

FBHVC

news



The Newsletter of the Federation of British Historic Vehicle Clubs

Issue 3, 2013



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Club Reports

FIVA Identity Cards

Beginner's Guide

**We Launch "Young
Craftsman of the Year"**

**Are You Geared Up For
Heritage Open Days?**

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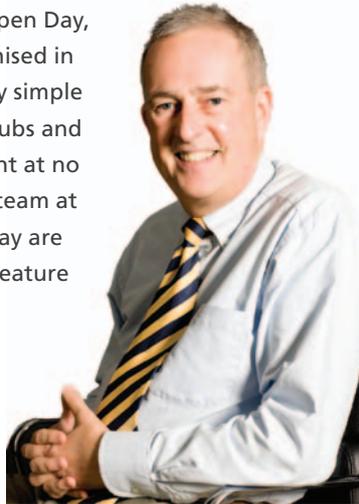


Editorial

With May rapidly receding the historic vehicle 'season' is already in full swing and we still await a period of more seasonal and settled weather. Thankfully the gods granted us a brief respite over the weekend of Drive It Day and you celebrated by getting onto the road with your historic vehicles in your droves. Events took place throughout the country and some of them are recorded in this issue and on the website (www.fbhvc.co.uk) in words and pictures. The Sunday Times claimed (therefore it must be true!) there were 10,000 historic vehicles taking part and dubbed it a 'Rite of Spring'. One thing is certainly true and that is that since its inception, Drive It Day has become a trademark event for the Federation and is synonymous with our central aim of protecting rights of access to the highway for our members. Our thoughts now turn to Heritage Open Day, our end of season autumn event, uniquely organised in conjunction with English Heritage. This brilliantly simple concept matches Heritage venues with vehicle clubs and provides the platform for a memorable club event at no cost to hard pressed members' funds. The same team at FBHVC that delivered such a successful Drive It Day are masterminding Heritage Open Days. Check the feature in this issue of 'the News' and if you haven't yet contacted the team about available venues in your area, do it now!

Geoff Lancaster

Communications Director



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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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Are your subs up to date?

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

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Cover photo: Some of the many visitors to the Royal Oak, Bishopstone, on Drive It Day.

Law Commission Review of Private Hire Vehicles

Unusually, the Law Commission decided in April this year to issue an interim report on their 2012 consultation on Private Hire Vehicles - on receipt we immediately placed an appropriate news item on our website, reproduced below.

In July 2011 the Law Commission was tasked to review the complex legislative basis that regulates the operation of Taxis and Private Hire Vehicles, their drivers and operators (confined to England and Wales). It is not normal practice for the Law Commission to publish any indication of its preferred policy midway through the process but there were more than 3000 responses, many showing understandable concern at the outline proposals issued when the consultation was launched in May 2012. This is why the Commission decided to depart from normal procedure and publish their thinking at this interim stage. They stressed that the interim statement is not the final report. They have yet to analyse in depth all the responses received and will continue to develop policies alongside Parliamentary counsel etc. They make it clear that the final report may differ in approach. This will then be submitted to Government and have to progress through parliamentary scrutiny.

Paragraph 9 of the statement is quoted here without amendment:

'We recommend that wedding and funeral cars should continue to be exempted from licensing. Our provisional recommendation in respect of the wedding and funeral car exemption raised unparalleled concern among members of these trades although licensing authorities and the police agreed that that the current exemption could cause problems. On balance, we have concluded that there are valid arguments to keep the exclusion from licensing in primary legislation.'

The FBHVC deliberately limited its consultation response to the proposal that wedding and funeral cars (specifically

excluded from existing control) should cease to be exempt in the future and be classed alongside PHVs. We are fully aware that a significant minority of historic vehicle owners occasionally hire their cherished possession for weddings (plus a much smaller funeral sector) mainly to defray escalating running and restoration costs. There are also a number of small commercial concerns which have blossomed over the last thirty years now that the public's genuine interest has grown and they appreciated the UK's road transport heritage.

The Government also responded to the consultation and paragraph 15 of their submission is also shown unaltered:

'We do not consider that there is a case for requiring the licensing of wedding and funeral services though there may be a case for bringing certain categories into the licensing regime and then immediately exempting them, in the way, for example, that food is within the VAT regime but zero rated.'

The Federation will continue to monitor this topic to ensure the existing rights of historic vehicle owners, but it would appear at this stage that our efforts, along with others, have been successful.



Northern Ireland MOT Exemption

Environment Minister, Alex Attwood, issued a statement on 29 April regarding exempting from annual MoT tests for pre-1960 vehicles following the introduction of the exemption in the rest of the UK in November last year. The proposed date of implementation in Northern Ireland is September 2013.

BUT the Northern Ireland proposal excludes vehicles 'which have not undergone substantial change' The

Ministry have picked up the overly prescriptive definition contained in the original draft EU Roadworthiness Regulation, which has already been amended by the EU Council of Ministers and as can be seen above has still to make more progress before becoming a Directive with universally agreed wording. The full statement can be found on <http://www.northernireland.gov.uk/news-doe-290413-historic-vehicles-exempt>.

The FBHVC have written to the Minister, as we feel that whilst the EU Roadworthiness saga continues to develop, the incorporation of a draft definition is premature and is out of line with the majority of vehicles currently exempted in the rest of the UK. We have also pointed out the practical problems of making testers a judge (and jury) of historical alterations, many of which are undocumented.

Any Other Business

The EU Roadworthiness proposals have understandably taken up a great deal of the legislation committee's time but they have still been able to keep an eye on other legislation, some of which could certainly affect our hobby.

Waste Prevention Programme for England, DEFRA call for evidence:

Our comment was simply to remind the Department that End of Life Vehicle legislation does not apply to historic vehicles. In line with waste prevention actions outlined in the Call for Evidence document, owners of such vehicles seek to recycle spares and historic vehicle parts where possible. Inevitably there are surplus parts which need to be disposed of at local council facilities and our request was that this should continue to be possible outside ELV legislation.



Red Tape Challenge:

The next road transport phase due to take place from 20 May to 17 June.

Street Trading and Pedlary Law:

There were initially concerns that this might affect autojumbles etc. but after consultation with the Autojumbblers Association it was decided that no submission was necessary.

DVLA Vehicle Online Services and Transforming DVLA Services:

these are both closed consultations and there has been no more news to report.

Historic Vehicles MoT Exemption Review:

having spoken to a number of specialist insurers there do not seem to be concerns about the pre-1960 MoT exemption at present. Any members who do experience problems should contact the Federation secretary.

Third Driving Licence Directive:

clubs who cater for three-wheeled vehicles are worried that they may not attract new, younger members as they would now have to pass a motorcycle test at age 24 to be able to drive a three-wheeled car. The legislation committee have agreed to undertake further research into previous consultations and also the Construction and Use Regulations.

Fuel topics:

there have been no developments regarding ethanol in petrol since the last newsletter.

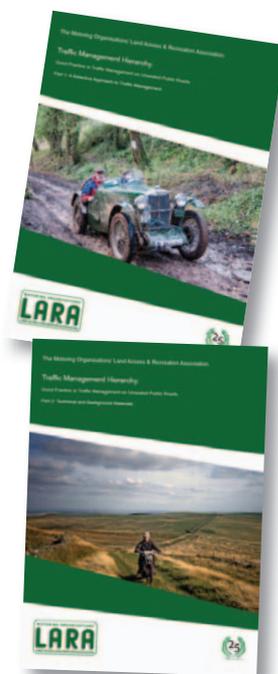
New Handbook From LARA

Traffic Management Hierarchy: Good Practice in Traffic Management on Unsealed Public Roads.

Recreational motoring on unsealed roads and byways is an emotive and complex issue. Some people think that motor vehicles should simply be banned from unsealed roads and nothing is easily going to change that view, but there is increasingly a 'middle ground' approach from highway authorities, which seeks to apply a considered 'least restrictive approach' philosophy to traffic management on our minor highways.

Over the last few years two new factors have come to bear upon this issue: the financial cuts suffered by councils, and the increasing frequency of extreme weather events, leading to waterlogged ground conditions far more often than a decade ago. This guidance is intended to be helpful to all concerned, and to avoid resort to the courts at great expense to all parties in terms of manpower and money. LARA believes that consensus management of motor traffic on unsealed roads, appropriate to the circumstances in each case, together with sufficient maintenance and a realistic expectation of what a byway should be like, is the way ahead. This is the first version of LARA's Traffic Management Hierarchy, and they invite and welcome suggestions for improvement. LARA and its members are ready and willing to work with highway authorities, and hope that this positive attitude will be reciprocated.

Download Part 1 and Part 2 at www.laragb.org



EU Draft on Roadworthiness Testing

Following the last EU Transport Committee MEPs meeting 324 amendments were tabled (147 pages of text) for their next meeting, due at the end of May. Many of these support the thrust of the views held by the other European federations within FIVA. All EU FIVA members then wrote to their own country's MEPs who sit on the Transport Committee repeating their arguments and making appropriate comments on which amendments should be agreed and more importantly those which were seen to be unhelpful.

As stated in our previous newsletters, this topic will run on for many months but we will keep members informed of developments.

The following is an extract from FIVA's regular update provided by its lobbying service, EPPA.

Roadworthiness Testing – EU institutions examine the Commission proposal

The European Parliament is progressing with its examinations of the European Commission's draft Regulation to replace the 1996 Roadworthiness Testing Directive: http://ec.europa.eu/transport/road_safety/pdf/road_worthiness_package/proposal_for_a_regulation_on_periodic_roadworthiness_tests_en.pdf

In the European Parliament the Transport Committee has been preparing its Report which will be presented to the whole Parliament in July. As noted in the previous EU issues update, FIVA has been in contact with all the key MEPs on the Committee – those who have been given the responsibility by their political groups to lead their discussions and table amendments. The rapporteur for the dossier, German MEP Werner Kuhn, recently submitted his draft report which included amendments which addressed the definition of a historic vehicle. His amendments certainly improved the definition proposed by the European Commission and demonstrated that he is sensitive to the case made by FIVA. However, FIVA remains concerned that even with his proposed amendments, the resultant definition of a historic vehicle would still be too prescriptive and so would therefore result in some historic vehicles being excluded from definition. Accordingly, FIVA has continued to urge other MEPs – both members of the Committee and members of the EP Historic Vehicle Group to table amendments to ensure that the Recitals and Articles of the adopted law more closely reflect the FIVA definition of a historic vehicle. While we have indications that such amendments may be tabled – they will only be published nearer the time of the next Transport Committee discussion on the dossier which is scheduled for 22-23 April (too late for inclusion in this issue of the newsletter).

Mr Kuhn's draft Report can be found at: <http://www.europarl.europa.eu/sides/getDoc.do?pubRef=-%2f%2fEP%2f%2fNONSGML%2bCOMPARL%2bPE-504.196%2b01%2bDOC%2bPDF%2bV0%2f%2fEN>

FIVA has also raised other concerns about the proposed Regulation which are important to historic vehicles. The original 1996 Directive provided the principle that the testing of historic vehicles under member states law should be done on the basis of standards which are not stricter than those which vehicles were originally designed to meet. Amendments proposed by both the European Council and Mr Kuhn pose the risk that the Regulation will introduce stricter safety and environmental standards so FIVA believes that it is important that reference be maintained of this original guiding principle in the new law. FIVA has also noted that an amendment tabled by Mr Kuhn would prevent a person who maintains or repairs a vehicle from also being the inspector of that vehicle. If this amendment were to be adopted it would have a significant and negative impact on many garages across the EU which currently provide both services, which is allowed in many member states but not in others. A number of MEPs also expressed this concern during a debate on the proposal on 20 March in the EP Transport Committee and the fact that much time was devoted to it is an indication that Mr Kuhn's amendment will be opposed by many members.

The Transport Committee debated the draft report and amendments on 22-23 April and will vote on 30 May. The European Parliament 1-4 July Plenary Session is scheduled to adopt the EP First Reading opinion after which the European Council will consider again the proposal alongside the EP amendments.

Classic Motor Show Announces Lancaster Insurance as new Headline Sponsor

To mark its 30th anniversary, the Classic Motor Show has signed a multi-year deal with a brand new headline sponsor. Held at Birmingham's NEC on 15-17 November, the event, which is seen as the season finale, will now be sponsored by Lancaster Insurance Services and be named the Lancaster Insurance Classic Motor Show.

The new Classic Motor Show director Dan Nwaokolo said: "We are absolutely delighted to welcome Lancaster Insurance as headline sponsor of the show. Clubs, collectors and enthusiasts are at the heart of the show and Lancaster Insurance's commitment to these groups is a perfect match for the event and I look forward to growing the Lancaster

Westmorland Made

The only existent motorcycle that was made in Westmorland has a new home at the **Lakeland Motor Museum**. It's a 493cc machine built by the late Bert Braithwaite at Staveley-in-Kendal during 1912 and one of about 20 made from 1906 onwards.

Bert Braithwaite and his brother Jack were pioneer motorcyclists. Their designs and construction methods which were way ahead of their time resulted from an



absorbing hobby as the family firm of Henry Braithwaite and Sons was primarily concerned with precision engineering.

Jack Braithwaite is considered as being the first to conquer Honister Pass on a motorcycle and also the first to climb Kirkstone Pass from Ambleside, non-stop on a motorbike with only a single gear. He was killed in the First World War and his brother did not exploit the potential of his advanced overhead valve engine design.

When the Braithwaite workshops were being cleared following Bert's death and the end of the company, the family presented the motorcycle to the Westmorland Motor Club (WMC) for preservation. It was subsequently restored and ridden by Bert's son John Braithwaite to open the 1968 Barbon Hill Climb.

Following display at the Museum of Lakeland Life and Industry for many years it returned to Barbon in 2011 to take part in the WMC centenary celebrations. It was then kept in storage until recently being put on public display at the Lakeland Motor Museum.

Photographs show Bert Braithwaite astride one of his namesake motorcycles, in Bowness during 1911 & EC 981 on display at the Lakeland Motor Museum.

www.lakelandmotormuseum.co.uk



Insurance Classic Motor Show in 2013 and the coming years."

The Lancaster Insurance Classic Motor Show has some very exciting initiatives for 2013 which will be rolling out over the coming weeks including the announcement of this year's show theme and more on the 30th anniversary celebrations. Spanning eleven halls, visitors can enjoy an estimated 1,500 cars and 350 motorcycles on display, ranging

from the rare and exciting to pre-war and retro classics, the sublime to the ridiculous, and many more. Ticket prices start from £18.50 when purchased in advance, with two and three day passes also available.

www.necclassicmotorshow.com.

The Federation will have a very special stand at the show this year to mark the 25th anniversary.

Manufacturers Letters for Reconstructed Classics

In the last Newsletter, I indicated that a DVLA local office staff member had rejected a dating letter, saying that the owner should obtain (or attempted to obtain) a dating letter from the original manufacturer. My assessment, based on DVLA leaflet INF26, with the wordy title of *Guidelines on how you can register kitcars and rebuilt or radically altered vehicles*, was that this was an incorrect decision by the DVLA. Based on the following recent correspondence, reproduced below with DVLA at Swansea, it appears that DVLA have moved the goal posts.

'There appears to be some confusion between dating certificates and the reconstructed classic category.

I should explain that dating evidence is necessary to support a range of vehicles coming forward for first registration, such as original vehicles that have lost their registration number. It has always been the case that the evidence should be obtained from the manufacturer where possible as advised in the INF 106 and V848 leaflets.

The Reconstructed Classic category was introduced following the 1996 review of the rebuilt, radically altered and kit vehicle procedures (INF 26) and is intended for the registration of vehicles which may not be completely original but could contain or comprise of genuine period components. A dating certificate alone is not sufficient evidence to register these vehicles.

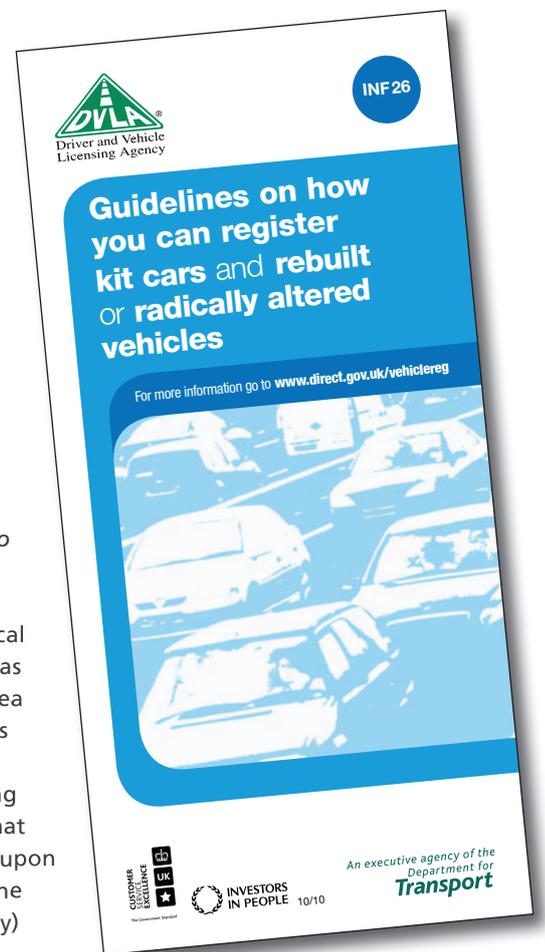
The appropriate club must authenticate that the vehicle represents the marque concerned and that it has been built from period components of

the same specification, all over 25 years old.'

As background information, leaflet INF 106, is called *'How to import your vehicle into Great Britain'*, and V848 is called *'How to register your "old" vehicle.'*

I also paid a visit to my DVLA local office, who indicated that there has been a longstanding DVLA Swansea requirement that the owner needs to check first to see if the original manufacturer can produce a dating letter, but this is not something that the DVLA local office has insisted upon in the past. A dating letter from the appropriate club has (until recently) been sufficient to date the vehicle. However, there has been a recent instruction from DVLA Swansea, to the DVLA local offices, to insist that that the original manufacturer is contacted for a dating letter. This requirement is said to be implied in DVLA leaflet V848: *'You will need to provide proof of the year of manufacture. The chassis/frame number can often be used to establish this. If the manufacturer is no longer in existence, many vehicle enthusiast clubs can provide dating certificates to support a V55/5 application for an age-related number.'*

There is a DVLA Swansea staff member tasked with the job of writing out to manufacturers to try and establish who has historic records. That particular task is a minefield, seeing that the holder of the current manufacturer trade mark could well be a completely different organisation to



the organisation that holds the original manufacturers records. The current manufacturing base might be in India, but the only legacy records exist in microfilm form by a specialist club in the UK. The year range of historical records held by a particular manufacturer could well be a moving target, seeing that some manufacturers will dispose of old records on a routine basis. Also, records can suddenly disappear due to flooding or fire.

It has been suggested to DVLA that if a vehicle is more than 25 years old, that the requirement to contact the original manufacturer should be waived, seeing that a significant proportion of manufacturers do not support vehicles that more than 25 years old. To date, DVLA have not responded to that proposal.

The enforced DVLA requirement that manufacturer records take precedence over a clubs dating letter, is a significant extra hurdle for owners, at a time when DVLA are indicating that they want to streamline their services. By the time this Newsletter is distributed, the Federation will have had a meeting with DVLA to discuss this issue, amongst others. I would anticipate that an update would be in the next Newsletter.

Delayed Responses to Queries

Due to recently changed family circumstances at the end of last year, I have not been able to devote as much time as I would like to Federation matters. Coupled with the significant increase in my postbag, which is mainly due to the problem outlined above, this has meant that I am responding to the more complicated cases after weeks rather than days. My apologies for this. It will be a month or two before a reasonable service is restored but be assured that your queries will all be answered.

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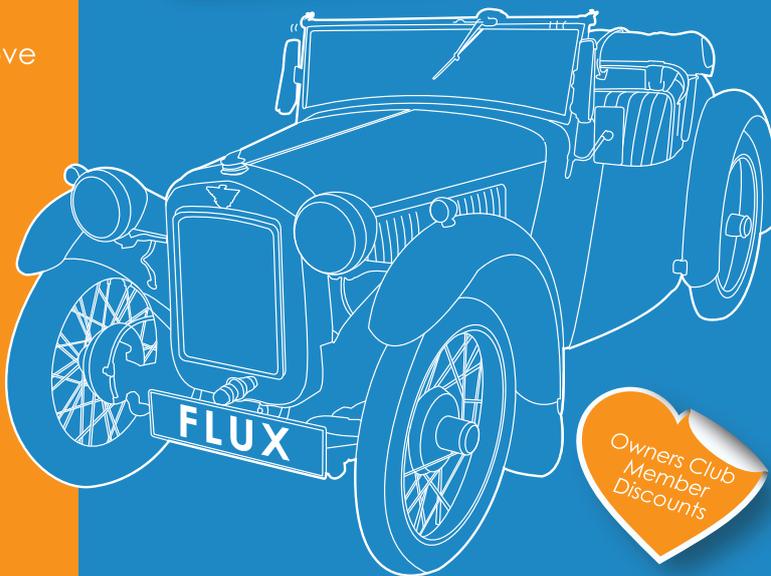
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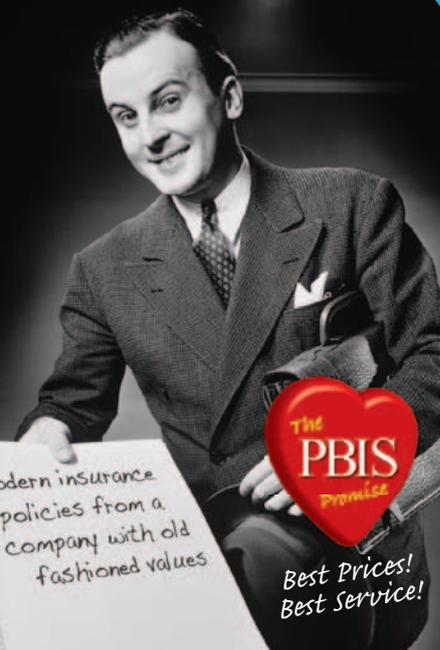
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Drive It Day 2013 Judged a Hit!

Every year FBHVC Drive It Day is purposely held on the Sunday nearest to 23 April. Why? Because it commemorates the 64 cars that left London on the first day of the Thousand Mile Trial on 23 April 1900. The Royal Automobile Club Thousand Mile Trial started in London and passed through Bristol, Birmingham, Manchester - travelled through Scotland - then passed back through more English locations until they were back in London again. The tour lasted until 12 May 12 and 46 out of the approximately 65 starting cars made it to the finish line.

Officials at the Federation of British Historic Car Clubs, the organisers of the annual Drive It Day, have declared the 2013 event a resounding success. The combination of better weather and the unbounded enthusiasm of club organisers the length and breadth of the country brought historic vehicles out on to the roads in droves. FBHVC heritage team member, Ken Coad, coordinator of the event said: "We were blessed with the weather and hundreds of owners were encouraged to emerge from a long cold winter and get out on the road and meet up with like-minded enthusiasts."

FBHVC board members were out in strength to welcome participants at the Heritage Motor Centre, Gaydon. An estimated 300 historic vehicles met



up at Gaydon's splendid facilities and were rewarded by discounted entrance to the museum and pre-registered entrants received a specially minted 25th anniversary FBHVC pin badge. Amidst the customary MGs, TRs and Minis, were the somewhat rarer Gilberts, Gordon Keebles and Scimitars. A brace of BSA three-wheelers were attracting much interest, plus a number of motorcycles and scooters attended, including a rider in his eighties on a BSA A10 Rocket. A splendid US specification Rolls Royce took the prize in the bling category!



"Photographs and reports are flooding in to the FBHVC office", said Federation secretary, Rosy Pugh, "We will be putting as many as we can up on our website." These are typical of the events that took place nationwide. Rosy herself reports from the Royal Oak at Bishopstone, near Swindon, where more than 120 vehicles gathered. The landlord was kept busy with bacon sandwiches and lunches and the oldest vehicle present was a 1914 Stanley steam car, who was the envy of the car park as he refuelled using a hosepipe and outside water tap. There were bikes, cars, a three wheeler, commercial vehicles and even some military vehicles and some rarities as well.



Steve Bradley from the **South Cheshire Collectors Car Club** reports that 10 cars set off from Nantwich to make the run to the Ponderosa Cafe at the top of the Horseshoe Pass near Llangollen in North Wales. After an excellent lunch they visited the nearby steam railway and everyone had a jolly good day out.

Steve Tanser of **North West Casual Classics** reports on their annual Ferry to Ferry Run. This starts at the Ferry Inn, Penketh and meanders through Cheshire finishing at the Eastham Ferry Hotel at Eastham for a splendid lunch.



Doug Townsend reports that 48 members of the Chiltern Region of the **Morris Register** visited the RAF Fighter Command 11 Group bunker at the former RAF Uxbridge. There were twenty historic Morris's on parade and he recommends a visit to this historic site.

Doug Castle reports from the **Cornwall Austin Seven Club**. Members travelled from all parts of the county to meet at the Lost Gardens of Heligan. Twenty

four Sevens, Tens and Twelves and a much admired 1939 ex-London Taxi complete with period suitcases, provided an interesting display for visitors to this popular tourist attraction.

The Kennet Valley Group of the **TR Register** had a run of around 75 miles of countryside, writes Karen Woolnough, travelling from their meeting venue (the Winning Hand at Beenham) to STEAM Railway Museum in Swindon. Some members joined in along the route at points nearer to their homes. Although there was a chilly wind, most of the TRs were 'top-down'. When they arrived at STEAM there were 12 beautiful TRs lined up outside the museum and members chose whether to look around STEAM or go shopping in the Outlet Village opposite.



Janet Richardson reports on behalf of TIPEC (SELNK), Marden Motor Club and the **Karmann Ghia Owners Club GB**. On a sunny Sunday morning a group of 26

cars met at the classic car dealership of Godin Banks for coffee and doughnuts and a chat. There was so much to see, but everyone needed to leave for a scenic drive of about 30 miles through the Kentish lanes, with idyllic views on route. Maidstone Museum staff were waiting to welcome them and park the cars around Brenchley Gardens, the Victorian park behind the museum in the centre of Maidstone. The museum café had laid on a wonderful buffet lunch, after which Simon Lace, museums manager, gave a fascinating behind the scenes tour. The next drive ended with a relaxing stop at Iden Croft Herb Garden where many cups of tea and home-made cakes were consumed, in a very peaceful setting. The day was finished with a pleasant meal at the Stile Bridge Inn, which even had some live music. The day was enjoyed by all.

Don Sandom says, "Congratulations on the success of this year's DiD, as witnessed in my part of the Thames Valley at least." He includes some great shots by his friend, Dave Costin, from the National Trust's Cliveden House, near Maidenhead, whilst he himself snapped the '60s nostalgia shot (featured here) of the motor scooters drawn up by the bridge at Henley-on-Thames. Should it not have been Brighton?

Stewart Powell from the **South Wales Classic Car Club** wrote to tell us about their event. The 75 mile route chosen, took the 30 cars and occupants on some of the best scenic and mountain views to be found in the valleys of South Wales. The roads and gradients were a challenge to car engines, brakes and drivers. Over the years many vehicles had gone over the side for a quick 600 foot drop to the bottom. Happily all cars and occupants arrived at the Usk Inn, Tal-Y-Bont on Usk for a very enjoyable Sunday lunch. Not a single breakdown or lost member during the whole run: 30 started, 30 finished, a club record.

Next year Drive It Day will be on 27 April 2014.



The New Davy Award for Young Craftsman of The Year – Now Launched

I am pleased to announce that this new annual award for apprentices and trainees, as mentioned in the last edition of this Newsletter, is now open for nominations. FBHVC and the Worshipful Company of Coach Makers and Harness Makers (WCC), a London Livery company, have joined forces to recognise and reward an apprentice or trainee of outstanding ability.

As a trade supporter, do you have an outstanding apprentice or trainee who deserves recognition? Yes? Then please consider nominating them.

Candidates for the annual award must be:

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

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

The candidate will be required to:

- Produce a significant piece of work which clearly demonstrates one or more craft skills to a very high level. The project will be displayed before the judging panel.
- Produce a portfolio to support the project.



- The time scale, from initial discussions between candidate and employer to making a presentation to the judges, is nominally 12 months.
- Short-listed candidates will be asked to present their work and portfolio to the joint FBHVC/WCC judging panel.

A generous financial award will be made to the winning apprentice/trainee and, at the discretion of the judging panel, a further significant financial award may be made to a runner-up. The winner will receive his or her award from the Master of the Coach Makers Livery, together with a plaque, at the annual WCC Automotive Dinner held at one of the London Livery Halls. These are quite grand occasions and will be a memorable experience for the recipient.

The outline time scale for the inaugural award is:

- Nominations from trade supporters to FBHVC Secretary by September 2013
- September 2014 – a short-list of candidates will be selected by WCC and FBHVC.
- October 2014 – Short-listed candidates will be invited to display and present

their project to the judging panel with the winner (and runner up as decided) announced on the day.

- February 2015 – Presentation of the winning award in London.

To promote the FBHVC and WCC's commitment to skills preservation in the historic vehicle sector, this new award will be announced at the Classic Car Show, NEC in November 2013. This coincides with 25th anniversary display by FBHVC.

Please note that trade supporters will be contacted individually by FBHVC with further information on this exciting new award and we look forward very much to receiving your nominations.

Welcome to the following companies who have joined the Federation as trade supporters

K-Seal
Old Motor House

The Perfect Opportunity for Clubs to Have a Free Day Out at Some Exclusive Venues



The unique tie up between the Federation of British Historic Vehicle Clubs) and the Heritage Open Days team presents an exciting opportunity for clubs to hold an interesting event at absolutely no cost. Venues subscribing to the scheme are usually in attractive surroundings and frequently somewhere not normally accessible to the general public. You could find yourself holding a concours at a stately home with acres of gardens, or a Drive-In day at an imposing civic building, museum, heritage collection or somewhere smaller. The possibilities are endless depending upon your club's requirements and area of interest.



This year Heritage Open Days Weekend will be 14 – 15 September, while some sites also participate on the preceding Thursday and Friday. During this period, you're free to explore various properties up and down the country. They will be opening their doors at no cost, and are ideal venues for Federation member vehicle clubs to arrange a display, providing an added attraction for the public visiting them. Some 43,000 volunteers helped make Heritage Open Days 2012 the most successful so far, with over 4,500 venues participating. Surprisingly, a mere 41 of these venues featured a vehicle display. With your help we can make Heritage Open Days 2013 a real record breaker.

Historic And Classic Vehicle Displays

English Heritage, combined with National Trust, make this possible and with the added no cost attraction for members and friends to visit as well. Some venues are suitable for only a limited number of vehicles while others have substantial land where parking is easy. Speak to FBHVC coordinator, Roy Dowding, whose job it is to match clubs with the ideal venue.

The list of properties for 2013 can be found on the website: www.heritageopendays.org.uk from mid-July onwards, with locations evenly spread across England and Wales. Put the dates in your events calendar, and if you need any help or advice, get in touch. Tell us of your preferred area and roughly how many vehicles your club or organisation may want to display, allowing us to identify suitable venues for you.

Flexibility is key. Vehicle numbers can be large, allowing clubs to hold major displays, or just one or two vehicles attending personally, perhaps where the club's main attendance is elsewhere. The choice is yours, the objective being to replicate the success and enjoyment of April's Drive It Day again each year, in September!

For further information, contact Roy Dowding on 01728 668100, or by email: roy.dowding@btinternet.com



FIVA ID Cards

FIVA ID cards are a mystery to many members but as they are only needed to take part in a FIVA registered event they will always only be relevant to a minority. We do get a lot of enquiries about them however and this short guide may answer the more frequent queries. FIVA ID cards are completely different to FIA cards.

ID cards are issued by each of FIVA's member countries: in the UK it is the FBHVC who have responsibility for this but we may only issue cards for vehicles that are registered in the UK. The Federation issues over 200 cards each year and they may only be issued for vehicles over 30 years old. The card is issued to the owner not the car and so is not transferable when the vehicle is sold and the card has a life of 10 years, after which a new application must be submitted. There is an indemnity statement on all ID cards:

This Identity Card is based on information given by the owner at the time of the application, is intended solely for identification purposes, is no guarantee of the vehicle's authenticity and is not to be used for commercial purposes or proof of the vehicle's history. The Identity Card remains



the property of FIVA and must be returned to the issuing authority or FIVA on request.

Some prospective purchasers do ask for an ID card before buying a car – but the above statement above makes clear that this is not the purpose of the ID card scheme.

The application form is on the Federation website and we do not accept the version from FIVA's website. With the application form is an information sheet that explains about the fees, photographs and documents required with the application. Vehicles have to be inspected and the form signed before the application is sent to us. The Federation does not have the resources to inspect vehicles: inspections are carried out by either a club official or an independent specialist of the applicant's choice. The inspection should verify that the details on the vehicle match the application form and the V5C registration document as well as confirming the vehicle's history. The Federation has had cause to contact the inspectors in the past to check details on the form but logistically cannot visit each vehicle. Further checks are made on the veracity of the information given at the scrutineering stage at FIVA events.

In the UK Paul Loveridge receives the applications. Paul sits on FIVA's Technical Commission as a vice-president. Checking the application can be very time consuming when a vehicle has had a long history or when the application is incomplete (sadly all too frequently). Once the checks have been completed the vehicle is allocated a category in line with the FIVA Technical Code 2010 (see www.fiva.org for details).

Briefly 'A' is standard; 'B' is period modified; 'C' is for reproductions and replicas; 'D' is modified out of period; 'E' is for exception, which covers everything else as long as no more than two of the main components have been changed from original specification. Within these categories vehicles are also given a group: '1' original; '2' authentic; '3' restored; '4' rebuilt. Allocating these groups can be more of an art than a science but most vehicles entering events end up as 'A3'.

The application is then sent by Paul to the FBHVC office where the details are double checked before issue, then the card is printed and assembled with the photograph and official stamps and posted to the owner.

The process can take two to four weeks depending on the accuracy of the application and the complexity of the vehicle's history. A fast track service is available at an extra cost but given the limits of the postal system this still takes at least seven to ten days.

The application form for the UK can be found on the FBHVC website: www.fbhvc.co.uk/fiva

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Subscriptions

Subscriptions for clubs, museums and individual supporters fell due on 1 June.

Reminders have been sent out and we would be very grateful for a prompt response in order to keep the (now even higher) cost of posting reminders to a minimum. If your address label had 'Subscription due' printed on it then we would very much like to hear from you. We value all our members and do rely on subscriptions in order to continue with our work keeping historic vehicles on the road.

The cost for an individual supporter is now £15 for one year or £28 for two years; clubs pay 40.7 pence per member with a minimum fee of £30; museums pay £63.00. The club fee is still well below the cost of a second class stamp per person and surely represents very good value for money. Fees are inclusive of VAT – 20% of that subscription goes to the government. If you are intending to pay by bank transfer please do make sure that you either post or email confirmation of your payment – we have well over 500 member clubs and around 500 individuals due to renew and it can be tricky to sort out the anonymous payments on our bank statement. Clubs do need to send the completed form back (*please* send the whole page and not just the anonymous bottom half) with a declaration of member numbers. A VAT receipt will be sent to clubs and museums, and to individuals who send a stamped addressed envelope.

We continue to recruit new clubs, taking our grand total to 517. These numbers are vitally important to be able to show our politicians the size of the membership the Federation represents and ensure that our views are listened to when it really matters.

Welcome to the following clubs which have recently joined:

- Bridgend & District British Motorcycle Club
- Vintage Minor Register
- Hereford Austin Seven Club
- Pontarddulais Classic Motor Club
- Mini Traveller and Countryman Register
- Strathendrick Rotary Club



Some of the many clubs who were represented out and about on Drive It Day.

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Club News

This tranche of magazines includes many April editions. Despite my best efforts, I am certain to have fallen prey to at least one sophisticated fabrication...

The **Singer Owner's Club** magazine reveals the origin of the expression 'Cock and Bull Story'. It seems that Stony Stratford, a market town on the old A5, had two hostleries built opposite to one another, the Cock and the Bull. Travellers staying here were said to vie with one another in the telling of outrageous tales of the road – hence the expression. Unless you know better...

There is a reminder of the good old days in the magazine of the **Eastbourne Historic Vehicle Club** in the form of a photograph of Sheffield trams in action in a typical street scene of 1954.

The **Vincent HRD Owners Club** magazine gives us plenty of advance notice for the 2015 International Rally to be held in Italy in 2015. The magazine also has an article on making one's own five-inch 'Shadow' speedometer - quite timely as an example sold for £1,000 at the Bonhams Stafford auction.

The **Ginetta Owners Club** remind us that 2013 is the silver jubilee of the G32 model.

It is the 30th anniversary of the **Scammell Register** newsletter. The Register would like to track down a copy of the very first edition. Can you help?

The **Steam Car Club of GB** magazine has a detailed article on different sorts of wood and their characteristics. There is also an article on the differences in legislation between the USA and the UK for trailer braking systems.

The **Bentley Drivers' Club** Review has is a photograph of the remarkable tool kit of a 1938 Bentley which could be found in a purpose-made tray in the lid of the boot.

The previous owner of a car can make a difference when it comes up for sale. The **CROWW** Club magazine informs us that a rather tired Morris 'Oxford' of 1964

which had belonged to Winston Churchill made £51,000 at auction...

The **Alvis Owner Club** Bulletin has an article on the hydrolastic suspension concept which was initially tried out at Alvis prior to its adoption on the Mini.

The **MG Car Club** remind us that 2013 sees the 40th anniversary of the introduction of the MGB GT V8 (incidentally, the registration plate VEE 8 is still alive and well in the Grimsby area). There is a really striking photograph of Bill Bennett enjoying himself in a flat cap and a J2 MG in this year's MCC Exeter Trial in the magazine.

Tales of woe involving 10% ethanol fuel in Ireland in a Norton International motor cycle are recounted in the magazine of the **Morris Register**.

The incredible adventures of Albert, an elderly Albion double-deck bus, are recounted by the **Biggar Albion Foundation** the Albion magazine. It seems that Albert made seven return trips between London and India, including two to Australia. Albert is now back in Sydney, Australia in a fully restored condition.

A sad anniversary has been commemorated by the **Sunbeam Lotus Club**. April 21, 1983 saw the last cars leaving the Talbot factory in Coventry.

There is a photographic progress report on the Skirrow reconstruction in the **BSA Front Wheel Drive Club** magazine. It is thought that only 17 of these cars were made. Do you have one? The final development of their front-wheel-drive design by BSA which was cut short by the outbreak of war is outlined.

2013 is the diamond jubilee year for the **Lea-Francis Owners' Club**. Congratulations!

The extraordinary tale of the late George Waltman's achievement in finishing in 30th place in the 1968 Daytona 24-hour race in his Plus 4 is related in the magazine of the **Morgan Sports Car Club**

Another great achievement is recounted in the **Pre-war Austin Seven Club** magazine. 'Kip' Waistell took a 1928 Ulster replica from Peking to Paris in 2011 for the total expenditure of £11,300 - of which £4,300 was for the compulsory Chinese 'guide'!

Two offering from the **Talbot Owners Club**. Their magazine has a delightfully illustrated account of the 1913 Saltburn Speed Trials on the Marske-Saltburn beach. The competitors, who were started four abreast, were launched from 30 foot planks to avoid digging in to the sand and almost all of the illustrations accompanying the article were artist's impressions – and very good ones too! The Club has produced an impressive centenary booklet outlining the remarkable run of successes achieved by Talbots in competition in 1913.

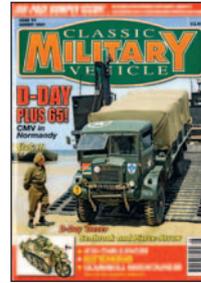
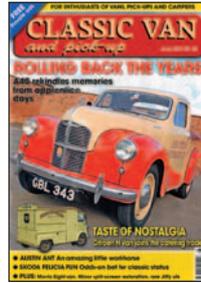
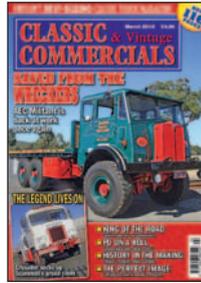
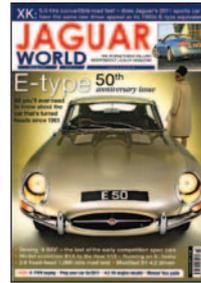
There is an interesting account of the final years of car production at Armstrong Siddeley in the **Colchester Vintage Motor Club** newsletter.

Some alarming statistics about dragsters in the **Highland Classic Motor Club** magazine. Each run costs \$1000 per second - if nothing blows up... and one quarter mile run takes about 30 seconds in total with fuel consumption in the order of one-and-a-half gallons of nitro-methanol per second.

The Journal of the **Daimler and Lanchester Owners Club** has an account of the twin-engined Daimler Railcar. Despite successful trials on the then LNWR in the Midlands, interest waned and it was scrapped in 1922. The Swedish Royal family are very careful and economical when it comes to official cars: their 1950 Hooper-bodied D27 Daimler is still in use on very special occasions.

The substantial tome that is the quarterly magazine of the **Model T Ford Register** has some interesting observations concerning white metal and white-metalling and some intriguing statistics about life in the United States in 1910.

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The **Bristol Austin Seven Club** magazine tells us that Brooklands was not the first purpose-built motor racing circuit in the world. That honour falls to the Aspencade circuit in Melbourne, Australia

The **Bond Owners Club** magazine tells of the introduction of the Six-Sixty Twin Bond three-wheel car in 1963. Do any survive?

The history of the Heinkel microcar is included in the **Register of Unusual Microcars'** Rumcar News together with more details of the Kei-class sports cars of Japan, including the Daihatsu Copen which did reach these shores as an official import. There is also a report on the auction of the contents of the Bruce Weiner Microcar Museum in Madison, USA where the red mist/feeding frenzy really took hold of the bidders with 200 vehicles turning over \$9.1 million.

There is a delightful feature in the **Ford Y & C Model Register** of the first day of work at Ford's Dagenham plant for a young lad in 1937.

As part of an article on the 1925 Monte Carlo Rally in the **AC Owners' Club** magazine there is an atmospheric photograph of an AC being craned on to the cross-channel ferry at Folkestone.

For those whose interests are more catholic the **Shuttleworth Veteran Aircraft Society** 50th anniversary pageant will be held at Old Warden on 1 September.

The first instalment of a buyers' guide to the **Series 2 Land-Rover** can be found in the spring 2013 edition of the Series 2 Bulletin.

Successful modification to Villiers carburettors to cope with ethanol are described in the Directory of the **Francis-Barnett Owners Club** - and did you know that the company made bayonets in WW2?

Memories were re-awakened by the photograph of a preserved TV detector van on the rear cover of the journal of the **Traditional Car Club**.

The **Bullnose Morris Club** magazine has some remarkable photographs of the

Morris Longwall Garage in Oxford, taken in 1910 including serried ranks of motor cycles - presumably stored there for the undergraduates of the University.

Lots of useful information in the **Traction Owners Club** magazine. The rally to celebrate 80 years of the Traction Avant will take place in Dunkerque on 29-31 May 2014. There is a feature on the Citroen Kegresse - the principles of which can be seen on many of the mega-tractors much favoured by the barley barons of East Anglia, plus a brief outline of the origins of the major American oil companies.

There are some useful observations on SU carburettors and needle profiles in the **Rochdale Owners Club** magazine, plus a cable sizing chart for electrical wiring applications.

The **Scottish Austin Seven Club** tells us of (very) obscure Scottish car manufacturers - including the Madelvic. Sounds like an ideal candidate for a club-night quiz...

The **Association of Singer Car Owners** tell us that only one photograph exists of the pub where Coventry City Football Club was founded in 1883. The Lord Aylesford was reduced to rubble in the blitz of 1940. Yet *another* photograph of Marilyn Monroe, this time with Sammy Davis Jr and a Singer Roadster has surfaced.

In view of recent debate on winter tyres an article on the studded tyres used in rallying in the **Mini Cooper Register** is topical. The magazine has a brief biography of the late Les Leston. There was much, much more to Les than nice steering wheels and gear knobs...

An electronic ignition system that comes to the aid of cyclemotor enthusiast is described in Buzzing from the **National Autocycle and Cyclemotor Club**. The club also tells us that 2013 is the diamond jubilee of the BSA Winged Wheel.

The magazine of the **Morris Minor Owners Club** has the story of a failed kidnap plot against Lord Nuffield in 1938 and there is a blow-by-blow account of the restoration of a Morris Minor pick-up during the course of the 2012 NEC show.

The **Leeds and District Traction Engine Club** is celebrating its 50th anniversary

this year at Thwaite Mills, Leeds, on 7 September.

The cover photograph on the magazine of the **Norfolk Military Vehicle Group** shows a RCAF pilot flying his Mosquito under the Eiffel Tower in the 1940s. Who was he? Staying with aircraft, the magazine reports that the Battle of Britain Memorial Flight Lancaster PA474 has been rebranded as DV 385 Thumper Mk 3.

The newsletter of the **Southend and District Classic Car Club** has a table of the aerodynamics of selected cars down the years with the Tatra T77 of 1934 heading the list and the Caterham 7 of 1973 receiving the wooden spoon.

The **London Austin Seven Owners' Club** offer a useful tip for crack detecting using flea powder...

The **Fire Service Preservation Group** tells us that a new batch of 825 x 22 tyres have been made.

Another anniversary; this time it is the diamond jubilee of the Sunbeam Talbot Alpine.

An article that is highly topical in the **Classic and Historic Motor Club** magazine relates the story of Harrods' fleet of electric delivery vans. It is claimed that there are five of them in a scrap-yard in Nottingham.

The **Chester Vintage Enthusiasts Club** magazine has an account of a visit to the remains of an extraordinary secret weapons factory at Rhyd Y Mwyn in north-east Wales, which is now a nature reserve.

Some interesting statistics on 1948 cars in the **Wirral Classic Car Club** magazine. The top speed of a 933 cc Ford Anglia is given as 57 mph and a Humber Super Snipe was almost as expensive as a Mk 6 Bentley.

The **Standard Motor Club** Review informs us that the 54th International Rally will take place at Breamore House, Hampshire over the weekend 16-18 August.

A delightful yarn concerning Villiers carburettor floats can be found in the **Greeves Riders Association** magazine.



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