. It is strongly recommended that bio-diesel is not stored for any length of time as fuel stability problems may well result in the formation of sludges which can block filters and injectors.

Petrol

Petrol driven vehicles face some different problems although there are still compatibility issues with seals etc and again there is a compatibility chart on our website. Previously applied tank sealants, unless specifically designed for use with ethanol, are also likely to cause problems. Motorcycles with fibreglass tanks must check that the type of GRP used is compatible with ethanol – see below for more detail on this. Some vehicles may suffer from increased vapour lock tendencies when using fuel containing ethanol. Prolonged storage of petrol containing ethanol is not recommended as water may be absorbed, increasing the risk of corrosion within the fuel system. If it is impossible to avoid the use of fuel containing higher levels of ethanol, remember there are fewer problems with potential corrosion if fuel is consumed quickly, as on a long journey. The greatest risk of corrosion problems will result from prolonged storage of fuel in the tank.

Additives

The Federation has been very active here introducing the manufacturer of suitable additives to improve fuel stability to companies who wish to retail these products. The Federation intends to initiate a testing programme for additives with the intention of formally endorsing those products that really do work just as we did with lead replacement additives. We are also researching suitable tank sealants.

The future

One of our legislation team was part of the Department for Transport's Stakeholder Group and

attended several meetings on bio-fuel in 2009. As a result of these meetings the DfT commissioned a report on the effects of ethanol on older vehicles. This is due to be published at the end of November.

Fibreglass fuel tanks

Motorcyclist using fibreglass fuel tanks face special problems. We first needed to know the legal position on the use of these tanks:

Motorcycles used on the road must comply with Regulation 39 of the Road Vehicles (Construction and Use) Regulations 1986. This requires that fuel tanks fitted to vehicles first used on or after 1 July 1973 and used to contain petroleum spirit are made of metal. However for a two-wheeled motorcycle first used on or after 1 February 1993 this requirement does not apply.

Instead of complying with the above the vehicle may comply with the requirements of EC directive 70/221 insofar as they relate to fuel tanks or EE Regulation 34 or 34.01. However both of these apply to passenger cars so it is unlikely many, if any, motorcycles are approved to these.

Therefore a two-wheeled motorcycle first used between 1 July 1973 and 31 January 1993 must be fitted with a metal fuel tank if it runs on petroleum spirit.

All new mass produced motorcycles must comply with the European Directive 2002/24/EC which requires fuel tanks to meet Chapter 6 of 97/24/EC. This sets out a range of specific tests for tanks made of materials other than metal including permeability, shock test, mechanical strength, resistance to fuel and fire resistance.

Amateur build motorcycles must meet motorcycle single vehicle approval. No material specifications are given. The tank will be checked to ensure it is secure, does not leak, does not foul moving parts is not positioned near a heat source such that a leak will cause a fire hazard, is not subject to a corrosive environment likely to cause premature failure and is suitable by design to adequately carry out the function for which it is fitted. Additionally the filler cap will be checked for presence, security and that it incorporates an adequate sealing arrangement.

At present we cannot offer any permanent solution to anyone who is experiencing a problem with a

non-compatible fuel tank. There are compatible tank sealants available but it is not yet known how well these will stand up to prolonged use on GRP. Until we have firm data our advice is to replace the entire tank with one made of a guaranteed compatible material. We hope to have more information on this in future issues of the newsletter.

LONDON TO BRIGHTON VETERAN CAR RUN

Financial Impact Assessment

Roger Wrapson

Participants in this year's London to Brighton Veteran Car Run on 7 November had bright sunshine and a cold easterly wind to contend with, in direct contrast to last year's torrential rain. Spectators watching the finish in Madeira Drive on Brighton's sea front were also invited to participate in a financial impact assessment survey run jointly by the Federation and the University of Brighton's Business School.

The final check point of this year's Brighton Veteran Car run at Preston Park just outside Brighton where this year the Federation conducted a financial impact assessment of the run on Brighton, in conjunction with Brighton University Business School. The car is a 1903 Napoleon.



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The survey was carried out by students from the university and was designed to establish how far spectators travel to watch the event and how much they spend on the day, with the overall aim of assessing the financial value of the event to Brighton.

Over 600 spectators were interviewed throughout the day in several locations on the route into Brighton including a number of visitors from Europe. A separate survey will be carried out among the successful 433 competitors who reached Brighton and enjoyed a formal dinner that evening.

It is anticipated that the results will be available early in the New Year.

The Federation will be starting its own regular survey assessing the value of the old vehicle movement to the UK's economy early in the new year when, this time, the questionnaire will be carried out electronically via the Federation's web site. The last survey carried out in 2006 showed that the historic vehicle movement was worth £3 billion annually to UK PLC.

DVLA

Nigel Harrison



Reconstructed classics - revised definition

If there is not the required pre-1983 evidence available to register the vehicle under its original number using the V765 scheme, (or if the original registration number is not known), the fallback position is to apply for an age-related number. The DVLA local office would allocate an age-related number based upon the definition contained in the recently revised information leaflet INF26, which is titled *Guidelines on how you can register kit cars and rebuilt or radically altered vehicles*. The most relevant revised section is headed Reconstructed Classics:

'The reconstructed classic category is intended to support the registration of unregistered classic vehicles. Reconstructed vehicles must comprise of

genuine period components all over 25 years old, and of the same specification. The appropriate vehicle enthusiasts club for the marque (make) must confirm in writing that following inspection, they authenticate that the vehicle is a true reflection of that marque and that it meets the above criteria. This written confirmation must support an application to the [DVLA] local office. An age related registration number will be based on the age of the youngest component used.

Reconstructed classics or replica classic vehicles built to original specification using a mixture of new and used components will be issued with a Q registration number. The vehicle must have IVA, SVA or MSVA.'

The major change is that the vehicle must be inspected by the 'appropriate vehicle enthusiasts club for the marque'. If an age-related number is being applied for, the vehicle will need to comply with the definition above, and the club letter will need to contain the key phrases from the above definition.

I would also draw your attention to the likely outcome in registering a vehicle which is built to

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original specification, but using a mixture of new and used components. The full document is available to download at www.direct.gov.uk then search using INF26.

Failed claims for original registration numbers

During the Federation's visit to DVLA in October, we visited the section that deals with V765 applications, and saw three examples of failed applications. It might be instructive to outline why those particular applications failed.

Case 1: a pre-war vehicle with special body. There were photographs of the vehicle and a letter from a specialist club. However, there was no V55/5 (the form to register the vehicle), no V765 (the form to claim the original number) and no evidence to link the registration number to the vehicle, (typically, a certified copy of the original old style logbook). The specialist club should have known better than to allow such a poorly prepared application to be sent.

Case 2: a pre-war vehicle. There were photographs of the vehicle, 'evidence' from the internet, and a long letter from the owner. There was no V55/5, no V765, no pre-1983 evidence in 'certified copy' form, and no covering letter from a sponsoring club. This was a 'full house' in terms of how not to mount a claim for a particular number. It certainly looked as though the owner had not approached the appropriate specialist club for their advice.

Case 3: a post-war vehicle. There was a photograph of the vehicle, completed V55/5 and V765 forms, and a certified photocopy of a tax disc. Unfortunately the photocopy of the tax disc was only certified by the club. Certified copies of documentation in the owner's possession (e.g. old style logbook, tax disc, insurance certificate, plating plate, etc) need to be certified by a DVLA local office, as defined in the V765/3 guidance notes, which every V765 scheme member club has been issued with. Copies of archive documents, e.g. registration registers, would need to be certified by the document owner, which typically would be a local authority. This application almost passed. I would expect that a reapplication with the tax disc certified by a DVLA local office would be successful.

DVLA are more than happy for the claimed registration number to be reunited with the vehicle, provided the fairly straightforward criteria are met,

and there are no other reasons why this registration number can't be used on that vehicle perhaps because the number has been transferred to another vehicle, or is on retention.

If an owner or a club feels that an application has been unfairly rejected, the Federation can look at the evidence, and possibly make suggestions about what additional information is required. However, if the documentary evidence does not exist, there is no point in resubmitting an application to DVLA.

Resubmitted Applications

DVLA make archive copies of all the documents supplied with both successful and failed applications, and the original supplied documents are returned to the owner. This means that when a failed application is resubmitted, the new application is compared with the previous one. When a resubmission is prepared, the reasons why the previous application was rejected needs to be addressed. In 2009 there were around 2800 V765 applications and around 400 of these were rejected. This is all wasted time and effort, both by the owner, the sponsoring club (if there was one) and by DVLA.

It is perfectly understandable than an owner who has never been involved with a V765 application could be unfamiliar with the actual procedure. However, I would expect that the club signatory should be familiar with these procedures and should be carrying out a vetting service on the quality of the information that is supplied. Club signatories are there to guide the applicants. If the documentary information does not fit the DVLA requirements, (as defined on the V765 form) it is a waste of everybody's time to submit that application.

Example. On the initial application a club had forwarded documents to DVLA indicating that a vehicle had a replica chassis. When the owner was notified that this would lead to a Q plate being allocated, the owner requested that the application be withdrawn. A few months later, a slightly revised application was submitted, where the replica chassis was not mentioned, and the club letter was ambiguous. As is standard practice by DVLA, the previous application was looked at, and compared with, the new application. The club was requested to clarify the inconsistencies between the two applications. In this case, the reputation of the club was on the line.



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Information distribution

The information in the Federation's Newsletter is designed to keep you informed about what the Federation is doing to 'uphold the freedom' to continue to use our historic vehicles. The intention is that the information is there to be passed on to individual club members, based on the editorial judgement of a club's magazine editor. Some clubs have a regular section using such extracts but other clubs make no mention of our work.

A good example of why this can be important came up recently. A club member wanted to have the engine number and capacity corrected on a V5C and assumed that just sending off the amended V5C would be sufficient. The additional complication was that he was in the process of selling his vehicle, and quite reasonably, the sale could not take place until the V5C was corrected. The owner was not aware that DVLA requires independent verification of engine capacity changes, which for an historic vehicle, could be a suitably worded letter from the appropriate specialist club. This subject was covered in Federation Newsletter No. 2, 2010, but the owner was not aware of this information, possibly because it had not been reproduced in his club's magazine. The consequence of this delayed the receipt of a corrected V5C, and the possible loss of a sale. Note that changes in cylinder capacity, together with the independent verification should be made at your DVLA local office. With an historic vehicle a change in engine capacity does not affect the nil duty being paid but unfortunately the Federation has not been able to convince DVLA that historic vehicles should be exempted from the requirement for independent verification of capacity changes.

New V5C and scrapping update

When taking your vehicle to an Authorised Treatment Facility (ATF) i.e. dismantler, the key phrase in the process is 'intention to discard'. This means that the dismantler can choose to scrap the vehicle, or treat it as a used vehicle and sell it. On the V5C you need to fill in the V5C/3 section, (the yellow part), get the dismantler to sign it, and then you, as the former owner, post it to DVLA. If the dismantler scraps the vehicle, they generate a Certificate of Destruction (CoD), and pass it on to you as the former owner. If a CoD has been obtained this ends the keeper's responsibility for the vehicle.

If you have scrapped the vehicle yourself, with an old style V5C, just tick the scrapping box. This will

no longer be shown on DVLA records as a scrapped notification but the record will be amended to show that you no longer have the vehicle.

If you have a new red V5C, which does not have the scrapping box, as explained in the last Newsletter, it is a slightly different procedure. In the original DVLA press release, the option of self-scrapping is not mentioned, and it could be implied that if you self-scrap, and don't take it to an Authorised Treatment Facility, then forever and a day you will be SORning the vehicle. The DVLA press release says:

'The 'scrap' box has also been removed because all cars, light vans and three-wheeled motor vehicles-excluding motor tricycles, must be taken to an Authorised Treatment Facility, who should issue a Certificate of Destruction (CoD). Vehicles other than those already mentioned, should still be taken to an ATF to ensure they are destroyed to environmental standards. Anyone keeping the vehicle but breaking it up for parts, etc, should make a Statutory off Road Notification (SORN) to let DVLA know that the vehicle is being kept unlicensed and off the road.'

However, on the leaflet called *Your Registration Certificate (V5C) and you* (INS160, 7/10) which is sent out with the new red front V5C, is the following: 'If you have broken up the vehicle yourself, you must either tax it or tell us you are keeping it off the public road by making a SORN, until you take it to an ATF or tell us you no longer have it.'

I would draw your attention to those last eight words, 'or tell us you no longer have it', which for whatever reasons were not on the DVLA press release. The logical approach is that if you still have the key remnants of the vehicle, e.g. the chassis or bodyshell, you will still need to keep declaring SORN. However, when you dispose of those key remnants, you fill in the V5C/3 section that is called *Selling or transferring your vehicle to a motor trader, insurer or dismantler*. If the dismantler or, for example, foreman in charge of the Local Authority metal recycling skip is reluctant to sign his section of the V5C/3, then send the entire V5C, together with a dated and signed covering letter, to DVLA. I would suggest that you make a copy of what you send to DVLA. Within four weeks DVLA should confirm receipt of your letter, and confirm that you are not the registered keeper, and the tax/SORN notices should stop arriving every year.

Continuous Insurance Enforcement (CIE)

The Federation supports the introduction of Continuous Insurance Enforcement, and elsewhere in the Newsletter is information from DVLA on this subject however there are a couple of points that are not mentioned in the DVLA press release.

Where a non-match is made, i.e. the taxed vehicle on the DVLA database does not appear to have its insured counterpart on the Motor Insurance Database (MID) then further checks are made against the other unmatched vehicles on the MID. Discrepancies caused by letters being mistaken for numbers e.g. O and 0, and I and 1 should not generate the Insurance Advisory Letter. Similarly, recently registered vehicles which produce a non-match will be subject to further checks. Some DVLA legacy vehicle data derived from early old style logbooks is particularly sketchy, but hopefully any further checks, if required, will produce a match.

CIE does not apply to SORNed vehicles, so a SORNed vehicle may, or may not, be insured, based on the judgement of the owner.

Below are examples of why a mis-match might occur.

Example 1: a vehicle has been issued with an age-related number and for whatever reason the vehicle is not insured under that registration number. This is possibly because either the vehicle is still insured under its chassis number, or under a number that has been transferred off the vehicle and is on retention. When a new registration number is allocated to a vehicle by DVLA, it is the keeper's responsibility to notify the insurance company of this new information. In this case, contact the insurance company to get the MID corrected.

Example 2: if your vehicle is insured under some form of company or trade group policy where the insurer does not record registration numbers, then it could be anticipated that you will receive a Insurance Advisory Letter. Contact the insurance company to get the MID amended.

Example 3: overdue renewal. The normal insurance renewal notice should arrive in plenty of time to allow for comparison of insurance quotations. In practical terms, if the receipt of your insurance renewal is received by the insurance company beyond the renewal date, it is possible that you will

be sent the initial Insurance Advisory letter. Once again, contact the insurance company.

CONTINUOUS INSURANCE ENFORCEMENT

Stay insured: new penalties for vehicles without motor insurance

Ian Davies, Communications & Stakeholder Management, Continuous Insurance Enforcement Project 2, Change Delivery Portfolio, DVLA.

A new law is being introduced next year that will require taxed vehicles to be insured at all times, not just when in use on the road.

Background

In July 2004 the Government published a report called 'Uninsured Driving in the United Kingdom' that highlighted that the level of uninsured driving was amongst the highest in western Europe. One of the recommendations of the report was to introduce a record-based means of identifying uninsured vehicles. Following a public consultation in 2009 the Government decided to introduce a means of identifying uninsured vehicles by comparing records held on the Motor Insurance Database (MID) with those held by the Driver and Vehicle Licensing Agency (DVLA).

From early 2011 a new law will give the DVLA and the Motor Insurers' Bureau (MIB), who administer the Motor Insurance Database, more powers to deal with registered keepers of vehicles that are taxed but not insured, through the introduction of Continuous Insurance Enforcement (CIE).

Continuous Insurance Enforcement

Uninsured vehicles will be identified by comparing the Motor Insurance Database with DVLA's Vehicle Database. Where a vehicle is taxed, but apparently uninsured, the MIB will issue an 'Insurance Advisory Letter' to the registered keeper advising them of the actions they need to take:

- If not insured, insure immediately;
- If they believe they are insured, contact their insurance provider immediately to check that the Motor Insurance Database has been updated with the correct information;
- Make a Statutory Off Road Notification (SORN) to DVLA so that the vehicle is not included in CIE;
- If they no longer have the vehicle, notify DVLA in writing.

If the keeper fails to undertake one of the above actions and the vehicle remains taxed but not insured, then DVLA will issue the registered keeper with a £100 Fixed Penalty Notice (reduced to £50 if paid within 21 days). Failure to pay the penalty and insure the vehicle could result in court prosecution with a fine of up to £1,000, and the vehicle being wheelclamped or impounded if found on the public road.

CIE does not replace the laws of driving whilst uninsured; that will continue to be enforced by the police.

This new motor insurance law only applies to England, Scotland and Wales (vehicles registered in Northern Ireland, Channel Islands and Isle of Man are excluded from this law as they have their own registration authorities).

For more information on CIE, please visit www.direct.gov.uk/stayinsured

When is CIE being introduced?

The exact date cannot yet be given, but will be in early 2011. Announcements will be made in the press before CIE becomes law.

Historic Vehicle Owners

For historic vehicle owners there are a number of important things to remember.

- **SORN** – if a SORN is made and the tax disc surrendered because the vehicle is not in use, then the vehicle will not be subject to CIE;
- **Pre-SORN vehicles** - vehicles which have been kept off-road before SORN came into force on 1 February 1998 are exempt from CIE unless they are brought back into use, in which case they would need to be insured or a SORN made;
- **Vehicles manufactured before 1 January 1973** – though the vehicle may have a ‘nil value’ tax disc, it is classed as being ‘taxed’ and a SORN should be made if uninsured and not in use;
- **askMID** - if you want to check your vehicle is recorded as ‘insured’ on the Motor Insurance Database, visit the free service at www.askMID.com.

The author has kindly allowed us to print his email address if anyone has any enquiries: ian.davies2@dvla.gsi.gov.uk

FIVA GENERAL ASSEMBLY 2010

Chris Cunnington



The full FIVA committee at this year's General Assembly in Ljubljana.

The Fédération Internationale des Véhicules Anciens, or FIVA as it is more commonly known, is the umbrella organisation for all Federations worldwide. The general assembly took place in Ljubljana at the end of October 2010 and received reports from all of the FIVA commissions.

The incumbent president of FIVA, Horst Brüning was re-elected for another three year term whilst vice president with responsibility for legislation, Winfried Kallinger, standing down after three years' work, was replaced by Tiddo Bresters.

The FBHVC is active in FIVA and two members of our UK board, Andrew Burt and Tony Davies, have been re-elected to FIVA Commissions. Andrew, who is also the senior vice-president of FIVA and provides legal advice and guidance, advised the conference of forthcoming changes to the structure of the organisation. Tony Davies, FIVA director of trade and skills, reported on progress and future plans for a new digital form of survey to be introduced in December 2010. FBHVC's Paul Loveridge was re-elected to the Technical Commission and FBHVC newcomer David Whale was elected to join the History and Heritage Commission. Colin Francis and Andy Steers remain on the Events and Motorcycle Commissions respectively.

The conference was a successful and well supported event. The numbers attending the various commission sessions, where delegates take part and raise points from the floor, was higher and more active than usual and bodes well for future activities in this organisation which is now 1.5 million strong worldwide.

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AGM and CONFERENCE



Bob Wilkinson addressing the meeting. Sat at the top table from the left, Chris Cunnington, Mike Young, David Davies, David Hurley.

We were delighted to welcome almost 90 delegates from 60 or so organisations to the superb surroundings of the Rolls Royce Enthusiasts Club headquarters in Paulerspury on 16 October, by kind permission of the Sir Henry Royce Memorial Foundation. There were no contested elections for the board, indeed with the late withdrawal of Ian Edmunds for the post of Heritage Director there remained a vacancy for that post. A lively debate followed the statutory and formal part of the meeting thanks to a discussion point submitted by Bob Wilkinson of the Ford Y and C Register: 'that the FBHVC member clubs and all associates adopt advertising policies to reduce the trade in cherished registrations from historic vehicles'. The chairman concluded that this was indeed a sensitive issue with roughly a quarter of the delegates in favour of this, a quarter opposed, and the remaining majority in favour of a voluntary irrevocable election by the owner to preserve the vehicle with its original registration mark. The minutes of the meeting are available on the website www.fbhvc.co.uk or by post from the secretary on receipt of a large stamped addressed envelope (with a 'large' stamp as well please).

The afternoon's conference was based on DVLA topics. It was unfortunate that the DVLA were unable to send a speaker at the last minute but FBHVC board members filled that gap and Annice Collett of the Vintage Motor Cycle Club gave an excellent presentation on the special problems experienced by motorcyclists when registering, re-registering or claiming back original numbers on their machines.

The DVLA have offered to host a workshop/seminar for clubs who can submit questions in advance via this Federation which will allow the correct DVLA personnel to be in attendance. Clubs should submit

their questions via the secretary. The questions should ideally not be on a specific case but on a more general topic.

The notes from the conference can be found on the website or are available by post from the secretary on receipt of a SAE.

MEMBER ORGANISATIONS

Welcome to the A40 Farina Club and South Yorkshire Transport Museum who have recently joined us.

RBS Ltd, Earley Engineering, Gilbert-Smith Associates and Matt Foy have recently joined as trade supporters.

The complete list of clubs, museums and trade supporters can be found on our website. The events page also lists all events being held by these organisations, including Drive It Day on 17 April 2011.

TRADE AND SKILLS

Tony Davies

You may recall the trade and skills questionnaires we sent out to clubs, museums and trade supporters during 2009 and the report I gave at the Federation's AGM in October this year on their analyses and limited success. I believe we need to progress this work still further and so at the FIVA General Assembly in October I announced the forthcoming launch of a new web-based questionnaire for clubs, museums and professionals for national federation (ANF) websites. This straightforward questionnaire is aimed at seeking your opinions on the availability of skills and services for historic vehicle repair and restoration and should take about 10 minutes or so to complete via the use of 'tick boxes' and a few free-field boxes seeking your experiences.

In the first instance FIVA will limit the number of ANFs asked to contribute to this work to about five or six before a more comprehensive roll-out to all ANFs during 2011. I would very much like our Federation to be in the vanguard of such work and seek your cooperation in completing the questionnaire when it is launched. I expect this to be either December 2010 or January 2011.

Completing the web-based questionnaire will be a straightforward process and the analysis will be done on-line to provide almost real-time results. However, we may wish to seek the views of some of our trade supporters on a one-to-one basis to get more detailed views from those who have undertaken a significant volume of repair/restoration work on historic vehicles. If you, as a professional, would like to be consulted on such a basis please let the secretary know as soon as possible so we can plan for such visits.

In the meantime please keep your eye on our website for developments and you will be notified of the launch of the web-based questionnaire via the usual email system.

Thank you for your time and I look forward to reading your views on the availability etc. of skills and services for historic vehicle repair and restoration in the UK.

EVENT NEWS

Colin Francis

I have recently returned from the Mountain Challenge in the Alps. The event, which was not a rally, ran mostly in France with excursions into Switzerland and Italy. It was run by our member club, the Classic Rally Association, and was an innovative event for them and the participants. It could be the basis for others although I think the CRA now have a head start and will lead the way for some years to come. As the UK first started historic events it is appropriate that we should also lead the way with this type of event, based on the scatter principle with no set route. The main innovation was that it allowed the use of modern equipment such as satnavs and computers, not that they were always correct, as you had to sort out your own route. Some crews used maps with no modern aids - but how do you check that? Each car had its target in metres climbed or, to put it another way, in cols driven. You had a target to attain each day which varied according to the age of the car and you were given a list of cols each day to get to that target. On most days it listed about 20 cols and you had to reach about 12 to get your target. You proved you were there by taking a photograph. Of the 38 starters only two failed to finish (because of mechanical problems not accidents) and 21 cars reached the target every day. I believe this sort of event has a future and it can be based on any

objective, not just the height of roads.

If you like driving on snow then the Winter Trial 2011 is the event for you as it takes place in Germany, Austria, the Czech Republic and southern Poland at the end of January. There are two categories, sporting and clubmen, and I would recommend the latter as the former involves difficult plotting and a lot of map reading. Both are necessary on the club category but it is not quite as intense. It is Dutch organised and the event is famous for a magnificent prize giving and party but there is a considerable British influence. I have checked the roads are open for the organisers in the last few years and hope to do so again on 23 January next. Full details are on their website, www.classicevents.nl.

The British organised (by the Endurance Rallying Association) third re-running of the famous Peking Paris event has just finished in Paris. Check its excellent website for more information, www.pekingparis.org/80/. How many people know that the first winner, Prince Borghese, had a chauffeur who did most of the driving?

In my view the best historic event ever was first Corse Retro organised by John Brown of HERO. Unfortunately, partly because it was run in Corsica and involved map reading, it attracted very few people. The unfortunate aspect of this is that many events are becoming more navigational. There is little in many historic events for the driver or indeed the car. The final result can often be found by marking the result on a 'table top'. When I first started rallying in about 1960, at the age of 25 (I was a late starter) regularities were practically unknown. Yet they are the mainstay, with driving tests (ugh) of most competitive historic road rallies these days. Tests are a peculiarity mostly confined to these islands but they do test driving skills and some nimble fast cars. However I like the Irish approach when they ask the navigator to get out of the car for a test when the start and finish are in the same place. I hope this paragraph evokes some response and views from members of our clubs.

CLUB NEWS

David Davies

The magazine of the **TR Register** has an obituary for Spen King, the technical director at Standard-Triumph from 1968 to 1974 and subsequently

technical chief at Longbridge for Leyland. www.tr-register.co.uk. Another tribute to him appears in the magazine of the **Swansea Historic Vehicle Register** www.swanseahistoricvehicleregister.co.uk

The magazine of the **Morris Minor Owners Club** has just published its 200th edition, congratulations! The self-same magazine has an article on a very convincing less-than-half-full size model of a 1956 Minor convertible with a 49cc engine - and whilst we are talking about Morris Minors, there is a photograph of a rather elegant FHC Jowett 'Jupiter' which used Morris Minor doors to very good effect. www.mmoc.org.uk

Reminiscences in the magazine of the **Jaguar Enthusiasts' Club** by Paul Skilleter take us through the 'interesting' years following the retirement of 'Lofty' England. www.jec.org.uk

The **Historic Commercial Vehicle Society** News has a fascinating article on the N35 the 'Voie Sacree' set up in 1916 to supply the beleaguered troops in Verdun, complete with some remarkable contemporary illustrations. There is also a feature on two ex- Burton-upon-Trent Brewery fire engines that have survived and have been restored. www.hcvs.co.uk

Safety always has to be borne in mind and a solution to the provision of a high-level brake light on a Morgan that can be used when the luggage rack is deployed is a useful feature in the magazine of the **Morgan Sports Car Club**. www.mscc.uk.com

The **MG Car Club** is celebrating its first 80 years this year and a recent copy of their excellent magazine has a brief but informative biography of George Eyston whose exploits included the world land speed record in 1938 of 357 mph in his seven ton, 73 litre, 4,000 hp 'Thunderbolt'. There is an observation that suggests that we should make sure that our literature is as securely kept as our vehicles as sought after books escalate in value. www.mgcc.co.uk

A piece of interesting intelligence from the **Chester Vintage Enthusiasts' Club**: if you are looking for a replacement engine for your Morris 8 they were used as auxiliary generator engines in Centurion tanks - some of these have been located, reconditioned, in Sweden! www.chestervintage.org.uk

An absorbing tale about an Austin Seven 'Speedy' type 75 that participated at Le Mans in 1925 and which made a repeat and highly creditable reappearance this year is recounted, with superb photography, in the magazine of the **Pre-War Austin Seven Club**. www.pwa7c.co.uk

The **Delorean Owners Club** News gives us details of the number of these highly distinctive cars that survive and where you can find them in museums. www.deloreans.co.uk

The impressive magazine of the **Military Vehicle Trust** contains photographs of the equally impressive contraptions being preserved by its members and an article on the travails of the paddle steamer Medway Queen. At the other end of the scale, there is an account of the last voyage of the RAF seaplane tender from Lympington to the RAF Museum at Hendon. The survivor was the prototype of the class and was tested by T.E. Shaw (Lawrence of Arabia) towards the end of his RAF service. There is also an impressive list of recently reviewed books. www.mvt.org.uk

Among the photographs of painstakingly restored machinery in The Cultivator, the magazine of the **Vintage Horticultural and Garden Machinery Club**, is a delightful study of a miniature 'Triple D' made by combining two Wheel Horse tractors. www.vhgm.co.uk

The **Ford Sidevalve Owners Club** magazine has a helpful and thoroughly researched article on the preparations you should take to ensure a trauma-free MoT test. www.fsoc.co.uk

The **Naylor Car Club** News has delightfully illustrated guide as to how a 'nice girl' should get into (and out of) a sports car. Naylorcarclub.org.uk Time marches on... the **AJS & Matchless Owners' Club** magazine reminds us that when the MoT for motorcycles was first introduced, the test fee was five shillings for a motorcycle - now it is £29.65. www.jampot.com

It is a sad reflection on the times we live in when the **Cornwall Vintage Vehicle Society** feels it necessary to warn of the increase in thefts from historic vehicles attending classic events, apart from the attractions of radiator mascots, there have been instances of briefly unattended picnic baskets disappearing.

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But it seems that thievery has no bounds. An ex-military FV12/5 mobile office has been stolen – along with its DAF transporter from its home in Cheshire. If you see SKD 17 anywhere, contact the police or the **Morris Commercial Club**. www.morriscommercialclub.co.uk

It is impossible to ignore the **Triumph Roadster Club's** Review for July with its golden jubilee rally cover! www.triumphroadster.org.uk

The **Austin A30-A35 Owners' Club** has celebrated its first 40 years and look forward to the next 40. The magazine contains a copy of an official British Rail report into an accident at a set of automatic barriers that is difficult to believe... www.austina30a35ownersclub.co.uk

The **Daimler and Lanchester Owners' Club** magazine recommend a visit to the Royal Collection of vehicles at Sandringham – if you happen to be in that part of the world, and they remind us that the 2011 DLOC International Rally will take place at Sandringham. www.dloc.org.uk

Congratulations on the first 30 years of the **Hillman Owners' Club!**

There is a strong recommendation for the Welsh National Rally in the magazine of the **Vincent Owners' Club**. This involved visiting 18 checkpoints within 15½ hours between 0830 hrs and midnight with a typical mileage of 500 miles through the Welsh mountains. www.voc.uk.com

An initiative that might be worth imitating! A member of the **Bentley Drivers' Club** reported on his participation in a 'Hot Wheels Learning Theme' at a local primary school. In the same edition of their magazine, there is an exquisite cutaway drawing of a Bentley Mk 6 by Douglas Newton. www.bdcl.org

The **Shuttleworth Collection** is looking for volunteers experienced in metal and/or woodwork restoration to help in the conservation of the growing collection of agricultural machinery at Old Warden. Ideally, you should be based no more than 50 miles from Old Warden.

An intriguing little story in Cheval de Fer, the magazine of the **Ariel Owners' Club** - it seems that Witham Specialist Vehicles have quantities

of Harley-Davidson and Armstrong ex-military motorcycles for sale.

The reminder is out and about in plenty of time! The **Bond Owners' Club** will be celebrating their Diamond Jubilee in 2011 the latest edition of their magazine contains a useful checklist for you to apply when buying a used vehicle. www.bondownersclub.co.uk

The magazine of the **Austin Ten Drivers' Club** has a reprint of a 1932 magazine article on the 'Curing of wheel wobble on a well-worn car' – which is probably still quite relevant. www.austintendriversclub.com

The **Austin Seven Owners (London)** magazine has the definitive rules on elastic band racing in the July edition of its magazine. It is often assumed that the only motorcycles that were fitted with Austin 7 engine were the Brough Superiors manufactured in the early 1930s. However, the magazine has photographs of an RCS which is on display in the Sammy Miller Museum and makes reference to another fitted into a OEC frame in 1934 which was raced at Brooklands, as well as a more recent conversion of a Norton 16H which benefitted from the engine from an Austin Ruby – do readers know of any more? www.austinsevenownersclub.com

The debate continues in the Citroenian, from the **Citroen Car Club**, on the subject of chevron (double helical) gears and who really invented them. www.citroencarclub.org.uk

The magazine of the **Mark Three Cortina Club** continues the commendable practice of printing its 'Useful Numbers Directory' 'There is also a fascinating article on how to read a Ford chassis plate. www.markthreeownersclub.com

Stardust, the magazine of the **Sunbeam Talbot Alpine Register** – tell us that another Team Alpine has turned up - RHP 700. Now, where are RHP 701 and RHP 705? www.stardust.uk.com

The **Cumbrian Steam & Vintage Vehicle Society** has reviewed 'Leyland Clocks' – a publication from the British Commercial Museum – which sets the historic records straight on the history of these iconic timepieces. There is also a tribute to the incomparable Tim Holt, who has 'retired' after more than 30 years of involvement in the Steam Gathering.

There is an account of our vice-president, Lord David Steel's success in a Jaguar rally in the New Forest in his 1965 Mk 2 Jaguar in the magazine of the **Borders Vintage Automobile Club** www.bvac.org.uk

There is an intriguing advertisement in the magazine of the **Bullnose Morris Club** extolling the virtues of de-luxe cast iron pistons over aluminium from the Laystall Company and details of a patent application (complete with drawings) for a mower conversion for a Morris. www.bullnose.org.uk

The August issue of the Review from the **Standard Motor Club** has a report on the bi-annual Shetland Show together with an atmospheric photograph of a Sentinel steamer rampant on a Shetland Road. www.standardmotorclub.org.uk

Congratulations to the **Vanden Plas Owners' Club** who have just celebrated their 30th anniversary with a rally at RAF Cosforth.

The **Sunbeam Talbot Darracq Register** has recently celebrated its Diamond Jubilee. The Register also presents us with a disturbing conundrum, as VHS video recording is passing into oblivion, what steps need to be taken to ensure that much valuable material is not lost? www.stdregister.org.uk

There is a brief but fascinating biography of Michael McEvoy, the first president of the **Wolsley Hornet Special Club** in their August magazine. www.whsc.co.uk

Advance notice of the **Singer Owners' Club's** diamond jubilee next year to be held on 16-19 June at Chapel Brampton, Northamptonshire. www.singerownersclub.co.uk

Yet more tales of William Morris appear in the August issue of the **Commercial Transport in Preservation**. www.thectp.org.uk

The **Armstrong Siddeley Owners Club** seem to have celebrated their golden jubilee Year in grand style judging by the photographs in the August edition of their magazine. www.siddeley.com

A fascinating account of one man's experiences with his Velocette 'Venom' over 50 years is featured in 'Fishtail' – the magazine of the Velocette Owners' Club. www.velocetteowners.com

Old Messerschmitts never die! There is a report on the performance of 'Tiger' UOU 361 in this year's MCC Centenary Trial – fifty years since it last took part! www.messerschmitt.co.uk

The **Keighley Bus Museum** assembled an impressive display at the Royal Armouries in Leeds on 19 June – six of which are class 6 tested. The Armouries would appear to be a splendid setting for a static display.

If you should wish to retrofit hazard warning lights to your vehicle, there is a useful article in the September issue of the **Imp Club** magazine. www.theimpclub.co.uk

The rear cover of the magazine of the **Morgan Three-Wheeler Club** has a photograph of the improbable combination of Matchless-engined car attached to an, admittedly, small caravan, the braking distance might have been character-building. www.mtwc.co.uk

There is a request in the magazine of the **Vincent-HRD Owners Club** for anyone with experiences of the 'Picador' engines used in the M.L. Aviation U120D/Vincent Picador project of the early 1950's to contact Peter Jones, who is working on the history of this. He can be contacted at P.O. Box 46, Hall, ACT, Australia or at petulie1@gmail.com

The magazine of the **Invalid Carriage Register** goes into great detail about the intricacies of putting an ex-ministry Model 70 Invacars back on the road and outlines the correct procedure to do this. www.invalidcarrageregister.wordpress.com

Last, but not least, the **BSA Front Wheel Drive Club** tell us that Vintage Tyres have added 450 x 17 and 500 x 16 Waymaster tyres to their range of cross-ply tyres.

DRIVE IT DAY, 17 APRIL 2011

The Drive It Day events page has now been opened on our website for clubs to post details of their DID 2011 activities.



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