



“... to uphold the freedom ...”

# FEDERATION OF BRITISH HISTORIC



INSIDE

Events and Shows

Drive It Day in pictures

## NEWSLETTER No 3, 2009

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

# NEWSLETTER

## No 3, 2009

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### About FBHVC

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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](http://www.fbhvc.co.uk) or sent on application to the secretary.

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### Editorial

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The celebration of the Thousand Mile Run, aka Drive It Day, once again showed the spirit and enthusiasm of the movement. The very many vehicles out on that day proved that we are not involved with 'old bangers' the government is trying to banish from the roads but genuinely cherished cars, bikes, commercials etc. This fourth running of DID was the best supported yet – thank you to everyone that took part, and that includes the spectators that waved enthusiastically as we passed by.

Not everyone is so pleased to see us on the roads however; the Western Morning News of 21 April published a letter from a very disenchanted motorist held up by a slow moving convoy. The answer is – please be considerate in these circumstances, it is vital we retain the good will of the general public. The Guide for Users of Historic Vehicles, section 4 gives some useful pointers: [www.fbhvc.co.uk/assets/pdfs/historic-guide-a5-low%20res.pdf](http://www.fbhvc.co.uk/assets/pdfs/historic-guide-a5-low%20res.pdf) and copies are also available from the secretary.

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*Cover photo: A couple of the 40 or so AJS and Matchless Owners Club members arriving at the Royal Oak in Bishopstone. The picture was taken by the official photographer, Martin Phelps, and more of his work can be seen at [www.photoboxgallery.com/martinphelps](http://www.photoboxgallery.com/martinphelps) – follow the link to Drive It Day.*

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## THIS NEWSLETTER IN BRIEF

**LEGISLATION** on page 3 reports on consultations on continuous insurance, changes to the MoT test, impounding of illegally operated PSVs and HGVs, the Right to Repair and car scrappage

**FUELS NEWS** is concerned with proposals for the introduction of vapour recovery systems. **EU LEGISLATION** (page 4) reports on the successful inserting of an exemption for historic vehicles in ITS legislation.

The first notice of the **AGM** appears on page 5, followed on page 7 by some hints on **COMPANY LAW** for clubs that are registered companies by limited guarantee.

An interesting **DVLA** case is explained on page 6, along with location of surviving motor registration archives and a warning on the expiry of photocard driving licences.

**DRIVE IT DAY** is reported on page 6 with a small selection of the many photos received.

Page 11 has an article on **EVENTS AND SHOWS** in response to several enquiries from member clubs recently.

We welcome new traders and club members on page 12 and **CLUB NEWS** is the usual delightful miscellany, including a large number of anniversary celebrations noted this year.

**EVENT NEWS** follows on page 15 with a review of the latest competitive events of interest to members.

We conclude with a news story on **COMPENSATION CULTURE** a reminder about **SUBSCRIPTIONS** due and a plea for **HELP WANTED** tracing a car.

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*This is the editor's favourite picture from Drive It Day, surely worthy of a caption...*



## **LEGISLATION**

*David Hurley*

### **Delivering Better Services and Fairer Fees**

The proposed consolidation of the operator's license fee of £40 with the HGV test for privately owned preserved commercial vehicles is to go ahead. Our suggestion for an age exemption has been rejected on the ground that cost will still be incurred for 'enforcement'. We are not going to let the matter rest and are currently researching just how many pre-1970 vehicles have been subject to enforcement activity in the past.

### **Local Transport Act - consultation on impounding of illegally operated PSVs and HGVs**

Since this measure would also apply to privately owned and preserved vehicles of this type, our response accepted the thrust of the proposed legislation and apart from certain details agreed with the detailed procedures which incorporate well tried VOSA principles and involvement of Traffic Commissioners. We did however feel that there were compelling reasons for some minor changes to avoid the destruction of offending historic vehicles and also made recommendations that historic vehicles should not be subject to roadside clamping for reasons of security.

### **Minor modifications to MoT test content and fee maxima**

The Federation comments about exemptions for older vehicle number plates appear to have been noted and we have been assured that the VOSA MoT guidelines do make provision for historic vehicles.

### **Continuous Enforcement of Motor Insurance**

Our response supported measures to combat the use of uninsured vehicles, but requested that our concerns about the impact of these proposals on the owners of historic vehicles should be addressed. We raised questions about the accuracy of the MID and also about the extra administrative burden the expected increase in the number of SORN applications would create, as well as the unfair possibility that people could be liable to penalties under the continuous enforcement legislation as well as SORN penalties just for neglecting to renew SORN. We do intend to carry out some further research into the implications of this proposed legislation with the Association of British Insurers.

### **Manufacture and sale of vehicle parts**

A member club has expressed concern that vehicle parts would no longer be available except from vehicle manufacturers and franchises. This rumour had started as legislation forcing manufacturers to share information on service and repair specifications was due to expire in 2010. The Right to Repair campaign gave details of the 'Regulation of the European Parliament and of the Council on type-approval of motor vehicles and engines with respect to emissions from heavy duty vehicles (Euro VI) and on access to vehicle repair and maintenance information' - however as this could only apply to modern vehicles (and commercial vehicles first) it was not considered to be within the scope of the Federation at present, although it was accepted that these more modern vehicles would become historic eventually.

We will continue to monitor this situation both in the UK and Europe.

### **Car Scrappage**

The Budget finally brought an end to the uncertainty about car scrapping. There are restrictions built into the scheme and it is voluntary on both sides: car manufacturers and dealers do not necessarily have to sign up for it and individuals do not have to use it. It is also for a limited period until March 2010, or earlier if the funding runs out. To be eligible for the scheme the car intended for scrapping has to be over ten years old, have belonged to the owner for at least a year and be roadworthy with an MoT.

The FBHVC remit is to look after historic vehicles over 25 years old: our vehicles are not the 'old bangers' at which the scheme is aimed - they are well maintained and cherished and we have a wealth of statistics that prove that classics do not contribute significantly in any way to pollution and greenhouse gases. At first glance this scheme would not appear to affect our members, as most vehicles that age would be worth more than the effective £1000 provided by the scheme, but of course we have to remember that these younger vehicles just might be the classics of the future as well as the future of our members' hobbies or businesses. We do not have the power to oppose the scheme but we are determined to fight to keep our vehicles on the road and preserve our motoring heritage. With the help of our member clubs we can only hope to influence anyone who is considering scrapping an historic vehicle by education and example.

We ask all our members to help spread this message and preserve our motoring heritage as well as uphold the freedom to drive our vehicles. We have been very pleased to note that members we have spoken to since these proposals were announced overwhelming support these views.

## **FUELS NEWS**

### **Petrol vapour recovery equipment**

Motorcycle clubs have expressed concern about proposals for the introduction of petrol vapour recovery equipment to the UK – such equipment is already in use in other parts of the world and has caused problems for historic bikes.

We have had assurances from the industry that the equipment would not prevent any historic vehicles from filling with petrol. We also asked how garages would view historic vehicles which would not be able to use the vapour recovery system, as this might damage their recovery volume targets – but have yet to receive a reply to that question.

When unleaded petrol was introduced the dimension of the fuel filler was standardised which would make the introduction of vapour recovery equipment easier, at least for use on modern vehicles, but the need to create a seal for the system to be effective means there can be problems with older fillers.

## **EU LEGISLATION**

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

### **European Commission moves on Intelligent Transport Systems**

An amendment was drafted to the European Commission's proposal to establish a legal framework for any future EU level action implementing Intelligent Transport Systems in road vehicles, designed to address FIVA's concerns about potential future mandatory use of ITS systems and the associated problems for HV use.

*(7a) Vehicles which are operated mainly for their historical interest and were originally registered and/or type-approved and/or put into service before the entry into force of this Directive and of its implementing measures should not be affected by the rules and procedures laid down in this Directive.*

The reasons for the amendment were given as: *Retrofitting of ITS systems would be practically and technically impossible for many historic vehicles. Consequently these vehicles should be exempted from the requirements of this Directive.*

The amendment was adopted by the Committee but now needs to be approved by the whole Parliament and then agreed by the European Commission and member states. FIVA will continue efforts to ensure this amendment is included in the Directive when it is finally adopted.

### **EU agrees new EU tyre noise proposal**

The EU institutions have reached agreement on the new standards for tyres designed to reduce carbon emissions and noise pollution from vehicles. The exemption, which applies to tyres designed only to be fitted to vehicles registered for the first time before 1 October 1990, was achieved by FIVA and remains in the final text.

### **EU to waive asbestos ban in second-hand products**

The European Commission and member states have agreed that the re-sale of asbestos-containing products that had been in use before the 2005 EU ban on the cancer-causing substance can continue indefinitely in order to allow the sale of older "articles" containing asbestos, such as houses and aircraft. The EP has 6 months in which to oppose the Decision – if it does not, the Decision will be enacted.

## **2008 AGM**

A reminder - the 2008 AGM will take place on Saturday, 17 October at the Hunt House, Paulerspury (by courtesy of the Rolls Royce Enthusiasts' Club and the Sir Henry Royce Memorial Foundation). There will be elections for directors with responsibility for Legislation, Trade and Skills, Heritage and International Liaison. The other members of the board all serve one more year.

The conference, which will follow the AGM, has the theme of 'trade and skills'. We are hoping for an MP to address us on government policy regarding the retention of skills and training of young people; we will also have some of our trade members illustrating the problems that they face today. Remember - without our traders we could not keep our cars on the road.

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## **COMPANY LAW**

*Chris Hunt Cooke*

We have recently been asked about the details that must legally appear on a club's website and communications if it is constituted as a company, as so many are. The requirements are set out in the Companies Act 1985, as amended. The full company name, registered number, registered office address and place of registration (e.g. registered in England and Wales) must be shown on all websites, business letters and order forms. References to a document apply whether it is in hard copy, electronic or any other form. If a company fails to comply it is liable to a fine, as are its officers or any other person responsible. If registered for VAT, the VAT number should also be shown, even if no online sales are made. Printed letterheads and order forms should carry the required details and a convenient way to comply for electronic communications will be to use an automatic email footer. Clubs that make sales online should also consider the Distance Selling Regulations. [http://www.ofc.gov.uk/advice\\_and\\_resources/resource\\_base/legal/distance-selling-regulations/](http://www.ofc.gov.uk/advice_and_resources/resource_base/legal/distance-selling-regulations/)

## **DVLA**

*Nigel Harrison*

Since the last newsletter things have been relatively quiet on the DVLA front. However one ongoing case raised an interesting point on chassis numbers.

### **Missing Chassis Number**

This case relates to a 1920s vehicle which had been bought as a 'bag of bits' for spares. Upon further examination, the owner reassessed his purchase and spent a not-inconsiderable sum in transforming it into an excellent vehicle. Unfortunately there was no chassis plate or paperwork and this particular manufacturer, in common with many of the period, did not stamp the number on the chassis. The chassis number only appeared on the maker's plate, which was missing. By the time it came to the engine restoration, money had run out, so the owner installed a modern engine and gearbox.

To overcome the lack of a chassis number the owner obtained from the appropriate specialist club a list of similar vehicle chassis and engine numbers and from this derived a suitable chassis

number based on the engine number. The owner was quite open about what he did in his covering letter to the DVLA Local Office. This letter also included a dating letter from the specialist club, who dated the vehicle only from photographs, without an inspection.

The DVLA Local Office inspected the vehicle and indicated their intention to allocate a Q registration. What would have caused DVLA to consider allocating a Q plate instead of an age-related number?

The first alarm bell at DVLA could relate to the 'owner allocated' chassis number. The situation of a vehicle without a Vehicle Identification Number VIN (i.e. chassis number) is covered in the DVLA leaflet INF 26, which has the descriptive title of 'Guidelines for the registration of rebuilt or radically altered vehicles'. Where a vehicle does not have a chassis number, the DVLA Local Office will allocate a 19 digit VIN number, and this would be stamped on the vehicle in a manner and position agreeable with DVLA. It was unwise of the owner to attempt to allocate a chassis number.

The second important point is to have a dating letter from the 'appropriate vehicle enthusiasts club'. In practical terms, it is much more difficult to date a vehicle without a chassis number, so the club would need to have access to specialist knowledge. As a precursor to the vehicle inspection by the club it would be expected that the owner would have provided a comprehensive set of photographs. The club doing the inspection need not be a member of the V765 scheme, but it would give a DVLA Local Office additional confidence in a dating letter if the letter were from a club on the DVLA V765 list. In this case the specialist club was not known to DVLA, and that club had not carried out an inspection.

The third point relates to having modern major components, e.g. engine and gear box, in an historic vehicle. There is a points system in INF 26, which relates to claims for an original registration number. However, this points system could equally be applied to determine if a vehicle could be allocated an age-related number, or if a Q registration would be more appropriate. DVLA had been informed that it was not an original engine. However the DVLA inspector would not have the knowledge to determine which other

major components were of a more modern design so would not be able to assess if the vehicle met the points criterion in INF 26.

This case illustrates how an application can take an unexpected turn if the appropriate advice is not taken by an owner from a club that is experienced in DVLA procedures. All clubs on the DVLA V765 scheme list were issued with a copy of INF 26 by DVLA when they were invited to renew their membership of the DVLA V765 scheme. The nub of the problem is that the specialist club used by the owner was not a member of the DVLA scheme, so was unaware of INF 26.

There was good news at the end of this story however, as since the Federation took up the case the owner has been allowed an age related number by DVLA and is of course delighted with the outcome.

### **Location of surviving Motor Registration Archives**

Where there is an application to claim an original registration number and the pre-1983 tax disc or old style log book has not survived with the vehicle, it might be possible to claim the original registration number if the original Motor Registration Register still exists. The location of the surviving archives is listed in a book called 'How to Trace the History of Your Car' by Philip Riden. The second edition of this book was published over 10 years ago, and is now out of print, although some copies are available from the Vintage Sports Car Club in Chipping Norton. The Riden Book is now getting a little out of date regarding the location of these archives.

However, the Kithead Trust do have an up to date list of the locations of these archives, and this can be accessed by going to their website at [www.kitheadtrust.org.uk](http://www.kitheadtrust.org.uk) and click on 'location list'. When printing off the list, sometimes addresses can be slightly cropped. The Trust would be pleased to receive any updated or additional information, which could be added to the list. The list on the Kithead web site could be of assistance to a clubs DVLA Liaison person.

### **Renewal of photo driving licences**

A number of our members have brought to our

attention the fact that the first tranche of photocard driving licence photos are now due for renewal; they are valid for ten years. Although a reminder should be sent, the onus is on the individual to renew in time, at a cost of £20.00. For full details see [www.direct.gov.uk](http://www.direct.gov.uk).

### **DRIVE IT DAY**

Once again we were delighted with the response to Drive It Day all around the country. There really was something for everyone, everywhere within the UK. Our website carried details of member clubs events (and some even had to be flagged as 'fully subscribed' before the day) and has a range of the many, many pictures that were sent in - there are even some video clips on YouTube. Very many thanks to all the clubs and individuals that made 26 April such a special day and for all the feedback about the success of the events. We have also been delighted to note the large sums of money that are being raised by clubs for charity, particularly on Drive It Day. In future we will be conducting some more research into this so please don't be shy about the good work done and let us know how much money has been collected for good causes.

The Federation was again at the Royal Oak, Bishopstone. This pub is a superb venue with a self-confessed classic car nut for a landlord, and also with excellent food and beer. There was an official photographer there on the day and his pictures of the day can be found at [www.photoboxgallery.com/martinphelps](http://www.photoboxgallery.com/martinphelps). There are plenty to choose from as we had over 100 visitors, including about 40 AJS and Matchless owners, but also ex-military, light commercials, and cars of all ages from a rare 1911 White to a modern-day Mustang.

The event is always held on the nearest Sunday to 23 April, so next year it will be 25 April 2010. This day was chosen four years ago to commemorate the 64 cars that set off from London on 23 April 1900 on the first day of the Thousand Mile Trial – an incredible undertaking and one which we believe deserves an annual celebration.

The pictures tell the story of the day far better than words...



*This Messerschmitt created a great deal of interest at the Royal Oak*



*Over 40 AJS and Matchless owners enjoyed the hospitality at the Royal Oak*



*The oldest vehicle at the Royal Oak, a 1911 White from the Forest of Dean. The car is in regular use and is much enjoyed.*



*The ambulance is a 1977 Land Rover FWC and the Land Rover SI is from 1954 (at the Royal Oak).*



*Some light commercials, like this Morris J Type, made it through the narrow lanes to the Royal Oak.*



*The Royal Oak's car park was crammed full from 8.30 am until after 5 pm.*



*The Cornwall Austin Seven Club visited Pencarrow House with the VAR and the Austin Ten Drivers Club*



*The Salop Yesteryear Motor Club organised a treasure hunt for DID.*



*One of the hundreds taking part in the Horsham Histories DID run*



*35 members from the Norfolk Military Vehicle Club visited Carlton Colville Transport Museum.*



*The Early MG Society overheard a youngster at Hampton Court asking if all these cars once belonged to King Henry VIII.*



*The Sherbucks Noggin of The Morris Register*

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## **EVENTS AND SHOWS: Insurance and Organisation**

The Federation does have an information sheet which illustrates a draft entry form and declaration designed for an event where there are both static and moving displays, available on our website or from the secretary. The law requires that vehicles that are moved under their own power in places to which the public have access be insured in accordance with the Road Traffic Act. The declaration is *not* suitable for use for an event where any element of competition attaches to driving the vehicle. Road rallies, competitive treasure hunts and other such events should be organised under the auspices of either the Motor Sports Association (MSA) or the Auto Cycle Union which may have more specific stipulations in respect of entry form content. The MSA has an excellent website which gives information on organising event on the roads, such as treasure hunts: [www.msauk.org](http://www.msauk.org).

The submission of a signed entry form is part of a contract between an event organiser and a potential entrant whereby the entrant agrees to participate in the event on the terms dictated by the organiser. Should a dispute or claim arise, those terms and the entry form become part of the mechanism for establishing responsibility. It is essential for organisers to ensure their paperwork stands up to scrutiny. Clubs putting on stands at shows organised by others also need public liability insurance, and again should say so when inviting members to assist/participate.

Some time ago FBHVC was concerned that some organisers expected entrants to sign declarations that contravene the principles of fair contract by seeking to hold the organisers and other participants indemnified against claims resulting from injury or damage whoever is at fault. Any declaration that uses phrases like 'howsoever caused' or 'notwithstanding that the same may have been caused or occasioned by' is likely to fall into this category. Such declarations were made illegal by the Unfair Contract Terms Act of 1977, but are still seen. FBHVC advises individuals not to sign such declarations as, in doing so, they may invalidate their own insurance.

Organisers have a responsibility to provide potential entrants with all the information necessary to enable an individual to make the

decision whether or not to enter a particular event. They should thus ensure that entry forms are accompanied by all relevant details about the event on a separate sheet that the entrant should retain. In addition to the obvious details about the event, this sheet should at least include:

- the name of the organising body and its status;
- the names of the organisers and how they may be contacted;
- a note of what authorisations and permissions have been obtained;
- a note of what insurance arrangements the organisers have made (they should have public liability cover);
- details of what insurance arrangements entrants are expected to arrange for themselves.

The entry form should seek all the information that the organisers need and should carry a declaration that the entrant agrees to the (fair) conditions of entry and accepts his/her responsibility for ensuring the vehicle entered is fit for purpose and is properly insured. It is quite impractical for organisers to physically check people have such insurance cover as they would have to read the small print in the policy: how long would that take? And how many organisers would understand it?

Just recently some show organisers have insisted on having exhibited vehicles' insurance policies sent to them in advance. This again makes a rod for the organisers' backs and should be actively discouraged for a number of reasons: the organiser probably does not have the expertise to interpret such documents and it also leads to concerns about the security of such data and what happens to it after the event is over. If the organiser misinterprets the cover shown on the insurance policy and an incident happens that turns out not to be insured – where would the blame lie?

Please note that individuals setting up stands or mounting static exhibits (such as partly restored vehicles) independently at shows need public liability insurance. Such activity is usually deemed to be covered by the public liability element that comes with household insurance, although it is worth checking, and some cut-price household insurers may expect additional premium. Individuals acting as representatives of a club should be covered by the club's public liability insurance.

Individuals displaying motor vehicles that work and will be driven into place and away afterwards need to check that their motor insurance includes cover when the vehicle is being used as a static exhibit. Basic RTA cover is unlikely include risks arising from a static vehicle unless it is parked on a road. Most classic vehicle insurance policies do provide such cover, but it is important to check before the battery explodes on a hot day, rather than afterwards. There is a grey area for vehicles that are not RTA covered, but are nonetheless complete, such as single seat racing cars - these should really be treated as static exhibits.

## TRADE AND SKILLS

*Tony Davies*

As reported in the last issue, we would welcome the names of any traders that members may know, who may not advertise nationally. If any member would care to have some leaflets explaining the benefits of trade membership to pass on to local companies, please ask the secretary.

The theme for the conference following the AGM this October will be trade and skills to reflect the importance of mutual cooperation between the owners of historic vehicles and those companies who make their living working on them.

Welcome to the following companies who have signed up as supporters:

Raceterations

John Drake Ltd

Vintage and Classic Paintshop Ltd

Classic Marques (NI) Ltd

A J Hickman

G & S Valves Ltd

Dave Massam Motorcycles

Continental Car Tours

Vintage Taxi Spares

Rusper Alfa Romeo

Chesman Motorsport Engineering

I S Polson

## MEMBER ORGANISATIONS

All of our member organisations are listed by club name on our website, but it is down to the individual clubs to add or amend their own details – see [www.fbhvc.co.uk](http://www.fbhvc.co.uk)

Welcome to the following clubs who have recently joined:

Rover SD1 Club

Borderers Vintage and Classic Vehicle Club

Teme Valley Vintage Club Ltd

## CLUB NEWS

*David Davies*

The newsletter of the **Leeds and District Traction Engine Club** brings to our notice the surprising number of reminders of Leeds' engine-making past that survive in the form of bricks and mortar. Try <http://uk.geocities.com/krisward42> for more information.

It seems the concept of mobile libraries is not a post-war phenomenon. The **Morris Commercial Club** magazine has an article on a one-ton Morris commercial so converted and in operation in Wiltshire in 1932.

The **Traction Owners' Club** bring the second edition of John Reynolds' book 'Andre Citroen,' to our notice ISBN 1 84425 320 1, published by Haynes.

Among clubs celebrating anniversaries are: the **Daimler and Lanchester Owners' Club** who remind us that it is the 50 years since the introduction of the Daimler Dart; the **Cambridge-Oxford Owners Club** are celebrating 50 years of the Farina cars, [www.co-oc.org](http://www.co-oc.org); the **MG Car Club's** magazine, Safety Fast, is 50 years old; the **Cambridge and District Classic Car Club** have printed a brief history of the Big Healey for the golden jubilee; Jampot, the magazine of the **AJS and Matchless Owners Club** tell us that 2010 will be the centenary year for the AJS motorcycle (more information from [www.jampot.com](http://www.jampot.com)); the **Jago Owners' Club** is 25 years old; the **Morris Minor Owners Club** note that the diamond jubilee of the Morris Minor has stimulated the publishing of several books on the subject, available at [www](http://www).

[mmoc.org.uk](http://mmoc.org.uk); **Cornwall Vintage Vehicle Society** announced 40 years of their quarterly magazine *Cavalcade*; the **Standard Motor Club** will be holding their Golden Anniversary Rally 26-28 June; the **Vintage Sports Car Club** is 75 this year; the **Aston Martin Owners Club** note that it is 50 years since Aston Martin's sole victory at Le Mans.

**Ford Sidevalve** News reminds us of the remarkable achievement of David Murray and Peter Collins with their third place in the 1100cc class in the 1952 Monte Carlo Rally with their 8 hp Anglia.

In addition to a wonderful photograph on the cover, the magazine of the **Pre-War Austin Seven Club** has a very technical article on the subject of tyre pressures: [www.pwa7c.co.uk](http://www.pwa7c.co.uk).

The **Riley RM Register** magazine has an interesting article from 1948 – written by Mr Mylcreest, of the Isle of Man. His 2.5 litre RM was the course inspector's car for the 1948 TT. This allowed him the privilege of a 'free' lap of the famous mountain circuit which produced a lap time of 36 minutes – 60 mph!

The **Riley RM Club** decided to stage a re-enactment of the 'sacrifice of an RM by HMS Victorious in 1965' at last year's NEC classic car show. Their efforts were rewarded with the Best Themed Stand award and with £700 raised for Children In Need.

The **Vintage Taxi** for January has a very useful article on heater plugs – invaluable for anyone with a sulkily diesel engine. Later in the year for those among you who enjoy a nice cheery read, they strongly recommend 'A Pictorial History of the British Hearse'.

The **Highland Classic Motor Club** newsletter can be relied upon for information on hopeless cases but this month has intelligence of a collection of vehicles worthy and capable of salvation. They are all located in the far, far west of the Kingdom, see [www.highlandclassic.org.uk](http://www.highlandclassic.org.uk)

The **NECPWA** News puts forward the theory that smoke is the thing that makes electrical circuits work. We know this is true because every time one lets the smoke out of an electrical system, it stops working...

The **Fire Service Preservation Group** tells us of a very quick fire appliance that is for sale in aid of the Firefighter's Charity. It is a 1972 Dennis F49 that achieved 96 mph on its way to attend the 1974 Flixborough disaster. For more information contact Carl Turner: 01472 372527 or 07940 361842.

*[Editor's note: David Hurley, Legislation Chairman, points out that any private purchaser would have to fit a speed limiter to a post-1982 vehicle and a modern appliance such as this would require an annual HGV test. The lack of a speed limiter would be an automatic failure for post-1982 vehicles. The braking system would also need to conform to EU specification not 'Home Office spec' - another failure item. Caveat emptor!]*

The **Midget and Sprite Club** magazine for March has the second instalment of the highly informative article for beginners on the preparations for track days (the first instalment was in the February issue). [www.midgetandspriteclub.co.uk](http://www.midgetandspriteclub.co.uk)

The **Midland Vehicle Preservation Society** puts forward an interesting story for the origins of the 'Prancing Horse' the world-famous emblem of Ferrari: [www.themvps.co.uk](http://www.themvps.co.uk)

The cover photograph of the **Biggar Albion Foundation** magazine for January is a highly atmospheric study of a BRS Albion eight-wheeler flat grinding up the A74 in pouring rain in 1966. [www.albion-trust.org.uk](http://www.albion-trust.org.uk)

The magazine of the **Sunbeam Motorcycle Club** commends the 'Link Strap' as an excellent substitute for that ubiquitous motorcycle accessory – the bungee strap, try: [www.LinkStrap.co.uk](http://www.LinkStrap.co.uk)

In *The Sphinx*, the magazine of the **Armstrong-Siddeley Club**, we are reminded of the 90th anniversary of the foundation of Armstrong Siddeley to be celebrated at Offchurch, near Leamington Spa, over the weekend of 10-11 July.

The **Sunbeam Talbot Darracq Register** newsletter also has details of yet another interesting publication, 'Talbot in the First World War' by Stephen Lally and John Tomsett for details contact John Zimble: [johnzimble@btinternet.com](mailto:johnzimble@btinternet.com)



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The **Pre-1940 Triumph Owners' Club** ask us to check that the vehicle's chassis number is the same on the V5C, the commission plate and on the chassis before commencing a restoration.

The **Lakeland Historic Car Club** recommend a home-brew penetrating oil: mix engine oil and white spirit in equal parts.

Forward, the newsletter of the **MG 'M' Group** contains a reflective piece on 40 years of British Leyland': [www.mgmgroup.org.uk](http://www.mgmgroup.org.uk)

The **Imp Club** magazine gives us a tantalising glimpse into the history of the Davrian marque [www.theimpclub.co.uk](http://www.theimpclub.co.uk)

The **Singer Owners' Club** magazine has details of the first long distance race in England; 277 miles of the Brooklands circuit in 1912. A Singer won the standard class in a time of 4 hours 48 minutes and 46.75 seconds. Another fascinating piece of information from the same magazine concerns the formation of the Singers Football team in 1883. The club quickly became a force to be reckoned with in Midlands Association Football and a change of name was discussed. The decision was taken finally on 12 August 1898 to change the name to Coventry City Football Club – the rest is history.

The journal of the **Aston Martin Owners' Club** has intelligence of a DB7 that was covered with gold, platinum and palladium leaf, auctioned in March of this year.

The **Model T Ford Register of GB** magazine tell us that there are two participants from the UK in the Centennial Endurance New York to Seattle which takes place 14 June to 12 July. We wish them every good fortune and success.

Yet another book recommendation from the **Clan Owners' Club** magazine, 'The Rootes Maestros – In Their Own Words', if you are interested, contact Tim Sutton 01993 878471.

The magazine of the **Ariel Owners' Club** for March has a very helpful article on poor starting with reference to two-strokes.

The Magazine of the **Scottish Austin Seven Club** reminds us of the 1931 Mille Miglia when Francesco Trivisan and Charles Goodacre piloted an Austin seven into second place: <http://austinharris.co.uk/>

Leading Link, the newsletter of the **Greeves Riders' Association** has some interesting information on model designations and frame numbers from 1954 to 1977.

## EVENT NEWS

*Colin Francis*

Although the Federation is a strong supporter of FIVA and its events it is worth recording that other events run under the auspices of the MSA or FIA are also of interest to us and our members. Indeed we have a very close relationship with the MSA, who represent the FIA in this country. We have a close interest in events for older cars that that run on public roads and comply with the law. A prime example is the Arriva MSA Classic due to run on the 29 September this year. This is a tour, not a competition, and many places of general interest are visited by the entrants and there is even a route of 55 miles for Veteran and Edwardian pre-1919 cars which starts and finishes at Silverstone. You can get full details from the MSA at Colnbrook or [www.msaclassic.co.uk](http://www.msaclassic.co.uk)

On a personal note I have just cleared my loft and find I have a lot of paperwork on events. It will take me all year to sort them out as some from the Sixties and Seventies may have a value - but if any readers are interested in getting most of the paperwork on historic events from about 1990 they are welcome to collect it or arrange removal. Examples are the paperwork from events like the Tulip, Classic Malts, Le Jog etc. You can reach me on 01666 505835 or [colval08@btinternet.com](mailto:colval08@btinternet.com). You may get more information on this in later newsletters as I discover more documents!



*Colin's conveyance in Greece was this 1939 MG TA believed to have once won a silver medal on the Land's End Trial*

Despite the current economic climate there remain many competitive road events to choose from. The Historic Rally Register has started a series of events, called the 100 Series, as an introduction to road rallying. They are for one day, reasonably priced, and the next one is in Kent on Saturday 1 August. My leaflet says 'regularity rallies don't have to be a Mensa test for the navigator. Try the HRCR 100 series and discover just how easy and enjoyable the navigating can be'. Full details are on the HRCR website. The Endurance Rally Association is organising a more competitive event from London to Casablanca on 7-16 November. Again the club's website gives full details about the recent recce and with new roads appearing everywhere in Morocco it has been decided to have an all tulip roadbook. The Classic Rally Association is continuing to run its popular Rally of the Tests from 29 October to 1 November. Last year's event was tough with many tests and lots of detailed map reading but the event has a great atmosphere as it revives the spirit and style of the RAC rally of the Fifties. This year it moves north and runs from Newcastle to Peebles via the Lake District. It is the British round in the FIA Trophy for Historic Regularity Rallies and if you are interested you can get details off the FIA website ([www.fia.com](http://www.fia.com)) if you go to Sport, Championships and then the event. This neatly brings me back to my opening remarks.

## COMPENSATION CULTURE

*Tony Beadle*

Although the rapid increase in compensation claims for minor accidents (fuelled by unscrupulous solicitors' TV adverts) is to be deplored, it would seem we are still some way behind the USA, judging by the following news item published on Page 103 of *The Motor* magazine, 19 February 1935:

*Motorist Runs Over A Pedestrian - And then Claims Damages for 'Mental Shock!'*

*Mr Ernest Faulkner is a motorist at Peoria, Illinois. He was out driving in his car the other day when he ran over a pedestrian named Abram Ostrander. Now (says the British United Press) the motorist is claiming £200 damages from the pedestrian for 'mental shock.'*

Unfortunately, the magazine does not seem to have reported on the outcome of this litigation.

## SUBSCRIPTIONS

Renewal notices went out early in May to all clubs, museums and individuals whose subscriptions fell due for renewal on 1 June 2009. These have been sent to the 'nominated address' in accordance with the articles of association, and in the case of clubs this can often mean that the renewal notice goes to someone other than the treasurer... if you've had a renewal notice that needs to go to someone else, please pass it on; if you haven't had a renewal notice that you were expecting, please let us know by contacting the secretary.

## HELP WANTED

Nick de Meyer is trying to locate a car his grandfather built from scratch in 1947/49 for sporting trials and some circuit racing in southern England until the mid 1950s. The registration was RPA 539, and it was named the M&H Special (after Murcutt and Harris), and was probably registered the following year with the DVLA, although they have been unable to find any record of it so far. His grandfather's name was Charles Henry Harris, although he was known as Harry, or CH to close friends.

It would mean a great deal to him and his family if they could find this car, or any news about it. Please contact the secretary if you have any information.



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