

FBHVC

news



The Newsletter of the Federation of British Historic Vehicle Clubs

Issue 2, 2015

In this issue:

EU Roadworthiness progress

Car cruising injunctions

Club Expo report

FIVA World Motorcycle Rally

MSA spectator safety



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Editorial

As spring approaches we can all look forward to enjoying our historic vehicles during the season ahead. Drive It Day provides an ideal first outing in the company of thousands of other enthusiasts. The event caters not just for cars but motor cycles, buses, coaches, lorries, steam and military vehicles too.

Drive It Day takes place on Sunday, 26 April and it is the day when we encourage owners of all types of historic vehicles to celebrate our British transport heritage.

The origins of the event date back to 1900 when a 1000 mile trial was organised by Claude Johnson, who later became the managing director of Rolls-Royce. The event was designed to be a stimulus for the British motor industry and to persuade Parliament to support the development and use of self-propelled motorised transport.

Clubs have extremely well organised events but there are lots of opportunities for individual enthusiasts to participate too. Well established venues like Brooklands, the Lakeland Motor Museum and Heritage Motor Centre all welcome Drive it Day participants but this year there is a new opportunity. Bicester Heritage, based at the former RAF Bicester, is hosting one of their highly successful Brunch Scrambles and hoping to attract 1,500 vehicles. I have been fortunate to have witnessed the development of this site in terms of historic vehicles and aircraft over the past couple of years and can assure visitors of a memorable experience.

So, if you do not venture on the roads before, please make Sunday 26 April the day!

David Whale



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

All correspondence to the secretary at the Registered Office:

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

Phone/Fax: **01865 400845**

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

The Federation of British Historic Vehicle Clubs exists to uphold the freedom to use historic vehicles on the road. It does this by representing the interests of owners of such vehicles to politicians, government officials, and legislators both in the UK and (through membership of Fédération Internationale des Véhicules Anciens) in Europe. There are over 500 subscriber organisations representing a total membership of over 250,000 in addition to individual and trade supporters. Details can be found at www.fbhvc.co.uk or sent on application to the secretary. FBHVC is a company limited by guarantee, registered number 3842316 and was founded in 1988.



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Lavenham Press are the preferred supplier for print to the Federation of British Historic Vehicle Clubs. They have a wealth of experience in the field of club magazines and newsletters and can also offer database and membership services. Subscriber clubs and organisations can reproduce the text of items from this publication in their own publications provided that FBHVC is

credited. Images may be reproduced only with specific permission. All articles are available via email, for more information please contact secretary@fbhvc.co.uk

Cover picture: We haven't featured military vehicles for a while on our cover. These were spotted at the D Day commemorative parade at the Goodwood Revival last year.

Roadworthiness Testing

On the EU Roadworthiness Testing Directive, the primary issue at stake is simply which vehicles have to be tested and which will retain the current exemptions permitted by the UK. The testing itself will, on most readings, not be very different from what already applies under the MoT

So our major concern is how the UK will be able to deal with the large number of modified vehicles within the UK, which the Directive apparently suggests ought not to be treated as 'of historical interest', but which the UK currently regards as historic vehicles. The Directive only has to be applied from 2018, so there is still some time to get this right.

We were not finding it easy to talk directly to the Department for Transport, so we decided to approach the question through the All Party Parliamentary Historic Vehicles Group (APPHVG). Around the beginning of the year we were able to start showing members our Briefing Paper and Appendix which went to the APPHVG, so that you can all understand the case we have put forward.

That case has been established with much help from a representative group of member clubs. Our proposals recognise that the Directive will be incorporated into our laws and that its principles, which had to be hammered out to suit the various differing approaches across the EU, have to be observed. But they can be interpreted. So we have tried

to produce a case on how the UK should interpret them which will support the interests of as many as possible of our members.

The much delayed meeting with the APPHVG duly occurred on 21 January. As a result we were asked, in very short order, to prepare a condensed version of the Paper for discussion with the Minister. We duly did so and Sir Greg Knight, chairman of the APPHVG reviewed it.

I am happy to be able to tell you that on 3 March we had a meeting with Claire Perry MP, Parliamentary Undersecretary of State at the Department for Transport (DfT). The meeting was attended by Sir Greg Knight, chairman of the APPHVG and our vice president Lord Steel from the APPHVG, together with David Whale, our chairman, and myself. The meeting was also attended by Duncan Buchanan from the DfT. The meeting went well and was most useful.

We presented the Joint Paper to the Minister. It was accepted as a valuable contribution to assist the DfT in its decision process regarding the treatment of historic vehicles. It provided an opportunity for the Minister to understand both where we are starting from and the issues surrounding exemption. The DfT was clear that no decisions on exemption or its extent have yet been made. We were promised that there will be a further formal workshop later in the year when the Department is nearer to making decisions but there is no doubt that an ongoing informal dialogue will now be easier.

REACH Regulations

Asbestos

Progress is finally being made by the Health and Safety Executive (HSE) on this subject. Certificate of Exemption No 1 of 2015 to permit and define the requirements for sales and transfers of artefacts, which may of course include vehicles, by, and to, museums was issued on 13 February 2015. This Certificate requires careful marking, handling and transfer processes prepared by a 'competent person' (an undefined term) before a transfer can take place.

The HSE are now proceeding to a Certificate of Exemption in respect of Motor Vehicles. We have not, at the time of writing this, seen its terms. A meeting is scheduled for 23 March which David Hurley (FBHVC vice-president and past legislation committee chairman) and myself will attend. We have already expressed the view that replication of the conditions for sales and loans by museums could be very demanding, especially in the case of sales from one private individual to another.

We will obviously continue to advance our case that too much complexity should be avoided, while recognising that

anything which makes sales of vehicles, which happen to contain small quantities of asbestos, legal will be progress.

Chrome plating

Discussions are progressing in Brussels to try to ensure that in future there will be a presumption that spare parts will be able to be manufactured and maintained in the condition they were originally made. As regards chromium trioxide, this is a matter of considerable concern to current motor manufacturers, so the ACEA (the European motor manufacturers' trade association) is prominent in the discussions. The ACEA currently appears to be focused on the technical requirements for chromed parts in some engines and components.

We are currently working both directly and through FIVA to engage with motor manufacturers with a significant heritage interest. Our aim is to ensure that ACEA bears in mind, and makes sure are included in, any final agreement, not only technical needs but also the extensive market in and need for replacement and refurbished chromium plated parts for vehicles, where the purpose is aesthetic and the preservation of authenticity, rather than technical.

Discontinuance of the Tax Disc

The issues around the tax disc rumble on, not the fact of its removal, with which it is impossible to argue, but some of the consequences. There are two issues and one related matter.

The first issue concerns re-taxing at the time of transfer in a private sale.

We always try to give our members a clear steer as to the law which applies to them on any point. However the official advice from DVLA regarding the position on Vehicle Excise Duty (VED) when a vehicle is sold makes that difficult in this instance.

DVLA have consistently said, and we have duly reported to you, that even if the vehicle is taxed on the date of sale, the sale causes that licence to lapse, a rebate is due to the seller and the buyer must himself tax the vehicle before he uses it. They have said there is no 'grace period'. They point out that there are rapid ways of achieving this, whether online or by phone or at a Post Office. This advice is entirely correct for sales by motor traders or when the vehicle is not currently taxed or is on SORN.

We have looked long and hard at the law regarding this point and come to the conclusion that, in respect of most sales between private individuals, this advice from DVLA is not actually correct. Our understanding of the legal position has been independently confirmed.

If the vehicle is taxed at the time of sale, then the law (it is the Vehicle Registration and Excise Act 1994 as amended) says the VED will lapse when the vehicle is sold and the DVLA is notified of that fact. The only way the DVLA can be notified is by the existing Registered Keeper (the seller) posting the actual V5C to DVLA in Swansea. A private individual cannot do that electronically or by phone, the paper document must be sent. It is also clear that the seller's right to a refund does not arise before the V5C

is in the hands of DVLA. Until then the licence is in force.

Now any wise buyer should assume the person who sells him the vehicle and hands him the V5C/2 will immediately put the V5C in the post. That is the legal requirement, and the seller will have a rebate to protect. But we think it is absolutely fair to say that where the vehicle is taxed at the time of sale and the seller is a private individual, a buyer cannot legally be obliged to apply for new VED until the V5C has arrived in Swansea, and that cannot be until the earliest time it could be delivered there by first class post. This could solve the problem of the evening or Sunday purchase, in respect of which the Post Office option, which some members would need to use, was never available, and also save taxing a vehicle which is to be immediately exported or for which SORN will immediately be declared, perhaps because it is heading for restoration.

There are unlikely to be any consequences from acting upon our advice, as of course if a vehicle in the situation described is seen on the road, the DVLA database if checked will show it as taxed.

Of course, if a buyer is able and wishes to comply with the DVLA advice and apply to tax the vehicle immediately online or by phone before driving the vehicle away there is no reason not to do so.

The second issue, dealt with more fully by Ian Edmunds in the DVLA section of this Newsletter, is the current state of the DVLA Vehicle Enquiry System (VES). It seems to the Federation that now the tax disc has been discontinued, the VES becomes a primary document of record and everyone who has a taxed vehicle is entitled to be able to rely on it to demonstrate the vehicle VED status to anyone who has a need to know it. That might be friends borrowing the



vehicle, repairers who need to drive the vehicle for testing or, perhaps more importantly, various officials at home and abroad. We know that is not currently the case for a significant number of historic vehicles. We understand the long history of why some VES data is unsound, but we will be continuing to pressure the DVLA to bring it to a satisfactory state, if necessary with our help.

Finally, the DVLA approach does enable someone, who has never possessed the whole paper V5C, to obtain tax in respect of a vehicle, simply by reason of knowing the reference of the V5C of the vehicle. This is not a very secure process. Thus we have been concerned to learn that that DVLA has come to an arrangement whereby in the case of certain fleet users the V5C paper document may not need to exist.

The Federation fully understands the reasons for this, to avoid administrative complexity, but we will be monitoring any suggestion to further limit the need for a paper V5C. While we have always known that the V5C is the record of the Registered Keeper and is not a document of ownership, it is a document of record, at the very least of who has the right to a vehicle bearing a specific registration mark. This has been important in not a few cases concerning historic vehicles. Before that record is turned into a single digital record held by DVLA we will wish to see it be accorded the high level of security it requires.

Car Cruising Injunctions

In the last Edition of the Newsletter we drew attention to the High Court Injunction obtained by Wolverhampton, Dudley, Sandwell and Walsall, the local authorities which together cover the Black Country, which prohibits 'two or more vehicles gathering together in the Black Country between the hours of 1500 and 0700'. The injunction is not limited to the highway but includes any place to which the public has access.

We recognised that the injunction was granted to enable these authorities more readily to police the increasing incidence of 'car cruising', which is undoubtedly a social problem in their area.

What's more, when we examined the previous injunctions to control car cruising, it became apparent that the wording of earlier injunctions which were both more limited in their geographical extent and worded to make them much more dependent on the people affected being intent on car cruising. In the case of the Black Country the wording has been extended in a way which would cover almost any collection of more than one vehicle.

On examination the Black Country injunction does appear to be very widely worded. It appears to create a risk that ordinary Saturday afternoon gatherings of historic vehicles might

arouse the ire of someone in a community and thus be held to be in breach of the terms of the Injunction. As the injunction includes a specific power of arrest, it might, in the hands of an over-zealous officer of the law, put some of our members at risk of, at the very least, some harassment and possible prosecution for Contempt of Court, the sanction which supports an injunction. We are not clear why the injunction is more widely worded than some of its predecessors, but assume that it might have been done simply to make the enforcement simpler and cheaper, and perhaps less liable to be rejected by magistrates asking difficult questions about the intent of people brought before them.

We have advised Wolverhampton of our serious concerns and are looking at ways of contacting other relevant authorities, with a view to getting a steer as to how as a matter of policy they would see historic vehicle gatherings, which might be of use to our members if ever there was ever a problem in an area with an injunction in place. As ever, we would welcome input from members should they become aware that similar injunctions are in effect or come into effect in respect of their area.

Wolverhampton originally stated that no guidelines were to be issued to the police as to how this injunction should be applied. However

in response to further comments from us, they have now provided an assurance that: 'those responsible for monitoring and enforcing the injunction will apply as purposive as well as a literal interpretation of the injunction ... the purpose for which the injunction was sought and the nuisance and harm the injunction is in force to prevent will be borne in mind'.

On the basis of that assurance I think we can assure our members in, or passing through, the Midlands that the risk of falling foul of this injunction is slight. Should any member find that this is not the case and be approached in any way regarding the injunctions while participating in any historic vehicle event by the police or officers of any of the relevant councils do please urgently let us know.



In the last edition I reported that I was in correspondence with DVLA on a couple of topics that had been raised by member clubs, in this edition I can report the outcomes, both of which I think are positive.

A member one-make club whose chosen vehicles are quite few in number and thus tend towards being high value was concerned about vehicles sold abroad and exported losing their British registration and with it a part of their history. I checked this with DVLA and am very pleased to be able to report that in the normal course of events the UK registration will be retained and automatically reassigned to the vehicle if or when it returns to the UK. It is not necessary for either the old or new keeper to take any particular steps to ensure

this happens. Of course, if the keeper of the vehicle has, prior to export, removed the registration from the vehicle, a subsequent importer will not be able to restore it.

I have copied their exact response below:

The DVLA has clear operating instructions in place for a vehicle that was originally registered in the UK and then exported out of the UK, then returned to the UK at a later date.

1. *Exported marker noted on our record.*

2. *When the application is processed for the import back to the UK, the chassis number provided (as long as it is the original) will link to a vehicle record and vehicle registration*

number that was originally registered at the DVLA. The original number would then be allocated to the imported vehicle to the UK.

3. The original registration mark may have been transferred off the vehicle as we sometimes find that before a vehicle is exported the keeper at the time decides to retain the registration mark for themselves (to put on another vehicle at some point), or to sell on due to its own value – if this happens, the vehicle, on its return, will be allocated an appropriate age related mark rather than the original.

The second question related to engine changes in historic vehicles. This subject has been discussed with DVLA in the past but over a period memories tend to dim so a reaffirmation of the situation is useful. An engine change in a vehicle in the historic tax class should be notified to DVLA to enable the record to be updated and a revised V5C issued but, provided there are no other changes, it is not necessary to provide any supporting documentation for the engine because the change

does not impact on the rate of duty. This remains the case even if changing from petrol to diesel or vice versa.

Also in the last edition I mentioned a new issue of DVLA form V765/3, to continue the theme I can now also inform you of an update to infamous INF 26 (dated 9/14) and to the lesser known INF 52, Large Vehicles you can drive using your car or lorry licence. This latter is dated 1/15.

Active and useful discussions about VES are ongoing with DVLA and changes are being made. I am continuing to receive reports from members about incorrect, or in some cases non-existent, returns from the VES. Please keep them coming, as it is all useful information both to us and to DVLA. However it is a massive database and revision is a necessarily slow process. Incidentally, contrary to information published in the historic press, the absence of a 'Make' from the drop-down lists in VES does not prevent the make being manually entered in to the system.

Trade & Skills > Karl Carter

The Worshipful Company of Coachmakers and Coach Harness Makers Young Craftsman of the Year



The Worshipful Company of Coachmakers Young Craftsman of the Year
In conjunction with the Federation of British Historic Vehicle Clubs

As an employer, if you have an outstanding apprentice or trainee who deserves recognition then please consider asking them to fill in the application form overleaf and nominate them for the Young Craftsman of the Year Award.

Candidates must be:

- Craft or technician apprentices/trainees engaged in the automotive industry, involved in the repair, restoration or preservation of historic vehicles and have specific skills in any aspect of the industry etc. panel work, fabrication, finishing, mechanical, electrical or trim
- Employed by a firm of less than 15 employees (ie an SME or smaller)
- Aged between 18 – 25 years
- Outstanding individuals demonstrating excellent skills, dedication and potential for further development in the industry
- Ideally but not necessarily, the candidate will be attending some form of formal further education (eg day release at technical college).

The candidate will be required to:

- Produce a significant piece of work or project which clearly demonstrates one or more craft skills to a very high level
- Produce a portfolio to support the project
- Be prepared to present themselves and the project before the judging panel.

The time scale from initial discussions between candidate and employer to making a presentation to the judges is nominally 12 months from November to November.

Shortlisted candidates will be invited to present their work and portfolio to the joint judging panel comprising Liverymen from the Worshipful Company of Coachmakers and Board members of the Federation of British Historic Vehicle Clubs.

Young Craftsman of the Year

The judges will select a winner and a runner-up. The winner will hold the title Young Craftsman of the Year for the succeeding 12 months and receives a certificate from the Master of the livery company. He also receives a cash award. The runner-up also receives a certificate and cash award.

I am pleased to be able to announce that FBHVC will once again be working in conjunction with the Worshipful Company of Coachmakers and Coach Harness Makers to find the Young Craftsman of the Year for 2015.

The scheme is now open to employers who have an outstanding apprentice or trainee who deserves recognition.

This year we have decided that candidates can be put forward from FBHVC trade supporters, companies employing apprentices on the FBHVC Vehicle Restoration Apprenticeship scheme or through recommendations from an FBHVC club member. This last

category means that any of our clubs are now able to put forward a candidate for the award and this can be from the club itself or from an individual member of a club.

The candidates must be engaged in the automotive industry, involving the repair, restoration or preservation of historic vehicles and have specific skills in any aspect of the industry including panel work, fabrication, finishing, mechanical, electrical or trim.

Each candidate will be required to produce a significant piece of work or project that clearly demonstrates one or more craft skills to a very high level. A portfolio of the project will then be presented to the judging panel in December 2015.

The judges will select a winner and runner up with the winner receiving a certificate and a significant cash award. The runner up will also receive a certificate and a cash award.

FBHVC Vehicle Apprenticeship Scheme

With the course at Bicester running well we are still waiting to see whether S&B Automotive Academy at Bristol can get enough apprentices to start the course in the next few weeks or whether they go for a September start. The aim is to get 10 apprentices for a course to be viable and with any new qualification it can take a

little while to get this type of course launched.

That does not mean we are going to wait and see what happens and we are now working with the Institute of the Motor Industry (IMI) to promote the scheme across the country. IMI deal with nearly 80% of the training providers in

the motor vehicle sector and we plan to target colleges who presently offer light vehicle apprenticeships.

These colleges often have all the facilities for the vehicle restoration apprenticeship together with teaching staff who are interested in historic vehicles. This combination has the best chance of getting the scheme launched and we will help promote any college that would like to go forward with the course.

CLUB EXPO

The Federation has always been a staunch supporter of Club Expo and we joined over 130 clubs on 28 February at BMH Gaydon for a programme of hot discussion topics on all motoring related activities. We have had a lot of enquiries about security, social media and MSA matters lately and all of this was covered on the day.

Our chairman, David Whale, began the morning session with a brief outline of the FBHVC manifesto, which we published in the last issue of the newsletter:

We have a General Election coming up and thought it was appropriate that we launch our own manifesto. We want all parties to recognise the economic significance of the historic vehicle movement and engage with us, building on our links with both the All Party Parliamentary Historic Vehicles Group and in Europe.

There are a few measures that require Government support to make them a reality, such as bringing younger people into the industry and we need the support of the political parties to keep up the momentum.

One of the things we're doing with the European Parliament at the moment is contributing to the ongoing discussions on the Small Business Act, because of the areas it covers is the skills gap, which ties in with our support of younger people taking up historic vehicle apprenticeships.

We want all the political parties to engage with us and we would

encourage all clubs to look at our manifesto, share it, and talk to us about it.

David introduced Simon Barrett, crime prevention design advisor for the West Midlands Police and a familiar figure to many FBHVC members. Simon gave the keynote address on anti-theft devices, security of vehicles and also of the locations they are kept. An abridged version of this can be found on the FBHVC website www.fbhvc.co.uk.

Julie Gallagher and Tony Lake, again familiar faces to Federation members, showed once again how successful social media has been in promoting the Stag Owners Club. Certainly since the FBHVC 2014 AGM, where Julie and Tony spoke, the Federation has embraced Facebook and is building up the number of followers very successfully among younger and older members alike.

The third hot topic was covered by Jess Fack, development manager at



David Whale



Simon Barrett

MSA. Her theme was encouraging more historic vehicle clubs to get involved with low-cost grass roots level motorsport; autosolos and autotests as well as various types of road runs.

FBHVC member clubs have been very concerned about the rules concerning Certificates of Exemption and MSA thoughtfully provided a handout on just this issue and faced a number of searching questions. The text of the document is reproduced here.

What is a Certificate of Exemption?

It is a pre-paid type of permit issued by the MSA to exempt the event from the regulations contained within the MSA Yearbook, which indicates that there is no right of appeal to the Motor Sports Council and that provided the MSA has granted specific approval, members of unrecognised clubs or members of the public may participate, but not officiate, at such events. The following events may be run under a CoE.

- Touring assembly
- Road safety event
- Procession for historic purposes
- Procession for charitable purposes
- Veteran car rally or run
- Gymkhana
- Treasure hunt
- Concours d'elegance
- CoEs for MSA approved marshal training are available at no charge.

What is a gymkhana?

This is a series of fun games or tests where no test is determined solely by the speed or skill of the driver controlling the vehicle.

The types of activity include balancing objects on the car bonnet, collecting items from cones and wheel changing. It is not an autotest. You may time some activities but not to an accuracy of less than 5 seconds. There must not be more timed tests than untimed.

Social runs and touring assemblies –

is a certificate of exemption needed? A social run is a non-competitive run for like-minded participants where there is no other purpose than the camaraderie of motoring in company to a predetermined point and which is not within the jurisdiction of the MSA.

A social run does not require a permit or a CoE and is not covered by MSA insurance policies.

A touring assembly –

is an activity organised with the primary objective of assembling tourists at a point determined beforehand. In a touring assembly a prescribed route may have to be followed; prearranged points may be provided for in the event's itinerary; no limits of speed may be laid down; no requirement to visit pre-arranged points, other than a requirement to report to a final point not later than a specified time, are permitted; no awards of any description, other than those in relation to activities arranged at the finishing point may be made or given.

Where any of all of the above points become mandatory part of the itinerary of the event will be subject to the requirements of Route Authorisation (Motor Vehicles (Competitions and Trials) Regulations).

The regulations for the event must be clearly endorsed 'touring assembly' and before publication the consent in writing of the MSA and its approval of the regulations for the touring assembly have first been obtained, by issue of a CoE, and where the route runs through territory of an ASN other than the MSA, that R.1.3 of these regulations has been complied with.

The programme of a touring assembly may include additional events (other than speed) provided that they are held only at the place of the final assembly.

No prize money may be allocated in respect of a touring assembly.

Touring assemblies require a CoE which includes the insurance cover to protect the club, officials and the MSA.

Is route authorisation required for touring assemblies and social runs?

Touring assemblies and social runs are not competitions so authorisation under the Motor Vehicles (Competitions and Trials) Regulations 1969 is not required.

For touring assemblies there must not be any timing or requirement to visit pre-arranged points, other than the finish where a specified time window may be included. No prize money may be allocated nor any awards given, except those in relation to activities off the public highway at the finish. MSA clubs will require a CoE to cover the event.

Social runs do not require a permit or route authorisation.

Route Liaison Officers are a body of volunteers who are there to help ration roads and dates, to help you with any questions and to assist with liaison with the police and national parks.

If you are an MSA registered club running a touring assembly, you must consult the MSA Route Liaison Officer whose jurisdiction the event falls under.

Jess summarised this neatly saying that a social run is about the social activity, not the route. A touring assembly is all about the route with recommended places to visit. The cost of a CoE if it is required is £23 and can be applied for +on-line.

FBHVC do need to point out that these are MSA rules and if there are any questions or queries on this topic they should be addressed to the MSA Tel: 01753 765000. MSA do have a very helpful website www.msauk.org which has all the details, including a very helpful flow chart for MSA member and non-member clubs to follow in order to check the correct procedure.



Unsung Hero Award

»» The day concluded with the presentation of Hagerty International's Unsung Hero Award to Rod Smith of the MkII Cortina Owners Club. The award recognises outstanding commitments by individuals to help their club and community.

Rod Smith has been the spares officer at the MkII Cortina Owners Club since it was started in 1997. In his nominations from members, it was claimed that the 'vast majority' of MkII Cortinas still on the road today are there thanks to his help.

Angus Forsyth, Managing Director of Hagerty International, said: "Rod epitomises the spirit of this award; to recognise those at the heart of

the UK's classic car community. The level of commitment year on year of the industry's true unsung heroes is invaluable and we are passionate about sustaining that.

To win by such a huge margin based on all the votes received is a great

achievement in itself, and we hope that this award goes some way to recognising that."

Hagerty's sponsorship of the Club Expo is now in its second year, joining Lavenham Press, who print this newsletter.



The Unsung Hero award being received on behalf of Rod Smith, Spares Secretary of the MKII Cortina Owners Club from David Simister (L) news editor at Classic Car Weekly and Angus Forsyth (right) MD of Hagerty.]

Technical & Events

Tony Davies

The excellent series of HRCR Scenic Tours, now sponsored by JSWL, is on offer again during 2015. These tours proved to be very popular in 2014 as they provide a real social scene that can be enjoyed by all. Indeed most were oversubscribed days before the closing dates for entries – you have been warned!

Imminent opportunities are available for Cirencester Car Club's (www.cirencesterclub.com) Corinium Run on 19 April, Ross and District MSC's (www.rossmotorsports.co.uk) Bluebell Run on 9 May, Kidderminster MC's (www.kidderminsterclub.co.uk) Hills and Valleys Run on 17 May and HRCR's (www.derbyshiredalesdrive.co.uk) Derbyshire Dales Drive on 31 May. You may be lucky to get an entry on any one of these if you're quick! A visit to the HRCR web-site www.hrcr.co.uk/Scenic_Tours/ will provide you with further information on similar events in the future.

A reminder that late April is the time to visit the Kilkenny area of Eire for an event, not for beginners I suggest, organised by the Trial Drivers Club of Ireland. You will not be disappointed; I've done it several times and it is great fun as well as being a really competitive event. As the promo quite rightly says - a 'guaranteed craic' and www.tdcireland.com is the place to look.

If you fancy something a little less challenging and closer to home then Ecurie Cymraeg's Leukaemia Historic Rally (www.ecurie-cymraeg.co.uk) on 16 May is a possibility if it is not already oversubscribed.

HERO's Summer Trial is an excellent event on which to start some mild competition to see if you enjoy such pastimes. It is ideal for beginners and novices and could be described as a tour with some interesting road sections combined with some mild competition. Take a look at www.heroevents.eu where you will also find more details and also the 1000 Mile Trial. The latter event, designed along similar lines to the Flying Scotsman that is already fully subscribed, is for vintageant vehicles only. It won the Rally of the Year Award in 2014 so you won't be disappointed.

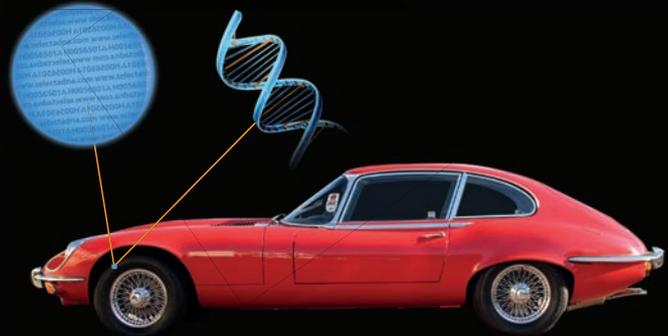
For the more adventurous amongst you HERO/CRA's Classic Marathon in June, or another event coming back onto the calendar in 2015 - the Rallye des Alpes in September, are definitely worth doing. Having competed in both for a number of years the Marathon, this year in Italy, is the more competitive of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

If you didn't visit Club Expo at Gaydon at the end of February then you missed a good day and several good presentations. These started with the keynote address from our chairman who introduced 'Historic Vehicle Theft, A Crime of our Times' by Simon Barrett from the West Midlands Police and sessions on social media for classic car clubs by Julie Gallagher and Tony Lake of the Stag Owners Club followed by Social Road Runs, Auto Solos and Auto Tests by Jess Fack from the MSA. I suggest you make a note of it in your diary for next year.



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Turning to technical issues again I am pleased to report that the FIVA Technical Commission's new Technical Code has now been approved and is scheduled to be introduced mid-2015. This new Technical Code has a direct bearing on the issuing of FIVA ID Cards so something to keep your eye later in the year. The final version is expected to be on our and FIVA's websites, by mid-June. No doubt Paul Loveridge will be able to give you chapter and verse if you would like more details.

On the topic of FIVA's strategic review of its structure, governance and business development, further meetings have

taken place recently with some progress. A further meeting is scheduled for the end of March after which it is planned to circulate the proposals to FIVA members for comment.

The objectives are to make FIVA more fit for purpose in the 21st century, cater more effectively for all of its stakeholders and to get this modernisation in place by end 2015 - I'll keep you posted as to further progress.

Meanwhile don't forget Drive it Day on the 26 April - I hope to see you out and about.

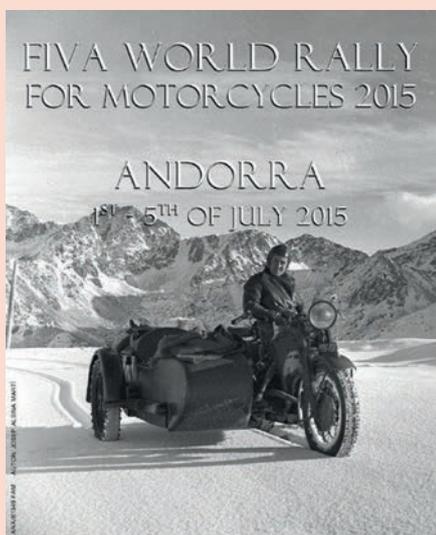
Event News

FIVA World Motorcycle Rally

The FIVA World Motorcycle Rally will be in Andorra and it promises to be a fantastic and well run event running from the 1 -5 July 2015.

The closing date for entries is the 1 April. For information and registration there is a link on the FIVA website www.fiva.org/events

Our FIVA Motorcycle Commission delegate, Andy Steers, would be happy to assist any UK participants wishing to go, contact him at a.steers@btinternet.com or 07951 910633.



Colnbrook, Thursday 19 February 2015

An open letter from the MSA Chief Executive regarding spectator safety on UK stage rallies

This weekend marks the second anniversary of the tragic death of a spectator on the Snowman Rally, and of course on the Jim Clark Rally in 2014 three more spectators lost their lives in equally tragic circumstances.

As a result the Scottish Government, following an emergency debate in the Scottish Parliament, commissioned a major review of safety on stage rallies. This Scottish Government Motorsport Event Safety Review published its final report in January, and the MSA has since gone on record confirming its commitment to the implementation of the report's recommendations, not only in Scotland but throughout the UK.

Clearly, there is going to be a period of transition while everyone concerned works as hard as possible to introduce the recommended changes. In the interim, I need to remind all spectators of the fact that they are ultimately responsible for their own personal safety.

I say this because despite these well-publicised tragedies, and despite the sport being well aware of the changes being brought about by the Scottish Review, I am astonished and dismayed that an irresponsible minority - and I stress minority - of spectators continue to display a wanton disregard for their own personal well-being.

This was brought home to me when viewing YouTube clips of last weekend's Wydean Forest Rally, and also from the truly shocking photograph from the same rally in yesterday's *Motorsport News* (18 February, page 34) of a 'spectator' lying flat on the ground on the edge of the forest track, apparently taking a photograph extremely close to a competing vehicle.

This behaviour not only shows a complete disregard for personal safety but in addition places other spectators, officials and competing crews in danger. It also undermines the considerable efforts of the dedicated rally organisers, officials and marshals, who do all they can to ensure that events run as safely as possible.

The MSA is currently working on a daily basis with all other stakeholders in rallying, particularly the Forestry Commission, and I can confirm from discussions within the last few days that unless these few idiotic spectators concerned change their attitude immediately and behave responsibly, there will be no future for stage rallying in the UK. I am not talking about next year, or the year after; I am talking about right now. Even in the meantime, this sort of behaviour will mean that stages are cancelled and rallies disrupted or even stopped.

Please, for the sake of rallying in the UK, can all spectators take full responsibility not only for ensuring their own personal safety but also the future of the sport we all love.

Yours in motor sport,

Rob Jones
CHIEF EXECUTIVE



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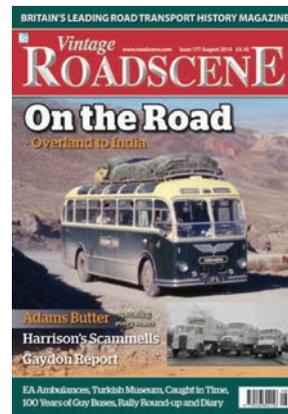
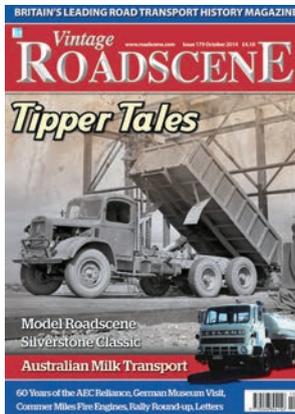
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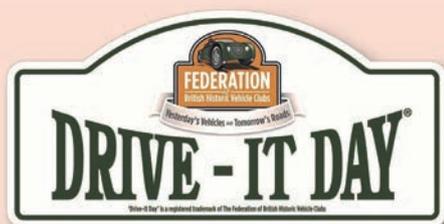
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Diary Dates 2015

26 April	Drive It Day
5-6 September	International Autojumble, Beaulieu
17 October	FBHVC AGM, Paulerspury
13-15 November	Classic Motor Show and Bike Show NEC



FBHVC Drive It Day Sunday 26 April 2015

There are too many events, large and small, to list on Drive It Day this year but there is a selection on the FBHVC website. FBHVC board members will be at Bicester Heritage, Brooklands, and Gaydon among other venues.

The Royal Oak at Bishopstone, near Shrivenham will be hosting another superb day (this year with live music as well) but the Federation doesn't have an official presence there this year. The landlord, Tim, is very keen to see everyone again though. This venue does get an exceptional variety of two,

three and four-wheeled vehicles and is well worth a visit – the food and drink are exceptional as well!

Rally plates both with the 2015 date and undated versions are available from Dragonfly Design Ltd www.dragonflyhouse.co.uk, email: sales.desk@dragonflyhouse.co.uk or Tel: 0800 783 8634.

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Club News

Many of the magazines I have been perusing this time contain illustrated reports on their club's participation in the NEC Show that highlight the dedication, imagination and hard work – not to mention the enthusiasm – that goes into these presentations. Sincere congratulations to all concerned!

The **Norfolk and Norwich Rover Owners Club** will be celebrating its 40th anniversary at the Bressingham Steam Museum & Gardens, near Diss, on 24 May. The theme will be Rover through the years, further information can be found on their website, www.norfolkandnorwichroveroc.org.uk

The magazine of the **Rudge Enthusiasts' Club** informs us that their Brooklands Day will be on Sunday 7 May and the invite will include the **Scott Owners' Club**.

The **Historic Commercial Vehicle Society** tells us that Dominique Bleunven, whom some of you may remember driving his 1914 De Dion Bouton lorry in the HVCS Brighton run, is planning a convoy of 1914-1918 military vehicles to take part in a two-week commemoration of the battle of Verdun in 2016, following the Voie Sacree from Compiègne via Bar le Duc and thence to Verdun. There are also photographs of a selection of remarkable loads being imposed on a series of Bedfords by Bennett's, of Croydon, broom makers from 1777 to 1987.

Rumcar News – that august publication from the **Register of Unusual Microcars** that ventures into places where many would fear to tread – reports on the bi-annual BiSBi Rally in Bourgogne which would appear to have been a truly memorable experience. The next one will be in 2016 on 26-28 August and staying with smaller vehicles, the **Micromaniacs Club** is celebrating its 25th anniversary.

Congratulations to the president of the **Sunbeam Motor Cycle Club**, Majorie Ayres, on her 90th birthday. The journal of the **National Autocycle**

and **Cyclemotor Club** recommend a visit to the award-winning British Lawnmower Museum in Southport, whilst the magazine of the **Chiltern Preservation Group** tells us that a certain Edward Budding, of Stroud invented the damned things. They also inform us the number plate '25 O' changed hands recently for £518,480 – which is an awful lot of money to pay for something that you do not own...

The centre spread in the Sphinx, from the **Armstrong Siddeley Owners Club** is a striking photograph of David Welsh's Hurricane - with attendants in colour-matching attire - at Goodwood.

The front cover of Floating Power from the **Traction Owners' Club** never disappoints. The latest edition has a very topical photograph of a group of skiers being towed by a Traction Avant down what appears to be a very busy main road! And for something completely different, there is an illustrated feature on the Challenger, a 1931 ocean going steam tug that played an important role in the Dunkirk evacuations and which is now part of the national Maritime Collection.

The **Crossley Register** newsletter is as impressive as the vehicles themselves. The latest edition has a photograph of a 15-7 'supplied to the order of HM the King for use at Balmoral'. Is it still there?

There is a report on Routemaster 60 in the magazine of the **Keighley Bus Museum** and an encouraging report on the future of the Museum's tenure of its Riverside home.

The **Singer Owners Car Club** magazine has an illuminating article on modern shell bearings (this is a follow-up on an earlier feature which I have to confess that I missed.)

Our congratulations to Barrie Price, past chairman of the **Bugatti Trust**, on being bestowed Honorary Life Membership of the University of Coventry.

The **Bullnose Morris Club** magazine has a lengthy and well-illustrated feature on the coach-builders Hollick and Pratt and their close ties with William Morris.

The magazine of the **Preston and District Vintage Car Club** has an article on a certain John Talbot Clifton taken from his biography written by his long-suffering widow in 1933. It is alleged that his exploits were the catalyst for A.A. Milne's character Mr Toad.

Congratulations to the **Austin Ten Drivers' Club** on its golden jubilee!

The **MG Octagon Car Club** makes the connection between the Abingdon Works runabout – nicknamed Owld Speckled 'Un because of its stippled silvery paintwork and Morland's beer Old Speckled Hen - think about it....

The magazine of the **Morgan Three-wheeler Club** reminds us that 2015 is the 70th year of the club's existence.

The **Tame Valley Vintage and Classic Car Club** newsletter tells us that there is an entire Rolls-Royce buried under the hallowed turf of Crewe Alexandra Football Club (don't all rush at once).

The **Vintage Austin Register** journal informs us that the concept of remanufacturing cylinder blocks for Austin Twelves is being very seriously investigated.

I suppose it had to happen sooner or later. A book has been written about the Lalique car mascots. This is favourably reviewed in the **Gay Classic Car Group** magazine. There is also a salutary tale of the consequences of an unexpected death which uncovered many of the minor but avoidable problems that can make life even more difficult in these circumstances.

The Classic Vehicle Group of the **MSA** newsletter has an informative article on the processes and procedures involved in chromium plating.

The **Standard Motor Club** Review has an arresting centre spread featuring John Huckle's Vanguard wrecker truck which dominated the club stand at the NEC in November. There is also a delightful little story about a SLO4 which remained concealed on a farm for 60 years – not a 'barn find' because it was never lost! And to conclude, we are informed that Sir John Black's Drophead Coupe Bentley has been fully restored and lives in the USA.

The **Sunbeam Lotus Owners' Club** enlightens us to the subtle but very important differences between BMEP and BHP.

The **Berkeley Enthusiasts' Club** celebrated their golden jubilee last year in grand style at the Quanton Railway Museum and this is fully reported on in their magazine. The club magazine tells us that three-wheelers manufactured after 1941 are not eligible to take part in MSA permitted events. Can anyone enlighten us to the significance of that date?

The Journal of the **Fire Service Preservation Group** has a very

interesting article on the Airfield Volunteer Fire Service that provides rescue and fire-fighting services to the **Shuttleworth Collection**.

Did you know that two Jowetts made the crossing of Africa in 1926? Well, they did and a book was written about it and published by the Jowett Company. The cars must be long, long gone but do any copies of the book survive? The **Jowett Car Club** would love to know.

The **Triumph Roadster Club** tells us that the infamous Roadster used in the Bergerac television series has taken to the road once more in another television series.

The journal of the **Austin Healey Club** tells that the club was successful in getting all three BJ8s which were entered for the 1964 Spa-Sofia-Liege Rally together for the NEC show – and what a magnificent sight! This must have gone a long way towards the choice of the club as winner of the Best Club Website/Use of Social Media award by Classic and Sports Car Magazine and second place in the Small Club awards. The journal has a photographic feature that does justice to both the cars and to the club's display.

An article in the **TR Register's** TR Action give us the low-down on hi-tech coatings as applied to exhaust systems.

Road Roller Association, Sand Hutton School Visit

In November, the Road Roller Association's Derek Rayner took along his Aveling & Porter steam roller No 8506 of 1915, *White Rose*, on a visit by arrangement with the head teacher, to the primary school in the local village of Sand Hutton near York.

All three classes of pupils were brought out in turn to look at the roller. They were all given an introduction as to how a road steam engine worked and what the role of a steam roller was in days gone by.

As well as the roller, Derek's restored Eddison living van was also a big attraction for them

and some were quite amazed to learn that the roller driver and his family would live in such a 'contraption' during the course of his work when travelling around the countryside rolling for one of the big contractors.

All the children were given the opportunity of blowing the roller's whistle – by the judicious use of a hook over the whistle cord and an extra-long piece of string to ground level – something that was enjoyed by most but there were several of them with hands over their ears at times!

This sort of visit could be replicated by many Association members - indeed it was suggested some time ago in *Old Glory* that this should be considered. It would be interesting to know if anyone has actually done this since it's an ideal means of involving youngsters in our hobby.

Such a visit would provide opportunities for school pupils to see something memorable and different. It would also enable the staff to have many possibilities for projects; in drawing, writing, researching road making on a computer – or even modelling – Blue Peter style with loo roll tubes and sticky-back plastic!



White Rose with Eddison living van in tow en route to Sand Hutton in November. Photo by Derek Rayner

Welcome

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

Club

- Panther Owners Club

Museum

- Cardiff Transport Preservation Group
- Oxford Bus Museum

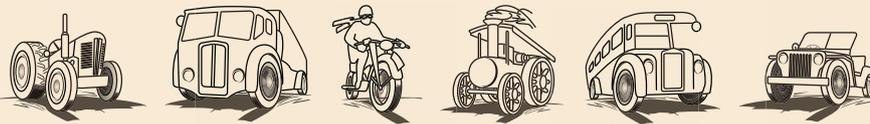
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